

SEAFARERS



LOG

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

New Tanker, RO/RO Signal More Jobs



The SIU-crewed fleet got a boost with the mid-April delivery of the new Crowley tanker *Louisiana* (top photo) as well as the late-March reflagging of the car carrier *Aida* (right). The latter vessel is being operated by Tote Services, Inc. for American Roll-On/Roll-Off Carrier and is part of the U.S. Maritime Security Program fleet. The *Louisiana* will sail in the Jones Act trade. *Page 3.*



SIU Crews Support Multinational Exercise

Seafarers-crewed ships including the *USNS Montford Point* (foreground) and *USNS Stockholm* (alongside) recently participated in a biennial exercise conducted by U.S. forces with the Republic of Korea Navy and Marine Corps, Australian Army and Royal New Zealand Army. *Page 24.* (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)



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President's Report

Seafarers See Crucial Need for Political Action

One of my favorite parts of this job is getting to spend time with Seafarers at our affiliated school in Piney Point, Maryland. If I'm not travelling, I make it a point to chat with rank-and-file members there practically every day. Even in an informal setting like the Paul Hall Center's cafeteria or



Michael Sacco

lobby, it's good to have opportunities to discuss the latest news about our union and our industry. (Depending on the time of year, we've been known to talk about football every once in a while, too.)

In the same way I enjoy those interactions, it's refreshing to hear the graduation speeches from our recertified stewards and bosuns whenever those classes roll around. It's invigorating to feel their energy and to share in the insights of Seafarers who've seen the inner workings of the union, the school, and the Seafarers Plans. I'm also always interested to hear the advice they give to the trainees. Without exception, it's valuable guidance.

What really jumped out at me during the April membership meeting, where six members graduated from the recertified steward class, was how adamant they all were about the need for our entire organization to be politically active. I know this is a subject I also bring up a lot, but that's because our union and, really, our entire industry would be sunk without a strong presence on Capitol Hill.

As the stewards emphasized, a big key to our success is SPAD, the SIU's voluntary political action fund. If you're new to the SIU or otherwise somehow haven't heard about SPAD, the best way I can describe it is, it's a resource that provides us with a chance to carry our message to the politicians and elected officials who have opportunities to help strengthen the U.S.-flag fleet – and thus sustain and provide new jobs for Seafarers.

We have very strong participation in SPAD, and that's not something I take for granted. But if you're not already contributing, or you're on board but may be able to give a little more, please consider doing so. And please take the time to read this month's article about the newly recertified stewards – their quotes (on many subjects, not just politics) are perceptive and worth checking out.

As we first said long ago about SPAD, politics is pork chops. More recently, as one member put it, it takes a four-letter word (SPAD) to be heard. The bottom line is that under the current political system, we have to have a strong fund in order to even get in the door to promote things like the Jones Act, the Maritime Security Program and cargo preference laws. I'm not saying it's all about money, but believe me when I say the requests for campaign contributions never stop. That's why we won't stop, either, and why it's more important than ever to maintain and even build upon the strong rank-and-file participation we've enjoyed for many years.

National Maritime Day

This month, the SIU will join with other unions, U.S.-flag operators, military leaders, political allies and other supporters in observing National Maritime Day. First recognized by Congress in 1933, National Maritime Day (May 22) is a time to honor the service and sacrifice of our great country's civilian mariners. It's also a time when we take stock of the current state of the American-flag fleet and the U.S. crews who are available to mobilize the vessels in times of crisis.

I do not want to overshadow the acknowledgments of our World War II mariners or any other seamen who've climbed the gangway when our nation called, but I hope that this year's National Maritime Day ceremony in Washington, D.C., in particular, addresses the reality that we have reached a critical point with our resources. The new commanding officer of the U.S. Transportation Command, General Darren McDew, has been very strong in bringing this concern to Congress' attention and in saying we've got to do something about it – not tomorrow or next week or next month, but right now.

We in the SIU are taking that challenge very seriously and are working every day to ensure the ongoing viability of the U.S. Merchant Marine.

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

SHBP Announces Boost to Dental Benefits

The Seafarers Health and Benefits Plan (SHBP) last month announced significant increases in dental benefits for SIU members and their dependents who are covered at the Core-Plus and Core benefit levels.

In her report for the April membership meetings and also in a recent participant letter, Seafarers Plans Administrator Maggie Bowen said the improved coverage takes effect May 1. The letter read in part, "Previously, the maximum dental benefit for employees and their dependents at the Core-Plus benefit level was \$750 per calendar year, and the Plan had a schedule which specified the amount it would pay for each service. In addition, there was a \$1,000 lifetime maximum for orthodontia.

"Beginning on May 1, the Core-Plus dental benefit is being increased to \$2,000 per calendar year for each eligible person," the letter continued. "The Plan will pay 100 percent of the first \$500 of dental services. After that, if you use an in-network provider, the Plan will pay 60 percent of the network-allowed amount for remaining services, up to the \$2,000 annual maximum. If you use an out-of-network provider, the Plan will pay 50 percent of the allowed amount for remaining services, up to the \$2,000 annual maximum."

Additionally, there is no longer a dental schedule, which means participants can use this benefit for any necessary procedures and they will be reimbursed as described in the previous paragraph. And, the lifetime maximum for orthodontia is being increased to \$4,000 per person (orthodontic services count to-

ward the annual \$2,000 maximum).

Significant improvements are lined up at the Core level, too. As noted in the letter, employees and their dependents covered at this level have been eligible for a maximum of \$350 in dental benefits each year. Those benefits were paid according to the SHBP dental schedule, and there also was a lifetime maximum of \$1,000 for orthodontia.

"Beginning on May 1, the dental benefit is being increased to \$1,000 per calendar year for each eligible person at the Core benefit level," Bowen wrote. "The Plan will pay 100 percent of the first \$500 of dental services. After that, if you use an in-network provider, the Plan will pay 60 percent of the network-allowed amount for remaining services, up to the annual maximum of \$1,000. If you use an out-of-network provider, the Plan will pay 50 percent of the allowed amount for the remaining services, up to the \$1,000 annual maximum.

"There is no longer a dental schedule, which means that you can use this benefit for any necessary procedures and you will be reimbursed as indicated above," she continued. "The lifetime maximum for orthodontia is being increased to \$2,000 per person; however, orthodontic services will count toward the annual maximum of \$1,000."

Additional points covered in the letter include:

- The Plan has no dollar limit on preventive dental care for children under age 19. The Plan classifies the following services as preventive: periodic oral examinations, prophylaxis (teeth cleaning),



Maggie Bowen
Seafarers Plans Administrator

topical fluoride treatment, fluoride supplementation and oral health education. Any claims paid for these preventive dental procedures will be deducted from the applicable annual allowable amounts for that particular dependent.

- If a participant has already received dental services this year, the amounts that the Plan has paid will count toward his or her 2016 annual maximum for dental benefits.

- As with all health benefits, participants will save money by using in-network providers. To locate an in-network provider, visit www.cignadentals.com.

- Participants should send all dental claims to the Plan directly at the following address:

Seafarers Health and Benefits Plan, P.O. Box 380, Piney Point, MD 20674

Highlights of Improved Dental Benefits

Old Coverage	Core-Plus	New Coverage
\$750 annual maximum for employee and dependents		\$2,000 annual maximum per person
Schedule specified amount paid for each service		SHBP pays 100 percent of first \$500 of dental services
Lifetime maximum of \$1,000 for orthodontia		Lifetime max of \$4,000 per person for orthodontia
	Core	
\$350 annual maximum employee and dependents		\$1,000 annual maximum per person
Schedule specified amount paid for each service		SHBP pays 100 percent of first \$500 of dental services
Lifetime maximum of \$1,000 for orthodontia		Lifetime max of \$2,000 per person for orthodontia

TRANSCOM Boss Backs MSP, U.S. Mariners

The commanding officer of the U.S. Transportation Command (USTRANSCOM) recently reiterated his strong support for the U.S. Merchant Marine and the U.S. Maritime Security Program (MSP).

Appearing March 15 before the House Armed Services Committee's Readiness Subcommittee, Gen. Darren McDew made it clear his command depends on civilian mariners and American-flag ships to deliver the goods for our troops. The MSP is an indispensable component of maintaining that capability, he said.

During hearing, chaired by U.S. Rep. Rob Wittman (R-Virginia), Gen. McDew stated, "The nation is still a maritime nation.... I can deliver an immediate force anywhere on the planet tonight. But to deliver a decisive force it takes a fully-fledged, competent maritime fleet. And that's what the MSP provides us."

Gen. McDew described the privately operated, U.S.-flag international fleet as "vital to moving military goods and hardware."

Turning to the subject of American crews, the general



Gen. Darren McDew
Commander, USTRANSCOM

stated, "Without mariners we don't have a capability."

This wasn't the only time the general spoke up for the U.S. Merchant Marine since he succeeded Gen. Paul Selva at USTRANSCOM. In a widely hailed op-ed earlier this year first published and posted by *The Virginian-Pilot* newspaper, McDew wrote in part, "As a country, we have collectively worked to maintain

a strong maritime industry that supports our needs. From enacting the Cargo Preference Acts of 1904 and 1954 to the Jones Act of 1920, and from a 1989 National Security Directive to the Maritime Security Act of 1996, we have sought to delay the day when U.S. national security interests could no longer be supported by a U.S. mariner base springing from our commercial seafight industry.

"In the 1950s, there were more than 1,000 U.S. ships engaged in international trade," he continued. "Each of these vessels employed and trained a pool of U.S. mariners we could rely on in a time of war to sail our forces to the fight. Today, there are only 78."

There has been a corresponding decline in the number of American civilian mariners, he pointed out. This puts the nation at risk, the general stated, because "the mariners who move international trade and those who transport wartime cargo come from the same dwindling pool of U.S. mariners. If that U.S. mariner base gets too small, we will have to rely on other countries to deploy our combat power."



Deck department Seafarers are pictured aboard the vessel in late March in New York. Standing in the front row are (from left) Recertified Bosun Robert Vazquez, AB Roberto Maranon and AB Henry Marchant. In the back are STOS Jeromy Furnas (left) and STOS Sterling Kirk.



The steward department includes (from left) SA Joseph Hernandez, Chief Cook Elizabeth Byrd and Recertified Steward Jerome Davis.



The tanker *Louisiana* means new jobs for SIU members.

Car Carrier M/V Aida Joins SIU Fleet



Pictured at the reflagging ceremony are vessel masters Craig Langford (left) and Jan Erikson.

The SIU welcomed a new addition to the Seafarers-contracted fleet when the car carrier *M/V Aida* reflagged under the Stars and Stripes March 30 in New York. The vessel is being operated for American Roll-On/Roll-Off Carrier (ARC) by Tote Services, Inc.

Previously sailing under the flag of Sweden, the *Aida* was built in 2005 and delivered in 2006. It is 653 feet long and has a beam of 106 feet.

In announcing the reflagging, ARC noted that the *Aida* is replacing the *M/V Courage* in the Maritime Security Program (MSP) and also is enrolling in the related Voluntary Intermodal Sealift Agreement (VISA). The *Aida* will be renamed at a later date.

According to the company, "The vessel will be among the most capable and militarily useful vessels in the U.S.-flag commercial fleet, able to carry tracked vehicles, helicopters, trucks and other military and high and heavy project cargoes."

Enacted in 1996 and later renewed on two different occasions, the MSP provides for a fleet of militarily useful, U.S.-flag commercial vessels – crewed by U.S. citizens – that are readily available to the Defense Department during times of crisis or contingencies. The original MSP called for a fleet of up to 47 ships; the current program includes 60 vessels.

As noted by the Transportation Institute, a trade association of American-flag vessel operators, "The program demonstrates the United States' continued recognition of the vital role the U.S. maritime industry assumes in our nation's national defense infrastructure. During times of peace, these vessels ply our deep-sea international trades, generating jobs for U.S. citizens while generating income for maritime carriers and tax revenue for the government. When called upon by the government, participating vessel operators are required to make their ships and other commercial transportation resources available to the Department of Defense."

One reason the program has enjoyed strong bipartisan support as well as consistently outspoken backing from top military leaders is that it provides the nation with an indispensable security asset at a tiny fraction of what it would cost to replicate. Studies and congressional testimonies have estimated the Defense Department would need more than \$10 million in capital costs and \$1 billion in annual operating expenses to duplicate what the MSP provides.

Similarly, the VISA provides the government with access to participating companies' global infrastructure in times of need.

Crowley Maritime Takes Delivery of Third of Four LNG-Ready Product Tankers

Crowley Maritime Corp., an SIU-contracted operator, recently took delivery of the *Louisiana*, the third of four new, Jones Act product tankers being built for the company by Philly Shipyard, Inc. (PSI), a union facility. The mid-April delivery signaled new jobs for Seafarers and also marked another highlight for Crowley's petroleum services group as its tankers are at the forefront of the industry for their potential future conversion to liquefied natural gas (LNG) propulsion.

The *Louisiana*, which is 50,000 dead-weight-tons (dwt) and capable of carrying 330,000 barrels of product, is scheduled to be christened in New Orleans on May 5. Crowley's fourth product tanker in this order is under construction at PSI, and delivery is planned for the third quarter 2016. All four tankers will sail in the Jones Act trade, crewed by SIU mariners.

The *Louisiana* joins sister ships *Ohio* and *Texas*, which were received by Crowley in 2015 as the first-ever tankers to receive the American Bureau of Shipping's (ABS) LNG-Ready Level 1 approval. The approval allows Crowley to convert the tankers to LNG propulsion in the future.

"This is a great milestone for the SIU and for Crowley," stated SIU Vice President Contracts George Tricker. "It's also a reminder of how the Jones Act enhances America's national, economic and homeland security."

"The *Louisiana*'s delivery continues to enhance the services we are able to provide to our petroleum customers," said Crowley's Rob Grune, senior vice president and general manager, petroleum services. "We celebrate new tonnage and the advanced technology, but most important to us and to our customers are the highly trained men and women of Crowley who are committed to transporting their fuel in the safest, most reliable way possible."

"Milestones like today show we can deliver solutions that reinforce the value of the Jones Act vessels and American-built and American-crewed trade," Grune added.

The new tankers are based on a proven Hyundai Mipo Dockyards (HMD) design that incorporates numerous fuel efficiency features and flexible cargo capability while meeting the latest regulatory requirements. Each vessel in the class is 600 feet long and is capable of carrying crude oil or refined petroleum products, as well as various chemical cargoes.

"We are proud to deliver another Philly-born tanker, the shipyard's fifth tanker for Crowley and 23rd vessel in total," remarked Philly Shipyard's President and CEO Steinar Nerbovik. "On behalf of the men and women who built her, we are honored knowing that the *Louisiana* will be another safe and quality addition to Crowley's fleet that will serve its mariners and our nation's waterways for decades to follow."

Institute: Jones Act Helps Protect America From 'Terrorist Infiltration'

A new paper by the respected think tank Lexington Institute calls the Jones Act "an important barrier to terrorist infiltration of the homeland." The late-March article was written by Daniel Gouré, Ph.D.

One of the pillars of the U.S.-flag maritime industry, the Jones Act requires that cargo moving between domestic ports be carried aboard vessels that are crewed, built, owned and flagged American. The nearly century-old law always has enjoyed strong bipartisan support but also regularly still comes under attack by foreign-flag shipowners and their allies.

Known as America's freight cabotage law, the Jones Act helps maintain nearly 500,000 American jobs while pumping billions of dollars into the economy each year.

Gouré wrote in part, "The debate of enhancing U.S. border security has focused almost exclusively on illegal movement of people and drugs into



The recently reflagged *M/V Aida* (above) will replace the *M/V Courage* in the Maritime Security Program. (Photo Courtesy of Lester Hunt)

Continued on Page 19

U.S. Senator Barbara Mikulski Visits Paul Hall Center

U.S. Sen. Barbara Mikulski (D-Maryland), a longtime supporter of the U.S. Merchant Marine and friend of the SIU, toured the union-affiliated Paul Hall Center for Maritime Training and Education on April 4. The senator is pictured with union and school officials at the Piney Point, Maryland, campus, where she also visited with apprentices and upgraders.



The senator (photo above) checks out one of the school's new simulators. Prior to the tour (photo at right) SIU President Michael Sacco (foreground, next to Sen. Mikulski) touches on some issues affecting the maritime industry. Among those also pictured are SIU Exec. VP Augie Tellez (far right at table) and VP Great Lakes Tom Orzechowski (third from right on back side of table).



SIU President Michael Sacco (second from right) greets Sen. Barbara Mikulski at the school. Also pictured are Seafarers Plans Administrator Maggie Bowen (second from left) and SIU Secretary-Treasurer David Heindel (right).



Maritime Labor Community Mourns Passing Of MM&P President Emeritus Tim Brown

Retired Masters, Mates & Pilots (MM&P) President Tim Brown passed away April 10 at the age of 73.

The Cleveland native joined the MM&P in 1965. He worked his way up the ladder, becoming a master in 1983 on the *SeaLand Consumer*. He was elected president of his union in 1991 and served six terms before retiring January 1, 2013.



Capt. Tim Brown

He received the Admiral of the Ocean Seas (AOTOS) Award in 2002.

Capt. Brown was a regular at Seafarers International Union of North America conventions and Maritime Trades Department executive board meetings during his tenure as the head of the MM&P. "Tim worked hard for his members," recalled SIU President Michael Sacco. "We will miss his leadership and friendship."

Don Marcus, current president of the MM&P, stated, "Tim had a great and generous heart and it was always with our brothers and sisters who were working aboard ship. He preserved the livelihoods, working conditions and benefits for our members, pensioners and their families. He worked with particular dedication to enhance health care benefits for everyone covered under the MM&P Health & Benefit plans.

"Tim brought stability and respect to our organization," Marcus added. "His achievements have laid a foundation of unity and professionalism on which the membership of our union can build going forward. We are so proud of what Tim gave to our brothers and our sisters, proud of what he achieved for the industry."

The union described Brown as "a mentor to younger mariners and a father figure to MM&P and Plan Office staff," adding that he "never forgot to send greetings and sometimes a gift on holidays and birthdays."

Union Distributes Contributions From Seafarers El Faro Assistance Fund to Late Members' Families

As reported at the April membership meetings, monies collected by the Seafarers El Faro Assistance Fund are being distributed to families of the vessel's final crew.

The union started the fund last October, within days of the search ending. The fund was closed in early April.

SIU Secretary-Treasurer David Heindel noted that the fund accumulated more than \$364,500, which included \$101,000 from the union itself. The SIU's contribution included \$51,000 for a donation and \$50,000 to erect a memorial near the union hall in Jacksonville, Florida, which was the home port of many of the crew members.

"Based on the pressing financial concerns of most of the families, the fund's trustees have concluded that the most equitable method of distributing the money is to split the donations evenly among the spouses and the dependent children under the age of 26," Heindel reported last month, adding that PayPal and bank fees were approximately \$1,400. "There are 37 individuals who fall into those categories. Therefore, the individual distributions will be approximately \$8,500."

He added, "I extend my personal thanks to everyone who has contributed to the fund. When you divide

it by 37 recipients, it may seem like a modest amount of money, but I think in this case the heartfelt display of support is more important than the dollars and cents. And I think it's a significant accomplishment for the fund to have attracted more than a quarter-million dollars from outside donations. Those donations came from other unions and labor organizations, vessel operators and individuals and other organizations."

In individual letters to the families, Heindel and fund co-chairman Tony Naccarato said, "While we're hopeful that the money itself will be useful, please know that the contributions to the fund were made with the utmost concern and respect. The donations came from all over the world, usually accompanied by messages of heartfelt sympathy. Those donations are the embodiment of genuine caring from individuals and organizations across the globe...."

"In addition to the memorial in Jacksonville, we are dedicating the Lighthouse at the Seafarers Memorial Park in Piney Point in their honor," they continued. "These two monuments will help ensure that your loved ones are never forgotten. Please know that you will always be part of the SIU family."

SCOTUS Friedrichs Verdict Upholds Worker Protections

In a 4-4 tie, the Supreme Court recently handed down their official verdict in *Friedrichs v. California Teachers Association*, a case of the highest importance to union members across the country. The case questioned the practicality of charging agency fees to government workers who are not members of a union, but still benefit from the union's influence on a workplace.

"The judgment is affirmed by an equally divided Court," the justices wrote in a brief, unsigned ruling. The deadlock means that the Ninth Circuit's ruling in favor of the teachers' union will stand. That leaves the precedent's ultimate fate in the hands of the next justice who serves on the Court, replacing Antonin Scalia after his death in February.

Friedrichs v. California Teachers Association was best summarized by the AFL-CIO: "Greedy CEOs and wealthy special interest groups want to manipulate economic rules in their favor and make it even harder for our public servants – our teachers, firefighters and nurses – to speak up together and fight for what's good for our families. A bad decision from the Supreme Court could limit working people's ability to negotiate better wages, benefits and working conditions."

After the verdict, U.S. Secretary of Education John B. King, Jr. made a strong statement for union educators, saying: "Labor unions have helped to build our nation's middle class, playing a critical role in increasing workers' wages and ensuring there are workplace protections. Today's announcement that the appeals court ruling in *Friedrichs v. California Teachers Association* will stand means educators will continue to be able to focus on what is most important—helping students learn and prepare for success in school and in life."

House Democratic Whip Steny Hoyer (D-Maryland), a longtime friend of the maritime industry whose district includes Piney Point, said, "The Supreme Court decision



Richard Trumka
President, AFL-CIO

affirming the legality of agency fees for collective bargaining is a victory for teachers and for all public workers seeking to organize for better pay and benefits. By upholding precedent, the Court is ensuring that everyone who benefits from collective bargaining ought to contribute to that effort. The victories of the workers' rights movement throughout our history were made possible by strong unions standing up for their members' access to the opportunities that open doors to our middle class."

Hoyer continued, "This decision also demonstrates the importance of the Senate confirming Judge Merrick Garland to fill the vacancy on the Supreme Court. Today's four-four split among the justices shows how critical it is for the Court to operate at full strength and how doing so is in the interest of every American, regardless of political affiliation or ideology."

AFL-CIO President Richard Trumka stated, "Today, working people have persevered in the face of another attack on our rights. All over the country, working people are showing that we won't allow wealthy special interests or their politicians to stand in our way to join collectively and make workplaces better all across America. In the face of these attacks we are more committed than ever to en-

suring that everyone has the right to speak up together for a better life."

While a 4-4 tie was a likely outcome, it does not set the tone for all rulings in the immediate future.

"On eight-person courts the justices reach far fewer 4-4 decisions than we would expect," said Lee Epstein, a law professor and political scientist at Washington University in St. Louis. "They seem to work hard to minimize them because they're so inefficient. They can hold over cases, cast strategic votes to avoid a decision down the road that may be even worse ideologically, write narrowly and dump cases on procedural grounds."

Eric C. Heins, the president of the California Teachers Association, praised the decision of the court. "The Supreme Court today rejected a political ploy by the wealthy corporate special interests backing this case," he said. "Now it's time for senators to do their job and appoint a successor justice to the highest court in our land."

"The U.S. Supreme Court today rejected a political ploy to silence public employees like teachers, school-bus drivers, cafeteria workers, higher-education faculty and other educators to work together to shape their profession," said National Education Association President Lily Eskelsen Garcia. "In *Friedrichs*, the court saw through the political attacks on the workplace rights of teachers, educators and other public employees. This decision recognizes that stripping public employees of their voices in the workplace is not what our country needs."

According to the Supreme Court's blog, "Under the Court's rules, a rehearing request in the *Friedrichs* case would have to be filed within 25 days following Tuesday's ruling. It would require the votes of five Justices to order such a reconsideration, and one of the five must have been one who had joined in the decision. It is unclear how that rule would work when the judgment had been reached by an evenly divided Court."

New Department of Labor Rule Boosts Transparency During Union Elections

A new rule issued by the Department of Labor (DOL) should make it easier for employees get the facts when deciding whether to choose union representation.

In announcing the rule, the DOL noted, "Many characterize union organizing campaigns as debates between management and labor over the impact of unionization on businesses and workers. Today, employers commonly engage third-party consultants in crafting and delivering anti-union messages to workers. Workers often do not know when employers engage consultants behind the scenes to influence their decisions."

To address this lack of transparency, the new rule will require reporting of employer-consultant, or "persuader" agreements, to complement the information that unions already report on their organizing expenditures, resulting in clearer information for workers making decisions on whether or not to form a union or bargain collectively.

"Workers should know who is behind an anti-union message. It's a matter of basic fairness," said U.S. Secretary of Labor Thomas E. Perez. "This new rule will allow workers to know whether the messages they're hearing are coming directly from their employer or from a paid, third-party consultant. Full disclosure of persuader agreements gives workers the information they need to make informed choices about how they pursue their rights to organize



Thomas Perez
U.S. Secretary of Labor

and bargain collectively. As in all elections, more information means better decisions."

AFL-CIO President Richard Trumka weighed in on the new rule: "It takes great courage for working people to come together to form a union. Working men and women deserve to know who their employer is hiring and exactly how much they are spending to discourage workers from forming a union."

The new rule interprets Section 203 of the Labor Management Reporting and Disclosure Act. The law requires labor organizations, consultants, and employers to file reports and disclose expenditures on labor-management activities. The law intends to prevent abuse, corruption, and improper practices by labor organizations, employers, and labor relations consultants alike.

The Federal Register has published the new rule, and the change will be applicable July 1, 2016.

Senator Hirono Earns Prestigious Maritime Award

The American Maritime Partnership (AMP), a powerful coalition representing all segments of the domestic maritime industry, recently recognized U.S. Sen. Mazie Hirono (D-Hawaii) with the 2016 Champion of Maritime Award.

In announcing the award March 29, AMP (to which the SIU is affiliated) noted, "Sen. Hirono is honored for her longstanding support and commitment to the men and women of American maritime in her work on the Senate Armed Services Committee and as a Ranking Member of the Armed Services Subcommittee on Seapower and Energy. Sen. Hirono understands the critical role the domestic maritime industry plays not just in Hawaii, but also in the nation's economic, national and homeland security."

The senator stated, "America's maritime industry is vital to our island state, accounting for thousands of jobs and infusing \$1.8 billion into Hawaii's economy each year. A strong domestic

maritime industry is critical to accessing the goods local families need to lead productive, healthy lives, and that's why I will continue to advocate for the Jones Act and other measures that support this vital segment of our economy and national security. Mahalo to the American Maritime Partnership for this distinguished award, and for its work in ensuring that our maritime industry continues to be a source of prosperity for our nation."

"Senator Hirono's unwavering support for the domestic American maritime industry and unwavering leadership in the Senate underlines what a champion of maritime should be," said AMP Chairman Tom Allegretti. "As Ranking Member of the Armed Services Subcommittee, Sen. Hirono understands the value of sustaining a strong maritime industry and because of her hard work in the Senate, it is our pleasure to honor her with the Champion of Maritime Award."



Sen. Mazie Hirono (center, holding award) is pictured with SIU Port Agent Hazel Galbiso (right) and MEBA Representative Luke Kaili.

SIU President Issues Election Year Pre-Balloting Report

May 2, 2016

Pursuant to Article X, section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 2017 - 2020 will commence on November 1, 2016 and continue through December 31, 2016. The election will be conducted under the provisions of our Constitution, as amended and effective March 15, 2013, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime

industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 2016 General Election of Officers for the term 2017 - 2020:

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement
- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the West Coast
- 1 Vice President in Charge of the Southern Region, Great Lakes, and Inland Waters

- 1 Vice President in Charge of Government Services and Fishing Industries
 - 1 Assistant Vice President in Charge of Contracts and Contract Enforcement
 - 1 Assistant Vice President in Charge of the Atlantic Coast
 - 1 Assistant Vice President in Charge of the Gulf Coast
 - 1 Assistant Vice President in Charge of the West Coast
 - 1 Assistant Vice President in Charge of the Southern Region, Great Lakes and Inland Waters
 - 1 Assistant Vice President in Charge of Government Services and Fishing Industries
 - 10 Port Agents
- There shall be one (1) Port Agent in each of the ten (10) constitutional ports; namely: New Jersey, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Algonac, Oakland,

St. Louis and Piney Point.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such a recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open July 15, 2016 and close August 15, 2016.

The foregoing constitutes your President's Pre-Balloting Report and, subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco
President

Brushing Up for Good Cause



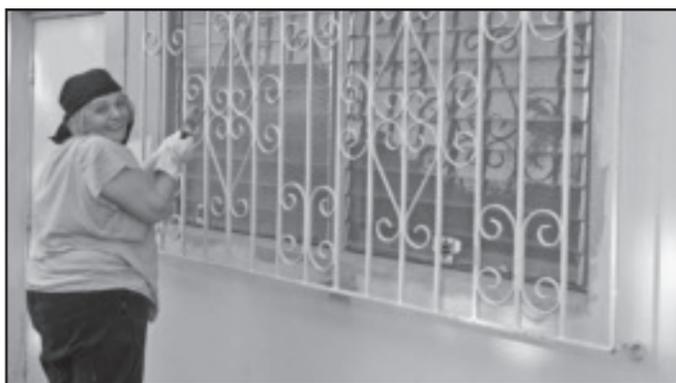
SIU members recently donated their time and efforts to help spruce up the Lions Club building in Dania, Florida. The project was sponsored by the Greater South Florida Maritime Trades Council, which is part of the Maritime Trades Department, AFL-CIO. Some of the participants are shown here. Pictured in the group photo above are (from left) AB Michael Bowen, AB Pedro Valdez, Dania Lions Club President Jim Silvernale, ACU Mauricio Fernandez, OS Rosey Zahariev, AB Slavi Zahariev and Port Agent Kris Hopkins



AB Pedro Valdez



AB Slavi Zahariev



OS Rosey Zahariev



Spotlight on Mariner Health

Oral Medications for Type 2 Diabetes

Remember that Type 2 diabetes (formerly called adult-onset diabetes) results when the body is unable to produce the amount of insulin from the pancreas that is needed to convert food into energy, or when the body is not able to use that insulin that is secreted appropriately.

Sometimes, the body may be producing more insulin than is needed by the person to keep blood glucose in a normal range. Yet, the blood glucose still remains elevated. This happens because the body's cells are resistant to the effects of insulin.

Doctors believe that Type 2 diabetes is caused by numerous factors, including the decreased production of insulin by the pancreas and due to insulin resistance.

It is important to understand your medications that have been prescribed by your doctor. There are many diabetic medications that help to keep blood glucose down. Here is a look at different types of diabetic pills:

Biguanides: Metformin (Glucophage) – This medication is usually taken once or twice a day with breakfast or the evening meal. It works by decreasing the amount of glucose that is released from the liver. It can cause bloating, gas, diarrhea, upset stomach and possibly loss of appetite.

You will need to stop this medication if you are going to have surgery or a study/procedure that involves injecting dye into your veins. Your doctor will tell you when to restart it and possibly do lab work to

be sure the kidneys are functioning properly.

Sulfonylureas: Glimpiride (Amaryl), Glyburide (Diabeta, Micronase), Glipizide (Glucotrol), Micronized Glyburide (Glynase) – This is taken with meals once a day or twice a day. It helps to stimulate the pancreas to release more insulin right after a meal and then several hours later.

This medication can cause low blood glucose levels and upset stomach. Make sure you take it with a meal.

Meglitinides: Repaglinide (Prandin), Nateglinide (Starlix) – These meds must also be taken with meals. If you skip a meal, do not take this medication. It stimulates the pancreas to release more insulin and if you have not eaten, it will drop your glucose levels.

Thiazolidinediones: Pioglitazone (TZDs) – Actos – This is usually taken once a day at the same time each day. It makes the body more sensitive to the effects of insulin. It can cause side effects including swelling of the feet and hands, and fluid retention. It does not cause low blood sugar. There is an increased risk of congestive heart failure in those at risk due to the fluid retention with this medication.

DPP-4 Inhibitors: Sitagliptin (Januvia), Saxagliptin (Onglyza), Unagliptin (Tajenta) –

Take this medication once a day at the same time each day. This med improves insulin levels after a meal and lowers the amount of glucose made by the body. It can cause stom-

ach discomfort, diarrhea, sore throat, stuffy nose. It does not cause a drop in glucose levels.

Alpha-Glucosidase Inhibitors: Acarbose (Precose) and Miglitol (Glyset) – Take this medication with the first bite of food. If not eating, do not take this medication. It can cause gas, diarrhea, upset stomach and abdominal pain.

Bild Acid Sequestrants: Colesevelam (Welchol) – Take this once or twice a day with a meal and with fluids. It works with other diabetic medications to lower blood glucose levels. It can cause constipation, nausea, diarrhea, gas, heartburn and headache. This medication can interact with Glyburide, Levothyroxine, and contraceptives.

There are numerous combinations of medications also: Pioglitazone & Metformin (Actoplus Met), Glyburide and Metformin (Glucovance), Glipizide and Metformin (Metaglip), Sitagliptin and Metformin (Janmet), Saxagliptin and Metformin (Kombiglyze), Repaglinide and Metformin (Prandmet), and Pioglitazone and Glimpiride (Duetact). All the side effects are the same but more so because of the pill combinations.

Make sure that you take the medication as instructed by your doctor and report any side effects to him or her. You may find that your doctor changes the medications several times before he/she gets the one that works well for you.

Check your blood sugars often and take all meds as instructed by your physician.

Healthy Recipe

Courtesy of Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship

Greek Lamb Stew Servings: 10

- 3 pounds lamb leg, fat trimmed & cubed
- 1½ quarts low sodium beef broth
- ½ teaspoon cumin
- ½ teaspoon cinnamon
- 1 teaspoon brown sugar
- 1 teaspoon oregano
- 1 each bouquet garni
- 1 bay leaf
- 1 clove garlic
- 12 ounces onions, medium dice
- 12 ounces potatoes, medium dice
- 8 ounces celery, medium dice
- 8 ounces carrots, medium dice
- 1 cup tomato, medium dice
- 16 fluid ounces water

- ½ teaspoon granulated garlic
- 1 teaspoon salt
- ½ teaspoon white pepper, freshly ground
- 2 tablespoons parsley, chopped
- 1 tablespoon cornstarch, to thicken sauce
- ¼ cup cold water

- Combine the lamb, stock, and seasonings then bring to a simmer and continue to cook over low heat for 40 minutes.
- Add the bouquet garni, bay leaf, and vegetables, add water and cover. Simmer slowly for 30-40 minutes, or until all ingredients are tender.
- Remove the bouquet garni. Season with salt and pepper. Cornstarch slurry slowly to reach desired thickness. Garnish with the chopped parsley.

Per Serving (excluding unknown items): 249 Calories; 10g Fat (37.4% calories from fat); 24g Protein; 15g Carbohydrate; 2g Dietary Fiber; 57mg Cholesterol; 309mg Sodium. Exchanges: ½ Grain (Starch); 3 Lean Meat; 1 Vegetable; ½ Fat; 0 Other Carbohydrates.



Recertified Steward
Gregory Broyles



Recertified Steward
Antonio Mendez Cruz



Recertified Steward
Larry Jolla



Recertified Steward
Caesar Mercado



Recertified Steward
Thalís Ealy



Recertified Steward
Ismael Garayua

Six Achieve Recertified Steward Status

Six individuals recently arrived at the summits of their respective maritime careers when they graduated from the Paul Hall Center for Maritime Training and Education's (PHC) Steward Recertification Course.

In keeping with tradition, the graduates – **Gregory Broyles, Thalís Ealy, Ismael Garayua, Larry Jolla, Antonio Mendez Cruz and Caesar Mercado** – capped off their coursework April 4 by addressing fellow members, union officials, apprentices and guests during the union's monthly membership meeting in Piney Point, Maryland. Their previous three weeks had been spent navigating the top steward department curriculum available at the SIU-affiliated maritime training facility.

The in-residence program encompasses hands-on training, classroom instruction and orientation meetings with representatives from different departments of the SIU, PHC and Seafarers Plans. Course modules include ServeSafe, which focuses on safe and sanitary galley operations; first aid and CPR; galley operations; firefighting; leadership and management skills; computer training; nutrition; and communications.

While most of the class takes place in Piney Point, it also includes day trips to SIU headquarters (located in Camp Springs, Maryland) and the AFL-CIO building across from the White House. All content is aimed at bolstering shipboard performance and strengthening the American maritime industry.

During their respective speeches, the new recertified stewards consistently described the SIU and the school as attractive avenues for career stability and advancement. Each expressed their gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families, and become better shipmates to their brothers and sisters aboard SIU-contracted vessels. In addition, each thanked the union leadership for its continued support, and the PHC vocational and hotel staffs for their excellent instruction and accommodations, respectively.

Gregory Broyles

Broyles was the first to address the audience. A Seafarer since 1989, he was born in California. Brother Broyles sails out of the port of Honolulu and over the years has been a frequent upgrader at the PHC.

He began by reflecting on his past and people who were a part of it. Many of them, he said, had limited life experiences; they had never seen the ocean. Their world, according to him, was confined to the neighborhood, city, county or state in which they lived. Some of these individuals viewed success as reaching the Mississippi River or crossing it and going either east or west, he said. Thanks to the SIU, however, his frame of reference was quite different.

"In my career as a Seafarer, my life changed when the world became my world," he said. "I learned to think and act differently ... to embrace and appreciate cultural diversity ... to know and understand that people across the globe laugh and cry and feel as I do."

"They have thoughts and feelings that are just as important (to them) as mine," he added.

Brother Broyles came to appreciate the fact that, like his brothers and sisters of the sea, people of the world, regardless of where they come from, are bound together by a shared characteristic.

"I discovered along the way we are all bound together by the thread of humanity," he said. "In my travels, I became an ambassador for the union and a representative of the American Merchant Marine." Such a lifestyle brought new demands on the West Coast native – requisites he gladly accepted.

"As a leader, my shipboard behavior and work ethic had to be the best" he shared. "I have to live and work as an example to others."

Reflecting back on his early days as a Seafarer, he told the audience that he took full advantage of the upgrading courses available to him at the PHC. "I improved my skills whenever the opportunity presented itself," he said. "I needed to be the best because I know that your character is defined by who you are when no one is watching. Consistency, discipline, hard work, and perseverance are common characteristics that I share with my brothers on stage today."

During the course of his career, Broyles said he has consistently taken advantage of opportunities to improve himself as a merchant mariner. "I took advice from all of my brothers, I listened to my body; when I was tired, I rested. I listened to my banker; it's not what you make, it's what you save," he said.

"I learned that every job is a good job because someone has fought to negotiate that job and to make that contract possible so that you and I can feed our families and have the quality of life we deserve," he continued. "Any income is better than no income."

Turning his focus to the trainees, Broyles said their careers are essential to the protection of our nation in support for the armed services. "We are the fourth arm of defense to the United States of America," he said. "We are vital to the U.S. economy and to international trade."

Broyles advised them to be good shipmates, considerate of others and to treat everyone as they would want to be treated. "Remember that the same guy you might argue with is the same guy who one day might have to pull you out of a smoke-filled space," he said. "Be quick to resolve, forget and move on."

Commenting specifically on his overall takeaway from his steward recertification training, he said: "These past three weeks have been incredible. From the VIP treatment that we received on arrival, to the behind the scenes meetings and presentations that spelled out the intricate workings of those (union officials) who are the faces of our brand, everything was wonderful."

"Never has their commitment to the union been so evident," he continued. "Not in print, not in legend, not in lore. Seeing firsthand how hard everyone works gave me a stronger appreciation for and lifelong commitment to our union."

Reflecting on SPAD, Broyles said his training brought its overall importance into clear focus. "Our jobs are in danger of being taken away by attacks on the Jones Act," he said. "Desperate times call for desperate measures. Brothers and sisters, these are desperate times. "Giving the minimum to SPAD with the attitude, 'here you go, see you next vacation check' is the same as leaving your brothers and sisters in a burning building," he said. "It's time to put yourself in a little discomfort to save yourself and others."

"We must act now and step up to be the hero in this situation," he concluded. "Give more than the minimum (to SPAD) and do it knowing that those dollars are vital to keeping everything that we have as Seafarers."

Antonio Mendez Cruz

Mendez Cruz, who sails out of Puerto Rico, was the next to take the podium. A member of Paul Hall Center Apprentice Class 624, the Puerto Rico native over the years has upgraded his skills at the PHC on five previous occasions.

"I have sailed through the Panama Canal several times during my career," he said. "Although we were going south, east and west during many of these voyages, in a real sense we were always going true north (straight up) where the maritime industry was concerned."

Mendez Cruz told the audience that the SIU has been a game changer for him ever since he donned the union colors, but that as a group, mariners should always be vigilant be-

cause forces outside the industry consistently threaten the job security mariners presently enjoy. "Since joining the SIU, my life has changed for the better," he said. "But right now as I speak, the Jones Act is under constant attack and it is our job to help protect it."

"We can do this easily by supporting SPAD," he said, adding that through SPAD, union officials can continue their crusade to protect not only the Jones Act, but also other important maritime interests such as Food for Peace and the Maritime Security Program. "It's important for all of us to continue supporting SPAD because it helps our leadership protect our jobs and our maritime laws," he said.

Nearing the end of his remarks, Mendez Cruz extended his thanks to several individuals who have made a notable difference in his career. "I would like to thank the union leadership and instructors at the school for all that they do," he said. "I am very grateful to Port Agents Amancio Crespo (Puerto Rico) and Pat Vandegrift (Piney Point) for all that they did to help me along my way. I am indebted to Chef John Dobson, Peggy Densford, and Gail Dobson for all of the extra time they spent helping me during my apprentice training."

Addressing the trainees, he said that all of their dreams could be realized if they remained resolute. "I was seated in the same place you are many years ago," he said. "And look where I am standing now. Let your dreams come true—you can do it. Study hard, work together and upgrade as often as you can."

Larry Jolla

A union member since 1994, Jolla sails out of the port of New Orleans. Prior to his enrollment in the steward recertification course, the Louisiana native previously had enhanced his skills at the Southern Maryland school on six occasions.

Borrowing a phrase from SIU President Michael Sacco's repertoire and to a rousing round of applause from the audience, Jolla said: "If there's one saying that I believe in, it's jobs, jobs, and more jobs."

Continued on Page 8



The newly recertified stewards pose with union officials following the membership meeting.

Coast Guard Approves 2 New STCW Courses at PHC

Classes Designed to Help Mariners Meet Basic Training, Other Requirements

In order to help mariners stay up-to-date with the latest U.S. Coast Guard requirements stemming from the International Convention on Standards of Training, Certification, and Watchkeeping (STCW), the Paul Hall Center for Maritime Training and Education (PHC) has added two new courses to the 2016 schedule. Both classes, explained below, are designed with the intention of helping mariners meet STCW requirements as quickly and hassle-free as possible. Both have been approved by the U.S. Coast Guard.

According to PHC Director of Training Priscilla Labanowski, "These courses allow mariners to complete the required training needed under the STCW Final Rule, and in a short time frame. Basic Training (BT) Revalidation, as long as members continuously sail and maintain their one year of sea time in the past five years, takes a five-day class and reduces it to be completed in one day to revalidate. The BT/Advanced Firefighting Revalidation course cuts three weeks off original training and revalidates it in one week. In other words, without our

newly approved BT/Advanced Firefighting Revalidation class, it would take four weeks to complete all the components separately (BT, Proficient in the use of Survival Craft, and Advanced Firefighting)."

BT Revalidation (SHLSOS-718) is a one-day class and transportation is reimbursable upon successful completion. The class is designed for mariners who possess a current U.S. Merchant Mariner Credential (MMC) endorsed with Basic Training (VI/1).

Applicants must provide proof of one year of sea service within the last five years. This course revalidates the STCW requirement for Basic Training and Basic Fire Fighting every five years and can be used in lieu of the full one-week BT course. Those enrolled will have to complete pool assessments, so a swimsuit is required.

BT/Advanced Firefighting Revalidation (SHLSOS-823) is a five day-course, and transportation will be reimbursed upon successful completion. The course has been designed for mariners who:

- Successfully completed a USCG-

approved STCW Basic Training course

- Successfully completed a USCG-approved Advanced Firefighting course

- Successfully completed a USCG-approved Proficient in the Use of Survival Craft (PSC) course

- Can provide evidence of at least one year of sea service in the last five years

- Possess a current U.S. Merchant Mariner Credential (MMC) with Advanced Firefighting, Basic Training and Lifeboatman/Proficient in the use of Survival Craft (PSC) endorsements.

The class meets the STCW revalidation requirement for Basic Training and Advanced Firefighting every five years. It also meets the continued competence requirement for Proficient in the Use of Survival Crafts (PSC) every five years. This course will be required at the first MMC renewal after January 1, 2017, for anyone holding the previously listed endorsements. Students will have to complete pool assessments, so a swimsuit is required.

On a related note, and as previously reported in the *LOG*, on the international

page of one's MMC, (normally page 4), if a mariner has the Basic Safety Training/Basic Training endorsement there will be Roman numerals. VI/1 means the MMC is endorsed with Basic Training. Some MMCs only contain the Roman numeral while others show VI/1 and the wording Basic Training. (The wording was added beginning in October 2012, initially saying Basic Safety Training and now Basic Training).

Beginning in January 2017, in order to renew a merchant mariner credential with an STCW Basic Training endorsement (VI/1), an applicant must show proof of having completed a Coast Guard-approved BT class within the last five years.

It is important for Seafarers to make sure their Basic Training endorsement in their MMC is up-to-date, in order to help ensure that they are eligible to ship after January 1, 2017. More information about STCW requirements is available from the SIU-affiliated Paul Hall Center (admissions office) and on the Coast Guard's National Maritime Center website: <http://www.uscg.mil/nmc/>

Newly Recertified Stewards Credit Union for Making Ascension to Top Possible

Continued from Page 7

"I'm a country boy from Louisiana with a high school diploma," he continued, "and I make from \$85,000 to \$90,000 per year. Who protects that? Our president, his staff and the Jones Act, that's who. And that's why it's imperative that we all contribute to SPAD."

"To all the trainees out there, if you hang in there, a bright future is yours for the taking," he said. "I can promise you that if you continue to study hard and take advantage of your opportunities, it's all going to get better."

"Financially, the world is yours," he concluded. "By sailing, you'll get the chance to see all kinds of things that you otherwise would not get the chance to see if you were not a part of this great union that we have."

Caezar Mercado

Mercado joined the union in 1996 in the port of Honolulu, his present day home port. Born in the Philippines, he has upgraded his skills on multiple occasions at the PHC.

"My life as a Seafarer started way back in 1996 when I sailed as a steward utility on board the *SS Independence*, an American Hawaii Cruises' vessel," he told the audience.

"I never felt so proud; it was my first job on a ship and I was my own boss. They made me in charge of cleaning and washing pots and pans."

Illustrating the fact the SIU positively impacts its members' lives, Mercado said: "Like most mariners who are in pursuit of a better life and bright future for their families, I remained a Seafarer. It enabled me to further experience the adventures of travel and seeing the world while providing for my family."

"After many years, I came to realize that the SIU has played most of the many important roles and influences in my life and that of my family," he said. "The jobs continuously give me financial security, a way to earn a living to support my family and a way to meet my needs of putting food on the table and getting the children the education they deserved and needed. Had it not been for the SIU, I would not be here standing be-

fore you today. Thank you, SIU."

Mercado continued by telling those present that the SIU has always given him the opportunity to improve his skills and better himself through various training programs and upgrading courses.

"In return, that training afforded me better paying jobs," he said. "Now I am here, proud and happy to have achieved this Chief Steward Recertification Program."

"I would like to thank our union leadership for giving me the opportunity to get recertified," Mercado continued. "But most of all (I thank them) for their continuing efforts and support ... making sure that we have the jobs to secure and sustain the needs of its members."

"The same goes to the Paul Hall Center staff and instructors here at the school," he said. "I know that you get words of appreciation and recognition for a job well done most of the time, but I personally would like to do just that once again. So today, from the bottom of my heart, I extend my gratitude and thanks to each and every one of you."

He then recognized Vice President Tommy Orzechowski, his fellow recertified stewards, all union stewards, engine and deck brothers and sisters, the PHC academic department staff, instructors, hotel manager Howard Thompson, the training recreation center staff, Vandegrift, Honolulu Port Agent Hazel Galbiso and her staff as well as his friends. "Last but not least, I want to recognize Brother Bernie Pelington whom I've known since he taught lifeboat/water survival onboard the *SS Independence*," Mercado said. "In 1999, he gave me inspiration and motivation by some words of wisdom he shared with me: Life is how you make it. Hence, to him and his family, I also express my gratitude."

He told the trainees that he regarded them as a core part of the SIU's future. "Study hard and learn as much as you can," he said. "Make a positive outlook on the job your bottom-line foundation towards success. Our union officials that you see up here started where you are now."

Once aboard vessels, he advised the apprentices to "listen and pay attention to your mentors and always take pride in what you are doing. Learn, adapt and practice to work and function as a team - a valuable, efficient

and effective team member, that is.

He admonished them to "always remember that safety comes first, so make 'Safety Is Number 1' your creed. If you don't know, or if you are not sure, ask questions or (seek) guidance. There is always someone who is willing to help you. Find out for yourselves the facts by asking the most knowledgeable individuals you could possibly meet and talk to our union officials."

Shifting his focus to the importance of political activity, Mercado said: "To quote our SIU president, 'Politics is pork chops.' We need to get politically involved and SPAD is one way we can connect with our political leadership."

Mercado then reminded his brothers and sisters about the upcoming general elections and how important it was to cast their ballots. "This is an election year and as always we need to support and cast our vote for those who support our causes as Seafarers and labor in general," he said. "Get your families, friends and neighbors to get out, register and vote. Most of all let your conscience be your guide. Ask yourself: Who amongst them (people running for office) is on your side and willing to help merchant mariners?"

He concluded by thanking everyone for their roles in his accomplishments. "Once again, I extend my gratitude to the leadership and appreciation to the brotherhood for giving me the opportunity to be what and who I am now: a Recertified Chief Steward," he said. "May God bless us all and the United States of America."

Thalis Ealy

Ealy is home ported in Oakland. He joined the SIU in 1994 and previously has upgraded his skills at the PHC on six occasions.

After recognizing union officials seated on the dais, he told members of the audience that the union and the PHC have always given him a feeling of family. "They have always been there for me and they'll always be there for you," he said. "I would like to thank the faculty and culinary instructors, especially for the extreme help and motivation and family-like atmosphere they promote."

"To say I reached this point in my career without any on-the-job training would not be correct," he continued. "For that I would like to thank Charles Autrey, John Bulawan, George Borromeo, Franklin Robertson, Suhermadhy Ghani, John Gibbons and Robert Mosely."

"To my fellow seamen who taught me the ropes, and to the trainees coming up, this career is all about creation and evolution," Ealy said. "Evolve into a new, educated, professional sailor." He also advised the apprentices to make the most of their time in Piney Point and then work safely and effectively once they got jobs aboard ships.

Giving a shout-out to Cliff Medley, his cousin, he said: "Stay focused and let's continue to learn from each other and make positive changes to our industry."

Like the speakers who preceded him, Ealy emphasized the importance of SPAD, and pointed out that the union's voluntary political action fund is a vital tool that helps the SIU promote the U.S. Merchant Marine.

"Thank you all for the opportunity of reaching the highest rating in our union," he concluded, "and please support SPAD."

Ismael Garayua

Garayua was a member of PHC Apprentice Class 664. He joined the SIU in 2003 and sails out of San Juan, Puerto Rico.

"I have been sailing in the SIU for the last 12 years," he said upon taking the podium. "In the beginning I was not sure that I wanted to be a merchant seaman. When I asked my counselor in high school about the merchant marine, she said there is a bunch of savages there; you are too smart for that, Ismael."

Heeding his counselor's advice, Garayua headed off to college. "I realized that it wasn't my cup of tea," he said. "Thank God I did, because otherwise I would have ended up like a few of my friends with PhDs and a \$200,000 loan to Sallie Mae. Well, they might have a nice title but the reality is that I actually make more money than them."

"My point is that it is almost impossible to find an institution that gives you an education and you can pay back your initial investment with less than what you make in your first paycheck," he said.

Reminding members of the audience of the role the union plays in each of their lives, Garayua told them that they all owed the SIU a high degree of allegiance. "If you look up the definition of loyalty, you'd find that it is devotion and faithfulness to a cause, country, group or person," he said. "By all means, we have to devote our lives and faithfully fight for our jobs in this country. And by doing that we will be loyal not only to our union but to ourselves as individuals."

"I will always be more than thankful and loyal to the SIU and all of my brothers and sisters," he continued. "Especially my Brother Armando Garayua and to my Port Agent Amancio Crespo."

He told the apprentices to study hard and to be good shipmates once they complete their training and land jobs aboard American-flag vessels. He also told them about the importance of political activity and their support of SPAD.

"I really believe that when my counselor said to me 'Ismael, you are too smart for that' (merchant marine), I made the smartest decision," Garayua concluded. "That's why I chose the SIU."

Seafarer Pens El Faro Tribute

*Editor's note: This tribute (known as an "Epic") was written by Stephen Barry, whose ties to the SIU date back 30 years, to his time as a trainee in Piney Point lifeboat class 407 (1986). Stephen upgraded to Third Mate through the Piney Point system and later worked as an instructor for the SIU-affiliated school as well as serving as a union official for a few years in San Francisco. He returned to sailing in 1997 and rose to Master Unlimited before becoming permanently beached. He currently resides in California and is working on a Master's degree in American Literature/Creative Writing. He would like to thank the writers of The Creekside Collective for many late nights of editing, and fights ... polishing the brass.
The LOG acquired one-time publishing rights for this piece.*

The Sinking of El Faro

The keel was laid in '75, for 15 years she kept the Coastal-Island trade bustling. Named the *Puerto Rico* first, grand she was, hauling it all: beans, bullets, rum, fruits, shoes, bananas, cars, boats. Tractors, rigs, construction fare. Livestock, rail, exotic wares . . . Heading out from the East Coast, her life would flow. Her blood from the men and women who sailed her; a Brotherhood of the Sea, brave, valiant members: AMO¹, SIU², MMP³ and MEBA⁴, too. "In Peace and War," the Merchant Marine few.

We were taught from the 'get-go' to work together:
yellow, black, brown, red, white, blue.
Leave your pettiness at home; your prejudice too,
bring only your best work, as well as respect through and through.
Be more tolerant of others, along with human weaknesses.
Look out for your brotherhood; someday you'll need them.
All jobs onboard are important, vital, necessary.
Don't look down on Magdalena's of the world.
Realize that morals are often only a matter of economics.
For one time or another, there goes each of us.

From Piney Point to New York, Massachusetts, and Maine;
to schools like Cali, Texas, the Great Lakes, and Plains.
Their blood stood bridge watch, rattled gauges, blew tubes.
The Chief Steward kept everyone fed all the while, "she's a feeder," (and night lunch too!)
They took on the challenges; the rust, the knots, all of that mopping,
the cooks, their pots. Red right returning, steam boiler burning . . .

"Not oxtail soup again?!"

The 'Mad Mate's' stars, the black gangs' scars,
taking the watch, changing the clocks,
clearing our minds, stowing the lines.
Transfer the fuel; "Seconds and Thirds, to school!"
The Chief Engineer never sleeps . . .

We had all gone to sea with copious desires,
each one of us different, stares full of fire.
Nothing greater than some brackish brine in your hair,
some fins in your hip-sack, if the payoff was fair.
You can't put your finger on what sent us this way, that
gave us the budge; dodging some time, the ribs of a dime . . .
Who's to say, maybe just needing that little nudge.
This thirst for adventure, the self-imposed indenture . . .
The world's wanderers; not vicarious at all.

Some just too smart for a nine to five day, some just plain brutish.
Peripheral, some choose not to fit in at all; some just too gruff, others, screwball.
"It's my home out here, keeps me off the stuff," Says crooked John the Oiler.
Through salt stained portholes; the sun rises,
rubs the white caps from her eyes and stretches, on forever . . .
What we get, no one can say; callous, bejeweled, depends on the day.
It's something we don't need to discuss.
All of us with that mischievous twinkle in the eye, a million stars by and bye . . .

The Chief Mate, and First Engineer, always say, "Too much time at sea, always another brow to go down.
Too long on the beach, always another gangway to go up, that's part of it, pup."
In '91 *Northern Lights* now was her name, onto the Tacoma-Anchorage run her game.
Brought the three ring circus to town. Weathered howling storms, frozen lines, fierce gales,
beating back and forth icy seas, sub-zero temps; spitting out steam, and ale.
In 2003, Enduring Freedom, she lent Uncle Sam a hand.
Twenty-five runs into the belly of the beast, and a mouthful of sand.
Got rocked by a SCUD but it didn't raise a hair.

Persian moon rising like a cat's eye,
"It's a red sky tonight with a scrimshaw tusk,"
the Bosun pipes orders at nautical dusk,
"sailors delight night, wake up someplace strange, be back
on board by civil dawn."

Me? I'll be ever ready, up on the bridge, reading the rag.
"Hold fast the mid-watch, Mate!" I got it covered; now get ashore.
Over easy, bacon, fresh fruit at eight. Gold Souk⁵, on Dubai time.
The Old Man won't come down for coffee till nine!
Hey Sparky, get me the latest weather. Cadet too, shoot me a fix;
Jupiter, Mars and Ursa Majors' two stars⁶ . . .
A.B.⁷ get me a bearing off the wharf, next that pier with the spars . . .
Then take the long way round, check the swing of the anchor;
mess with that new Wiper, who thinks he's a prankster.
Send him for a bucket of steam.

They called the cook 'Doctor,' and you should want to be in his favor, should you need to dry
your boots, lite your pipe or get a little extra scouse⁸ on your plate. The Doctor taught
superstitions of the sea, to Steward Assistants, to Trainee. Of stories and dreams, and the unusual behavior
of men before death. Plaguy, vexatious things and events that were bothersome to him.
He had a special affection for *Old Bess* the ship's pig. Felt that Finnish sailors were wizards
with power over wind and storm. There was NO reasoning with him, for he had experience
and age on his side and was not to be moved. He called upon the QMED⁹ to back his story,
and he did, regaling his own wizardly tales of Finnish ghost ships and the like.

"Dar," said the cook, "what you tink o' dat?"

In '06 now named *El Faro*, The Lighthouse, back on the 'rum run' she went,
onto much friendlier seas. Air thick with spice, salt crisp on her gunwales,
bringing groceries and wares to the, how you say? "Puertorriqueños."
Puerto Rico means Rich Port; the harbor of San Juan, once also was known.
The Taíno natives said, "Borikén" means, "land of the great lords,"
they left only scant artifacts; before given Spanish words . . .

"Let's stroll down to old town; we won't get too far,
Claim Ordinary Seamen, ever the clowns, "take some seats on the sidewalk,
a lean at the bar. Get a plate of mofongo¹⁰ and an ice cold Schaeffer.
The whistle blows an hour before the gangway goes up;
We'll grab a taxi when we see the stack smoke puff."

Back to Jacksonville, with livestock and rum; home port for most. Check in at
the Union Hall, then the pub for one, it's probably been like a ghost. Moments
of reunion are always intense, (No wives near docks makes pretty good sense.)
Always a big thing getting home; children, dogs, off the wall rings the phone.
After a week or a month though you're checking the fence; sniffing the air
for that waterfront stench. For some, with no family, the ship is their
home, on the beach, just haunts, and temptations, they randomly roam.
Each and every one of us, pulled towards the Hall looking for familiar conversation . . .
"It's your sea story, tell it how you want . . .",
. . . job on the board cut short your vacation.

If at first my tale seems chaotic, long winded and hazy, take black heart.
Subsequently, things will appear to be only too clear. We all share the task,
while stung to our souls; to sorrow and rage, for our sister, the crew,
the sacrifice they gave.

Underway that mournful October twilight brothers and sisters,
*Delphinus*¹¹ cried tears of sadness, forever to leeward.

The North Atlantic Gyre¹² is a terrible liar and a cruel and crazy mistress, her dead she doesn't give up.
When green water swallows, from the blue that it follows, when it stutters and stammers,
when it pounds like a hammer, you believe in God.

Fifty foot Sargasso seas¹³ do what they please, and 100-knot winds whistle songs of the sirens.
The crew was well trained for the trough and the rains, for generations' some seafaring folk. Might have made it
too, if not for the lost engines and the scuttle breach; staring down a category 4 more than a little too close. No
matter her age if looked after well a lady can sail straight into her golden days and this ship,
I'm told no exception.

Surely 'All Hands' stood tall when they took waves on the beam.
She went down fast, though, or so it would seem. No lives can last when *Neptune* comes calling,
when *Joaquin* reared his claws on that dreary young morning. No sunrise on that day,
one lifeboat smashed one survival suit cashed. *Medusa*; they got NOTHING for you,
they stared him right in the eye.

Forty years old, the *Puerto Rico*, *Northern Lights*, *El Faro*; thirty-three bells toll— thirty-three bells . . .

"Aye *Calypso*, we sing to your spirit, the men who have served you so long and so well."
"Your garden grows thick and wild and hidden/your hair blows long as you sing into the wind,"
on your Island *Ogygia*¹⁴, crooning as you do, moving to and fro, weaving on your loom with a golden shuttle.
You let him go; the waves will take him in.

List fifteen to port *Edmund* and *Poet*, cast out for your cousin. Fasten your ghost look-outs to the rail,
get a brigade going of ghost buckets and bails. *El Faro* now rest, sleep deep, deep on your mother's floor.
She has called for you. Brothers, sisters, there is salt in my tears. From the sea, to the sky, grace of God go I.
Fiddlers Green awaits for when you adorn heaven's shore.
My heart is heavy today . . .

thirty-three bells toll — thirty-three bells; Clark, Crawford [Jr.], Hargrove, and Hatch,
thirty-three bells toll — thirty-three bells; Davidson, Holland, Jackson and Jones [Jr.],
thirty-three bells toll — thirty-three bells; Jordan, Davis, Kuflik, and Wright,
thirty-three bells toll — thirty-three bells; Lightfoot, Mathias, Meklin, and Riehm,
thirty-three bells toll — thirty-three bells; Porter, Pusatere, Quammie, and Rivera,
thirty-three bells toll — thirty-three bells; Randolph, Schoenly, Solar-Cortes and Shultz,
thirty-three bells toll — thirty-three bells; Champa, Griffin, Thomas and Hamm,
trzydzieści-trzy dzwony bija — trzydzieści-trzy dzwony; Krause, Nita, Podgorski, Truszkowski,
and Zdobych,
trzydzieści-trzy dzwony bija — thirty-three bells;

The Poles call out this dirge: "Mielśmy dziś na sobie ciężki krzyż." [We wore a heavy cross today.]

Forevermore thirty-three bells toll— thirty-three bells.

The storm is in my heart today. The salt is in my tears . . . *Thirty-three souls . . . Thirty-Three souls.*

¹ Seafarers International Union
² American Maritime Officers
³ International Organization of Master Mates and Pilots
⁴ Marine Engineers Beneficial Association
⁵ a traditional gold market in Dubai, United Arab Emirates
⁶ The stars Merak and Dubhe, part of the Big Dipper, of the Great Bear, are known as pointer stars, locating Polaris; the North Star
⁷ Able Bodied Seaman
⁸ Lamb Stew
⁹ Qualified Man in the Engine Department
¹⁰ Mashed plantains, pork crackling, olive oil and garlic
¹¹ A Constellation in the northern sky, close to the equator, its name means dolphin in Latin
¹² Any large system of rotating ocean currents, particularly those involved with large wind movements
¹³ The Sargasso Sea is a region in the gyre in the middle of the North Atlantic Ocean. It is the only sea on Earth which has no coastline
¹⁴ An Island mentioned in Homers *Odyssey* book V as the home of the nymph Calypso. She kept Odysseus imprisoned there for 7 yrs., finally, reluctantly, she let him build a small raft, gave him food and wine and let him leave the Island

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Denver, John. "Calypso." *Greatest Hits*. By John Denver. 1975. Vinyl.
Vega, Suzanne. "Calypso." *Solitude Standing*. By Suzanne Vega. 1987. Compact Disc.
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stephendbary@yahoo.com



SUPPORTING CLINTON CAMPAIGN – Seafarers turned out for rallies supporting Hillary Clinton in late March in Tacoma, Washington, and again in mid-April in Baltimore. The March event took place at the SIU hall where Chelsea Clinton (center in group photo immediately below, with Seafarers and SIU officials) addressed the crowd (photo above). In Baltimore, SIU Port Agent Elizabeth Brown (left in photo at right, below) grabbed a selfie with Secretary Clinton, who thanked the SIU during her speech. Check out the February LOG for the text of Secretary Clinton’s letter to SIU President Michael Sacco, or check it out on the SIU website (navigate to the February LOG or just search for “Hillary Clinton”).

At Sea And Ashore With the SIU



ABOARD HORIZON CONSUMER – Pictured aboard the ship in late March in Tacoma, Washington, are (from left) Recertified Bosuns Greg Agren and Darryl Smith, SIU VP West Coast Nick Marrone and AB Pete Hokenson.



A-BOOK IN NEW JERSEY – QMED Robert Orloff (right) receives his A-seniority book at the hall in Jersey City, New Jersey, where he is pictured with Patrolman Ray Henderson.



WELCOME ASHORE IN MOBILE – Two longtime members of the union’s inland division recently picked up their first pension checks, respectively, at the hall in Mobile, Alabama. Both Johnny Johnston (left in photo at left, above) and Mike Yarbrough (left in other photo) sailed for more than 30 years with Crescent Towing, most recently as captains. They’re pictured with Port Agent Jimmy White.

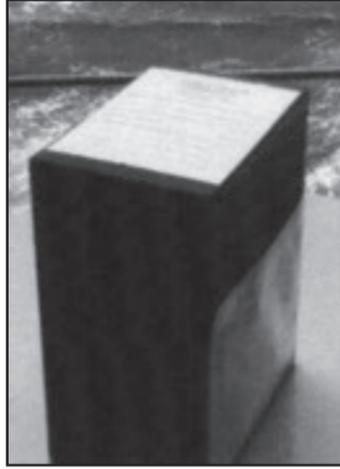


ABOARD TYCO DEPENDABLE – Safety Director Osvaldo Ramos (center) is pictured with ABs Jonathan Rivera Rodriguez (left) and William Rackley in mid-March. The vessel was in New Hampshire.

At Sea and Ashore with the SIU



A-BOOK IN OAKLAND – AB Eric Williams (right) recently picked up his A-seniority book at the hall in Oakland, California. Congratulating him is SIU Asst. VP Nick Celona.



REMEMBERING BROTHER CHARLES – The ashes of the late Recertified Bosun Herbert Charles were committed to the sea during a remembrance aboard the *Perla Del Caribe*, while the TOTE-operated vessel was sailing between Jacksonville, Florida, and Puerto Rico. Brother Charles passed away late last year. Preparing to scatter his ashes (photo at right, above, from left) are ABs James Walker and Kemer Rojas.



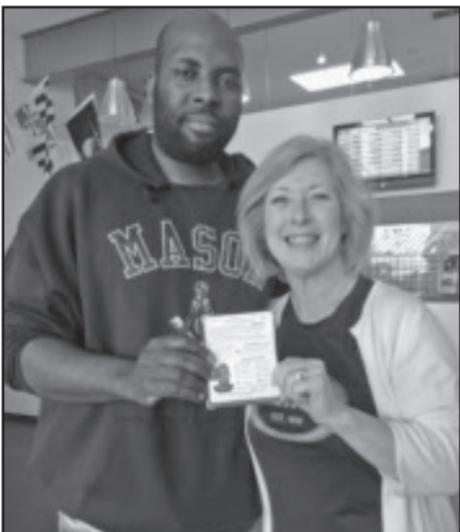
ABOARD SHIPS IN HONOLULU – The group photo directly above shows members on the *Marjorie C.*, operated by TOTE Services. The other two snapshots are from the Matson ships *Manoa* (photo at left) and *Maui*. Pictured from left on the *Manoa* are Chief Cook Frank Ramones, Recertified Steward Gerald Figg and ACU David Hilario. Pictured on the *Maui*, also from left, are Chief Cook Benjamin Fera, OBS Rene Caballero and Chief Steward Raul Napoles



TAKING THE OATH IN TACOMA – Electrician Nicolae Marinescu (left) takes the union oath at the hall in Tacoma, Washington. Port Agent Joe Vincenzo is behind the counter.



TALKING MARITIME IN ALASKA – SIU Port Agent Joe Vincenzo (right in both photos) spoke at a maritime roundtable event March 30 in Anchorage, Alaska. Among those participating were U.S. Sen. Dan Sullivan (R-Alaska) (center in photo at left above with Vincenzo and IBU President Allen Cote) and AMMV Alaska Greatlands Chapter President Eldon Gallear (center in photo at right above, with his wife, Rose).



A-BOOK IN BALTIMORE – QMED Archie Eldridge (left) displays his newly acquired A-seniority book at the hall in Baltimore. That's Port Agent Elizabeth Brown at right.



SOLIDARITY IN VIRGINIA – At the onset of a strike against Verizon, Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan (right) demonstrates in solidarity with (from left) CWA Local 2222 President Carolyn Greenfield and CWA President Chris Shelton in Falls Church, Virginia. The strike by the CWA and IBEW, involving about 36,000 workers, began after the company refused for nearly a year to negotiate a fair contract.



ON THE MOVE IN PUERTO RICO – The union remains on schedule to soon move to a new hall in San Juan, Puerto Rico. Among those getting a look at the new digs earlier this year were SIU Exec. VP Augie Tellez (second from left) and Port Agent Amancio Crespo (left).



Stirring Exhibit Honors WWII Mariners

American Merchant Marine Veterans Group Visits Museum in New Orleans

A score of merchant marine veterans and their spouses gathered at the National World War II Museum last month to view an exhibit honoring the vital contributions made by seamen to the war effort. The museum visit culminated the American Merchant Marine Veterans (AMMV) 30th National Convention (SIU Secretary-Treasurer David Heindel was a featured speaker), conducted March 29 through April 2 in New Orleans, where the museum is also located.

It was an emotional experience for many of the attendees, who have too often received long-delayed recognition for their service – or none at all.

For most convention attendees, the event was their first opportunity to see the Ralph E. Crump U.S. Merchant Marine Gallery, which opened to the public in December 2015. However, according to AMMV President Chris Edyvean (a former SIU member), many members of the veteran organization had visited the museum before the exhibit debuted – and their reviews were not altogether positive.

“When I announced that we’d be visiting the World War II museum at our last meeting, I was nearly booed off the stage,” said Edyvean. “Some of the guys who had toured the museum before left in tears because the sacrifices made by the merchant marine weren’t fully acknowledged.”

As soon as the AMMV contingent (including a number of retired SIU members) began their tour of the facility April 1, it was clear that the museum and its staff had rectified any slighted feelings. Mu-

seum docents guided the veterans onto a stage in the museum lobby and introduced the group to onlookers waiting in line for tickets. Upon hearing that merchant seamen suffered a higher casualty rate in World War II than any other branch of service except the Marine Corps, the crowd offered a solemn, respectful round of applause for the veterans.

A museum spokesperson closed the remarks to museum-goers with a quote from General Douglas MacArthur: “[World War II seamen] brought us our lifeblood and they paid for it with some of their own.”

Once the conventioners entered the exhibit hall, any remaining criticisms of the museum’s commitment to the merchant marine seemed to vanish. They were treated to a stirring, state-of-the-art gallery complete with video displays and artifacts from World War II-era vessels. No expense was spared on the 940-square-foot exhibit space, built as part of a multi-year, \$370 million capital expansion project.

Housed within a glass-walled corridor overlooking the museum courtyard, the gallery presented the wartime merchant marine experience with a decidedly modern edge. Kiosks detailed personal stories of particularly gallant merchant seamen such as OS Kyle Vaughn Johnson, who sailed aboard the *SS Lafayette*.

His convoy had set out on one of the infamous Murmansk runs, carrying supplies through the Arctic Ocean to Russia. To defend the convoy from a German ambush, Johnson manned an anti-aircraft gun

and downed three enemy planes. Narratives like Johnson’s highlighted the bravery of wartime sailors, as well as the dangers they faced.

Those dangers are part of SIU history: More than 1,200 Seafarers lost their lives in World War II.

For the AMMV members in attendance, such stories were not just matters of historical record but a part of an experience they all once shared. Memories of the war came flooding back to AMMV National Vice President Morris Harvey, who sailed with the SIU in the Mediterranean Theatre.

Harvey recalled joining the merchant marine after being medically disqualified for active military service. When faced with the decision to sail or go into civilian service stateside, he felt that going out to sea was his best option. “I wanted to go where the war was,” Harvey said. Before long, he was shipping out of Norfolk, Virginia, as an oiler and then, later, an OS.

An aspect of the exhibit that particularly resonated with the AMMV group was the acknowledgement that the important role merchant seamen played in the war has not always been properly or promptly recognized, especially regarding veteran status. It was not until 1988 that World War II mariners began receiving veteran benefits, a gratitude many believe came far too late. It took another decade before the cutoff date for veterans’ status for mariners was changed to match the one used for the armed services.

One exhibit display indicated that withholding veteran status was

used as a strategy during the war to coerce seamen into joining the Navy and losing their union representation.

Beyond the merchant marine exhibit, the AMMV group was impressed with the level of care and detail present in the rest of the facility. The same capital expansion project that made the Crump Merchant Marine Gallery possible has allowed the museum to quadruple its original size, adding more exhibit space, restoration and conservation facilities, a 4-D movie theater, and restaurants.

Returning visitors were keen to note how far the museum had come since 2000, when it opened as the D-Day Museum.

The Crump Gallery is but the latest of several permanent exhibits housed in the National World War II Museum, including galleries dedicated to the European and Pacific Theatres, and collections of restored aircraft and vehicles. The facility has been designated by Congress as the United States’ official museum on the conflict, and the thoroughness of each exhibit demonstrates how seriously the museum takes this role. Its collection, including items in storage, exceeds 100,000 artifacts, in addition to archives rich with veteran memoirs and oral histories.

The merchant marine experience is now represented in the museum as comprehensively as other aspects of the war effort. The veterans touring the museum that day felt as if the mere presence of the exhibit made great progress toward spreading awareness of what these men lived through. “What impresses me most is that we’re here,” added Harvey. “Recognition is the biggest step.”



In photo at left, AMMV National President Chris Edyvean (left) and National Vice President Morris Harvey (right) accompany SIU Secretary-Treasurer David Heindel before Heindel’s remarks for the AMMV’s 30th National Convention. In the photo above, AMMV members who served in World War II gather onstage to be thanked for their service in the National World War II Museum lobby.



“When final victory is ours there is no organization that will share its credit more deservedly than the merchant marine.”
General Dwight D. Eisenhower, May 1944

Want to Learn More?

The National World War II Museum is located at 945 Magazine Street in New Orleans, Louisiana. General admission starts at \$24, with reduced admission for students, seniors and military visitors. All World War II veterans may enter the museum free of charge.

Website: <http://www.nationalww2museum.org/>

Phone: 504-528-1944

Email: info@nationalww2museum.org

Your Home Is Waiting



The Union Plus Mortgage program is one of some 40 benefits available to help union members. The program is for union members and their parents and children. Benefits include mortgage hardship assistance from Union Plus to help protect members' homes in the face of financial hardship. With Union Plus, a mortgage is more than a monthly payment. It's long-term protection for everything your home means to you.

 **Learn more: UnionPlus.org/Mortgage**

5/16

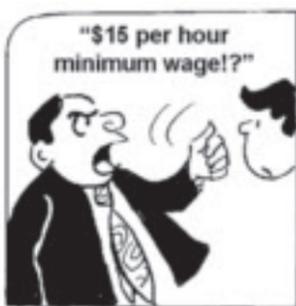
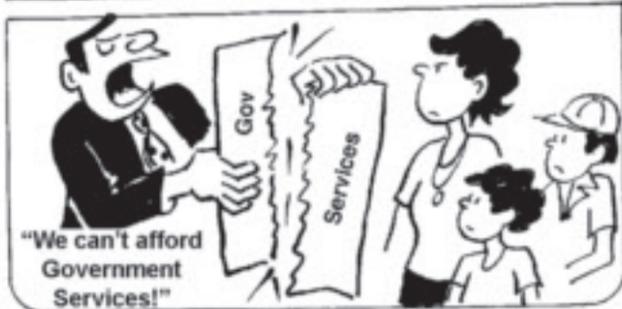
May & June Membership Meetings

Piney Point.....	Monday: May 2, June 6
Algonac.....	Friday: May 6, June 10
Baltimore.....	Thursday: May 5, June 9
Guam.....	Thursday: May 19, June 23
Honolulu.....	Friday: May 13, June 17
Houston.....	Monday: May 9, June 13
Jacksonville.....	Thursday: May 5, June 9
Joliet.....	Thursday: May 12, June 16
Mobile.....	Wednesday: May 11, June 15
New Orleans.....	Tuesday: May 10, June 14
Jersey City.....	Tuesday: May 3, June 7
Norfolk.....	Thursday: May 5, June 9
Oakland.....	Thursday: May 12, June 16
Philadelphia.....	Wednesday: May 4, June 8
Port Everglades.....	Thursday: May 12, June 16
San Juan.....	Thursday: May 5, June 9
St. Louis.....	Friday: May 13, June 17
Tacoma.....	Friday: May 20, June 24
Wilmington.....	Monday: May 16, June 20

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

Personal

Derrick Crummy wants Suzanne Vanschoor to contact him at (206) 679-6208.



Dispatchers' Report for Deep Sea

March 16, 2016 - April 15, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	12	6	0	32	9	0	7	18	10	2
Anchorage	3	0	1	2	1	2	0	3	1	0
Baltimore	5	5	1	4	4	1	1	6	7	0
Fort Lauderdale	17	12	3	15	8	1	9	23	21	4
Guam	2	3	0	2	0	0	0	4	5	0
Harvey	8	0	0	15	2	0	7	13	0	0
Honolulu	13	4	0	10	2	1	1	25	6	0
Houston	52	11	5	52	4	1	23	122	18	8
Jacksonville	32	16	3	25	12	5	9	86	29	5
Jersey City	35	18	2	35	10	2	15	75	27	1
Joliet	1	2	0	6	1	1	0	6	3	1
Mobile	13	5	0	5	5	0	1	17	2	1
Norfolk	9	11	4	24	9	1	10	25	26	2
Oakland	23	5	3	16	4	1	4	27	9	3
Philadelphia	4	5	1	5	3	1	1	7	9	0
Piney Point	1	1	0	1	1	0	0	3	4	0
Puerto Rico	8	7	1	7	1	1	4	11	7	0
Tacoma	35	10	2	26	11	2	20	87	19	2
St. Louis	2	1	0	1	0	2	1	3	3	1
Wilmington	21	13	2	20	7	3	5	52	20	8
TOTALS	296	135	28	303	94	25	118	613	226	38
Engine Department										
Algonac	2	3	0	7	2	0	0	2	5	0
Anchorage	1	0	0	1	0	0	0	0	0	0
Baltimore	6	7	2	5	5	3	0	5	5	1
Fort Lauderdale	10	2	0	7	3	0	4	17	8	0
Guam	1	0	0	0	0	0	0	1	0	1
Harvey	3	3	1	1	1	0	0	6	2	1
Honolulu	8	2	1	5	1	1	0	15	6	0
Houston	16	4	1	17	5	1	9	29	16	1
Jacksonville	16	8	1	19	10	2	9	38	21	4
Jersey City	17	4	0	7	4	1	3	32	7	2
Joliet	1	0	0	5	3	0	1	1	2	0
Mobile	9	3	0	9	4	0	5	6	4	0
Norfolk	10	8	1	8	3	1	1	20	21	0
Oakland	8	2	1	6	4	0	5	16	10	1
Philadelphia	1	0	0	1	1	1	0	3	0	1
Piney Point	0	4	1	1	3	1	2	1	4	0
Puerto Rico	5	2	0	2	2	0	1	5	9	0
Tacoma	9	5	1	8	8	0	6	29	13	3
St. Louis	1	2	0	0	0	0	0	2	3	0
Wilmington	9	9	1	12	8	2	9	9	16	0
TOTALS	133	68	11	121	67	13	55	237	152	15
Steward Department										
Algonac	1	0	0	4	1	0	1	3	2	0
Anchorage	0	0	0	1	0	0	1	0	0	0
Baltimore	4	1	0	3	0	0	1	2	1	0
Fort Lauderdale	12	2	0	9	3	1	2	16	5	0
Guam	1	2	0	0	0	0	0	2	2	0
Harvey	3	2	0	3	1	0	1	8	2	0
Honolulu	14	0	0	9	0	0	5	20	1	0
Houston	21	4	0	17	7	0	7	34	3	0
Jacksonville	26	9	3	16	7	2	12	30	9	2
Jersey City	11	3	0	9	2	0	1	24	7	0
Joliet	1	1	0	2	1	0	0	1	1	0
Mobile	5	3	3	1	1	0	0	6	3	1
Norfolk	15	13	2	11	6	2	5	24	19	3
Oakland	15	3	3	19	9	0	5	20	5	3
Philadelphia	1	1	0	1	2	1	1	2	0	1
Piney Point	2	4	0	3	2	0	0	2	3	0
Puerto Rico	3	4	0	3	3	0	0	3	6	0
Tacoma	17	2	1	13	0	1	5	30	5	0
St. Louis	5	0	0	0	0	0	0	5	0	0
Wilmington	26	5	1	17	5	0	13	39	4	2
TOTALS	183	59	13	141	50	7	60	271	78	12
Entry Department										
Algonac	2	6	2	1	6	0	1	4	15	2
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	0	2	0	0	2	0	0	0	4	2
Fort Lauderdale	1	3	3	0	2	2	0	1	6	4
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	1	1	0	0	0	0	0	1	1	1
Honolulu	1	9	5	0	3	7	1	2	13	8
Houston	3	9	1	2	6	3	3	8	25	8
Jacksonville	4	9	7	0	5	9	0	6	19	32
Jersey City	1	14	3	3	8	1	0	5	31	5
Joliet	0	0	0	0	0	1	0	0	2	0
Mobile	1	1	0	0	0	0	0	1	2	0
Norfolk	1	19	11	0	14	7	1	1	26	12
Oakland	2	8	1	3	4	5	0	3	25	5
Philadelphia	0	2	0	0	2	1	0	0	0	4
Piney Point	0	4	1	0	1	1	0	0	4	0
Puerto Rico	1	0	0	1	0	0	0	4	0	0
Tacoma	2	5	8	4	7	5	2	5	22	7
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	3	12	14	2	9	7	3	12	35	29
TOTALS	23	104	57	16	69	49	11	53	230	121
GRAND TOTAL:	635	366	109	581	280	94	244	1,174	686	186

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



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PORT EVERGLADES

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 (954) 522-7984

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 Santurce, PR 00907
 (787) 721-4033

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
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TACOMA

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Inquiring Seafarer

This month's question was answered by members attending upgrade training at the Paul Hall Center in Piney Point, Maryland.

Question: Why did you enter the maritime industry and why have you stuck with it?



Kyle Knickerbocker
OS (Upgrading to AB)

I saw it as a challenge. I'd heard good things about it, and I'm not looking back – only looking forward. Before joining the SIU, I worked as a deckhand. That was seasonal work, and it wasn't as secure as here.



Clifford Christopher
OS (Upgrading to AB)

It's a good profession and there's always something new to learn. It helps take care of you and your family and it's also good for the country. I had a cousin who was sailing, and he explained how he got to travel, see the world and meet different people. I wanted to do the same.



Donald Lumpkins
QMED/Electrician/Pumpman

At first I wanted to see the world, and then the money takes over. I wouldn't have anything without this career. It keeps me out of trouble. But the main thing was to see the world.



Exxl Ronquillo
Recertified Steward

It's a good job, good for my family. I love sailing. I started on a cruise ship in Hawaii, and from the beginning this has always been the right job for me. I've been doing it for almost 29 years and it's a really good fit.



Rafael Borja
Chief Cook (Upgrading to Steward)

I used to work for a college, and we were laid off more than working. There were (academic calendar) breaks all the time. My aunt worked for Princess Cruises as a singer. She gave my résumé to someone at American Hawaii Cruises and I started there in 1999. I like to travel and the money is good. I can work year-round if I want to.



Felicia Lampasas
SA (Upgrading to Chief Cook)

A friend got me into it, and I enjoy it. The best parts are getting to see different parts of the world and working with great crews. It has met my expectations and I'm happy with it.

Pic From The Past



Originally published in the October 1987 LOG, this snapshot of Seafarers aboard the *M/V 1st Lt. Alex Bonnyman* was taken in Bayonne, New Jersey. The family of Second Mate John Denton visited the vessel in port, and the SIU galley gang surprised his young daughter with a birthday cake. Denton said the dessert "could not have been equaled by the finest bakers ashore." Showing off the culinary confection are (from left) Messman Walter Johnson, Third Cook Mohamed Abdefattah, Saloon Mess Patricia Port, Chief Cook John Hanrahan and Chief Steward Brian Gross.

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

UELI ALATAUA

Brother Ueli Alataua, 57, joined the SIU in 1990. His first trip was aboard the *Independence*. Brother Alataua sailed in the deck department. He last worked on the *Oakland*. Brother Alataua calls Richmond, California, home.



ERIC BAIN

Brother Eric Bain, 58, became a union member in 1976. He initially worked on the *Long Lines*. Brother Bain attended classes often at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He sailed in the engine department. Brother Bain's most recent voyage was aboard the *El Yunque*. He makes his home in Jacksonville, Florida.

ALEXANDER DODOO

Brother Alexander Doodoo, 70, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a deck department member. Brother Doodoo was born in Ghana. He upgraded in 2001 at the Piney Point school. Brother Doodoo last worked on the *Philadelphia Express*. He lives in Houston.



DANIEL ECKERT

Brother Daniel Eckert, 65, started sailing with the union in 1978. His first trip was aboard the *Overseas Aleutian*. Brother Eckert attended classes twice at the SIU-affiliated school in Maryland. The deck department member's most recent vessel was the *Achiever*. Brother Eckert is a native of Japan and now calls Webster, Texas, home.



SUHERMADHY GHANI

Brother Suhermadhy Ghani, 68, joined the Marine Cooks & Stewards in 1981. He initially worked aboard the *Santa Maria*. Brother Ghani enhanced his skills on two occasions at the Piney Point school. He was born in Indonesia and sailed in the steward department. Brother Ghani's most recent ship was the *APL China*. He resides in San Francisco.

BRIAN GROSS

Brother Brian Gross, 59, joined the SIU ranks in 1969. He originally sailed in the inland division with Virginia Pilot Corporation. Brother Gross was born in Pennsylvania and shipped in the steward department. He upgraded frequently at the Seafarers-affiliated school in southern Maryland. Brother Gross' most recent ship was the *TYCO Dependable*. He is a resident of Lancaster, Pennsylvania.



RAMONT JACKSON

Brother Ramont Jackson, 65, began sailing with the union in 1979. He was first employed on the *Humaco*. In 2003, Brother Jackson enhanced his skills at the Paul Hall Center. The steward department member most recently worked aboard the *American Tern*. Brother Jackson makes his home in Norfolk, Virginia.

JAMES DUDLEY

Brother James Dudley, 66, signed on with the SIU in 1992. His first trip was on the *Independence*. Brother Dudley often took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. He primarily sailed in the deck department. Brother Dudley last sailed aboard the *Maersk Kentucky*. He resides in Brooklyn, New York.



PAULA KALEIKINI

Sister Paula Kaleikini, 66, joined the union in 1992. Her first ship was the *USNS Adventurous*; her most recent, the *North Star*. Sister Kaleikini worked in the steward department. She upgraded frequently at the Piney Point school. Sister Kaleikini is a resident of Kapolei, Hawaii.

EDWARD MCLEAN

Brother Edward McLean, 62, became an SIU member in 2001 during the SIU/NMU merger. The deck department member's most recent ship was the *American Phoenix*. Brother McLean calls St. Petersburg, Florida, home.



FIDELIS OLIVEIRA

Brother Fidelis Oliveira, 64, started sailing with the SIU in 2001 when the NMU merged

into the Seafarers International Union. He upgraded twice at the maritime training center in Piney Point, Maryland. A member of the steward department, Brother Oliveira last shipped aboard the *Maersk Ohio*. He lives in North Providence, Rhode Island.

JOHN PLATTS

Brother John Platts, 65, began shipping with the Seafarers in 1969. His first vessel was the *Producer*. Brother Platts, who sailed in the steward department, enhanced his skills on three occasions at the Piney Point school. His most recent voyage was aboard the *Horizon Producer*. Brother Platts calls Jacksonville, Florida, home.



PHILIP ROBINSON

Brother Philip Robinson, 68, became a Seafarer in 2001 when the NMU merged into the SIU. The deck department member's last vessel was the *Maersk Iowa*. Brother Robinson was born in Guyana, South America, and makes his home in Covington, Georgia.

JOSE ROSS

Brother Jose Ross, 65, signed on with the SIU in 1980. His first trip was on the *San Pedro*. Brother Ross attended classes in 1980 at the Paul Hall Center. He worked in the deck department, most recently on the *ITB Baltimore*. Brother Ross resides in Charlotte, North Carolina.

BARBARA TOOMEY

Sister Barbara Toomey, 65, joined the union in 1991. She first shipped on the *Global Link*. Sister Toomey was born in Baltimore and worked in the steward department. She upgraded numerous times at the union-affiliated school in Piney Point. Sister Toomey last sailed with *TYCO*. She is a resident of Middle River, Maryland.

on the *Newark*. A member of the steward department, Sister Washington most recently worked aboard the *Cornhusker State*. She was born in Emporia, Virginia, and resides in Chesapeake, Virginia.

INLAND

HAROLD ACORD

Brother Harold Acord, 62, began shipping with the SIU in 1977 in the port of Philadelphia. His first trip was with Mariner Towing. Brother Acord enhanced his skills often at the Paul Hall Center. His most recent voyage was on an OSG Ship Management vessel. The deck department member is a resident of Mays Landing, New Jersey.



ROBERT ALBERS

Brother Robert Albers, 66, became a union member in 2000. He was primarily employed with Penn Maritime Inc. and sailed in the engine department. Brother Albers frequently upgraded in Piney Point, Maryland. He lives in Jacksonville, Florida.



KENNETH BAYLE

Brother Kenneth Bayle, 61, started his seafaring career in 1981. He initially worked with Higman Barge Lines. Brother Bayle was born in New York and sailed as a member of the deck department. On three occasions, he took advantage of educational opportunities available at the union-affiliated school. Brother Bayle's most recent trip was on a Moran Towing of Texas vessel. He has retired to Corpus Christi, Texas.



GERALD FILKINS

Brother Gerald Filkins, 73, signed on with the SIU in 1977. He was first employed with Allied Transportation Company. Brother Filkins was a member of both the steward and deck departments. In 2009, he attended classes at the maritime training center in Piney Point, Maryland. Brother Filkins last shipped aboard an OSG Ship Management vessel. He resides in New Lothrop, Michigan.



RAYMOND JANKOWIAK

Brother Raymond Jankowiak, 63, started shipping with the union in 1970. He mainly sailed aboard vessels operated by McAllister Towing of Baltimore. Brother Jankowiak worked in the deck department. He makes his home in Bel Air, Maryland.



STEPHAN RUSIN

Brother Stephan Rusin, 71, joined the SIU in 1994. He originally shipped on the *Independence*. Brother Rusin was a member of the deck department. He most recently worked with Penn Maritime Inc. Brother Rusin calls Spring Hill, Florida, home.

MICHAEL SISTARE

Brother Michael Sistare, 62, began shipping with the union in 1977 in Houston. He mostly worked with Marine Contracting & Towing Company. Brother Sistare was born in South Carolina and sailed in the deck department. He settled in Ravenel, South Carolina.



CRAIG SMITH

Brother Craig Smith, 64, signed on with the union in 1973. He first worked with Allied Transportation Company. Brother Smith upgraded his skills in 1982 at the Paul Hall Center. A member of the deck department, he most recently sailed with Crowley Towing of Wilmington. Brother Smith makes his home in Salem, Oregon.



NATIONAL MARITIME UNION

HAROLD BROWN

Brother Harold Brown, 65, was born in Newark, New Jersey. He was a member of the NMU prior to the SIU/NMU merger in 2001. Brother Brown is now a resident of Deltona, Florida.



Final Departures



DEEP SEA

SALEH ALI

Pensioner Saleh Ali, 72, died December 9. Born in Yemen, Brother Ali initially worked on the *Santa Maria* in 1983. He shipped as a member of the steward department. Prior to his retirement in 2008, Brother Ali sailed aboard the *Horizon Consumer*. He made his home in Dearborn, Michigan.

JOHN BEKIARIS

Pensioner John Bekiaris, 88, passed away October 20. He joined the SIU in 1960, originally sailing on the *Steel Survey*. Brother Bekiaris shipped in both the deck and engine departments. He last sailed aboard the *Falcon Champion*. Brother Bekiaris went on pension in 1988 and called Greece home.

BENJAMIN CORPUS

Pensioner Benjamin Corpus, 87, died December 14. He started shipping with the Seafarers in 1969 in Norfolk, Virginia. Brother Corpus initially worked on the *Rob Good*; his final ship was the *Sam Houston*. He was born in the Philippines and sailed in the steward department. Brother Corpus became a pensioner in 1995 and lived in Norfolk.



ALFREDO DAIZ DEL VALLE

Pensioner Alfredo Daiz Del Valle, 87, passed away December 12. He began his SIU career in 1960. Brother Daiz Del Valle first sailed aboard the *Titan*. The Honduras native was an engine department member. Brother Daiz Del Valle's final ship was operated by Waterman. He went on pension in 1991 and settled in Lafayette, Louisiana.

FRANCISCO DELGADO

Pensioner Francis Delgado, 73, died December 3. He joined the SIU during the SIU/NMU merger in 2001. Brother Delgado was born in Cape Verde. He last sailed on the *Energy Enterprise*. A member of the steward department, he started collecting his retirement compensation in 2014. Brother Delgado was a resident of Pawtucket, Rhode Island.



MILE FIAMENGO

Pensioner Mile Fiamengo, 65, passed away December 4. He began sailing with the union in 2004. Brother Fiamengo first shipped on the *Mokihana*. He was born in Croatia and worked in the steward department. Brother Fiamengo's final voyage was on the *Alaskan Legend*. He retired in 2015 and made his



home in Moreno Valley, California.

EDWARD FULLER

Pensioner Edward Fuller, 72, died December 25. Born in Georgia, he donned the SIU colors in 1978. Brother Fuller originally worked aboard the *Neches*. He was a steward department member. Prior to his retirement in 2007, Brother Fuller worked on the *Horizon Crusader*. He called Jacksonville, Florida, home.



JOHN KARONIS

Pensioner John Karonis, 87, passed away December 14. He signed on with the union in 1970. Brother Karonis' first ship was the *Sea Carol*; his last was the *Pacer*. He sailed in the engine department. Brother Karonis began collecting his pension in 1993. He lived in Greece.



JAMES KIM

Pensioner James Kim, 81, died December 23. Brother Kim started sailing with the Marine Cooks & Stewards in 2002. He was originally employed aboard *USNS Pol-lux*. Brother Kim was born in South Korea and sailed in the steward department. He last shipped on the *APL Pearl*. Brother Kim retired in 2008 and resided in College Point, New York.



ANGEL O'NEILL

Pensioner Angel O'Neill, 77, passed away November 20. He became a Seafarer in 1958. Brother O'Neill's first trip was with Suwannee Steamship Company. He sailed in the steward department, most recently aboard the *Mayaguez*. Brother O'Neill continued to reside in his native Commonwealth, Puerto Rico.

ARTHUR REEVES

Pensioner Arthur Reeves, 67, died December 26. Brother Reeves began shipping with the SIU in 1984. He initially sailed in the inland division aboard a Delta Queen Steamship Company vessel. Brother Reeves worked in the deck department. He last worked on the *Cleveland*. Brother Reeves became a pensioner in 2013 and lived in Mobile, Alabama.



HOWARD SCHOENLY

Brother Howard Schoenly, 50, passed away October 1. He signed on with the union in 1989. Brother Schoenly originally shipped aboard

the *USNS Denebola*. The engine department member most recently worked on the *Sgt. William R. But-ton*. Brother Schoenly was born in Hempstead, New York, and made his home in East Rockaway, New York.

SIMON SHARGABIAN

Pensioner Simon Shargabian, 89, died December 22. Brother Shargabian signed on with the SIU in 1979. He mainly sailed with American Ship Management. Brother Shargabian was a steward department member. He started collecting his retirement pay in 1990. Brother Shargabian was a resident of Boston.

MANUEL SILVA

Pensioner Manuel Silva, 81, passed away November 16. He joined the SIU in 1963. Brother Silva first worked aboard the Waterman ship *Hurricane*. His final trip was on the *Cape Edmont*. The deck department member began receiving his pension in 1994. Brother Silva lived in Portugal.

RUDY TJONG

Pensioner Rudy Tjong, 91, died November 29. He started shipping with the union in 1960. Brother Tjong's first vessel was operated by Ore Navigation Corporation. The Indonesia native and engine department member last worked on the Sea-Land shore gang. Brother Tjong retired in 1988 and called Pleasant Hill, California, home.

INLAND

RICHARD AVERY

Pensioner Richard Avery, 89, passed away November 10. He began his SIU career in 1969 in the port of Norfolk, Virginia. Brother Avery primarily worked with Chesapeake & Ohio Railway. He went on pension in 1989 and settled in Hampton, Virginia.

ROY BISHOP

Pensioner Roy Bishop, 79, died November 24. Brother Bishop became an SIU member in 1960. He was employed with National Marine Service Inc. for the duration of his career. Brother Bishop, a deck department member, started collecting his retirement compensation in 1998. He was a resident of Florida.

BOBBY BROGLEN

Pensioner Bobby Broglen, 83, passed away January 25. He joined the union in 1972. Brother Broglen mainly shipped with Dravo Basic Materials Company in the deck department. He was born in Arkansas. Brother Broglen began collecting his pension in 1995 and made his home in Theodore, Alabama.



BENJAMIN CHIANCIOLO

Pensioner Benjamin Chianciola, 92, died November 27. He began

his union career in 1980. Brother Chianciola first worked with the Gloucester Fishermen. He last shipped on a Serafina II Inc. vessel. Brother Chianciola went on pension in 1988 and settled in Dedham, Massachusetts.

SALVADOR MACALUSO

Brother Salvador MacAluso, 78, passed away December 7. He donned the SIU colors in 1981. Born in New Orleans, Brother MacAluso primarily sailed with Crescent Towing & Salvage Company. He worked in both the engine and deck departments. Brother MacAluso became a pensioner in 2003. He was a resident of Gretna, Louisiana.



ROBERT MASON

Pensioner Robert Mason, 87, died December 28. Born in Maryland, Brother Mason began sailing with the union in 1961. He was mainly employed with Interstate Oil Transport Company. Brother Mason worked in the deck department. He started receiving his pension in 1990 and lived in Fruitland, Maryland.

BUSTER NICHOLS

Pensioner Buster Nichols, 87, passed away November 23. He started his union career in 1962. Brother Nichols originally worked with Tug Management Corporation as a member of the deck department. He was born in Baltimore. Brother Nichols last shipped with Sheridan Transportation Company. He went on pension in 1993 and settled in Green Gove Springs, Florida.



MAURO OLAES

Pensioner Mauro Olaes, 91, died October 24. Brother Olaes joined the union in 1974. He worked with the Association of Maryland Pilots for the duration of his career. Brother Olaes became a pensioner in 1989. He was a resident of the Philippines.

EUGENE PARKER

Pensioner Eugene Parker, 81, passed away December 22. He donned the SIU colors in 1994. Brother Parker primarily sailed with Westbank Riverboat Service. He was a deck department member. Brother Parker started receiving his pension in 1999 and called Slidell, Louisiana, home.



JORGE RODRIGUEZ

Pensioner Jorge Rodriguez, 95, died November 30. Brother Rodriguez



signed on with the SIU in 1959. He worked primarily with Chesapeake & Ohio Railway. Brother Rodriguez retired in 1990 and made his home in Virginia Beach, Virginia.

GREAT LAKES

HAROLD NEAL

Pensioner Harold Neal, 75, passed away November 29. He started shipping with the union in 1963. Brother Neal first sailed aboard an American Steamship Company vessel. He was a deck department member. Brother Neal's final ship was the *St. Clair*. He went on pension in 2005 and lived in Tennessee.



ROBERT RODZICZAK

Pensioner Robert Rodziczak, 81, died December 6. He donned the SIU colors in 1961. Brother Rodziczak initially sailed with Edward G. Gillen Company. A Wisconsin native, Brother Rodziczak last worked with Great Lakes Towing Company. He made his home in Pelican, Wisconsin.

NATIONAL

MARITIME UNION

ROBERT EAGAN

Pensioner Robert Eagan, 89, passed away November 29. He was a native of Honduras. Brother Eagan began receiving his pension in 1981. He was a resident of Bronx, New York.

ALFONSO FLORES

Pensioner Alfonso Flores, 94, passed away December 27. The Arizona native retired in 1968. Brother Flores called Pearland, Texas, home.



SALFUS KELLY

Pensioner Salfus Kelly, 65, died November 16. Born in Lafayette, Louisiana, Brother Kelly started receiving his pension in 2005. He settled in Port Arthur, Texas.

BENEDETTO SOSSA

Pensioner Benedetto Sossa, 93, died December 12. Brother Sossa was born in Rovigno, Italy. He went on pension in 1986 and resided in New Haven, Connecticut.

Name	Age	DOD
Colla, Joseph	86	Dec. 7
Flemming, Livingstone	90	Dec. 26
Helaire, Oprise	81	Dec. 2
Jefferson, Ellis	88	Nov. 19
Mathews, Moses	90	Dec. 22
Minster, James	84	Dec. 29
Peniza, Jose	92	Dec. 21
Poole, Ralph	85	Dec. 9
Roche, Jay	72	Dec. 16
Solis, Gustavo	82	Dec. 15

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.

HORIZON SPIRT (Horizon Lines), February 29 – Chairman **Joshua A. Mensah**, Secretary **Alan E. Hollinger**, Educational Director **Mark D. Campbell**, Deck Delegate **David M. Fridstrom**, Engine Delegate **Jared Latta**, Steward Delegate **Erni P. Lizada**. Chairman reminded crew to leave room keys with chief officer and make sure rooms are tidy for reliefs. He also stressed importance of keeping lint traps clean. Mariners were thanked for helping keep common areas and laundry room clean. Secretary reminded members that companies can decline you if your physical expires during your tour so keep USCG medical certificates current. Educational director advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. Treasurer stated \$400 in ship's fund. No beefs or disputed OT reported. Crew was encouraged to document any safety concerns and report them at safety meetings. Discussion was held about procedure to get reimbursement for safety shoes.

HOUSTON (USS Transport), February 28 – Chairman **Carlos A. Arauz**, Secretary **Lionell P. Packnett**, Educational Director **William A. Mercer**, Deck Delegate **Theophilus K. Essien**, Steward Delegate **Vidal Vallesteros**. Chairman requested computers and Wi-Fi for crew use. Secretary urged mariners to keep an eye on expiration dates of necessary seafaring documents. No beefs or disputed OT reported. It was reported that new washers have been received. Crew thanked steward department for a job well done. Next port: St. James, Louisiana.

MARJORIE C (TOTE Services), February 27 – Chairman **Daniel Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Mark S. Santoli**, Deck Delegate **Bill Cooley**, Engine Delegate **Dale Graham**, Steward Delegate **Isaac Newsome**. Chairman urged crew to allow ample time to obtain renewals before documents, passport and TWIC expire. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Communication from Port Agent Hazel Galbiso pertaining to safety training and vacation checks was

read. Crew would like to register via portal.

OCEAN GIANT (Crowley), February 21 – Chairman **Frank P. Hedge**, Secretary **Artis E. Pilgrim**, Educational Director **Carlos Marcial**, Deck Delegate **David A. McRoy Jr.**, Engine Delegate **Joseph R. Noach**, Steward Delegate **Joselito Eulatriz**. Bosun thanked crew members for being safe, keeping garbage organized and cleaning up after themselves. He reminded anyone flying that certain airlines waive baggage fees when z-card or MMC is shown at counter before boarding. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to expiration dates of documents. No beefs or disputed OT reported. Requests were made for new microwave and water fountain. Recommendation was made regarding pension benefits. Next ports: Beaumont, Texas, Lake Charles, Louisiana, and Port Hueneme, California.

SAFMARINE NGAMI (Maersk Line, Limited), February 28 – Chairman **Mathew J. Bevak**, Secretary **Rang V. Nguyen**, Educational Director **Rene R. Rosario**, Engine Delegate **Reinaldo Roman**. Chairman talked about importance of donating to SPAD (Seafarers Political Activity Donation). Secretary advised crew to watch expiration dates of necessary seafaring documents. Educational director recommended training at the Piney Point school; check *Seafarers LOG* for upcoming course dates. No beefs or disputed OT reported. Vote of thanks was given to steward department for keeping ship clean and for excellent food. Next ports: Qasim, Jebel Ali and Salalah.

USNS PILILAAU (AMSEA), February 25 – Chairman **Christopher D. Janics**, Secretary **Nina M. McFall**, Educational Director **Linarys Castillo Ortiz**, Deck Delegate **Nagi Obad**, Engine Delegate **Bruce Zenon**. Chairman reported successful voyage with no accidents. He also discussed need for internet and email to communicate with family. Educational director encouraged everyone to keep all necessary seafaring documents current espe-

Jones Act Plays Role in National Security

Continued from Page 3

the southern United States from Mexico. Yet, the southern border is actually the smallest at 1,989 miles. The U.S. border with Canada is almost three times longer at 5,525 miles.

"All of this country's land borders are dwarfed by the 95,000 miles of national shoreline," he continued. "This includes the Pacific, Atlantic and Gulf coasts as well as the Great Lakes separating the United States from Canada. Along this shoreline are many of America's greatest cities: Los Angeles, San Francisco, Portland, Seattle, Chicago, Boston, New York, Philadelphia, Charleston, Savannah, Miami and Tampa. Virtually all of these are associated with ports through which pass millions of cargo containers and hundreds of thousands of passengers."

He then pointed out that the U.S. "is a nation of rivers. A ship entering the homeland through a coastal port such as New Orleans will have access to the deep interior. The inland waterways of the United States encompass over 25,000 miles of navigable waters, including the Intracoastal Waterway, a 3,000-mile waterway along the Atlantic and Gulf Coasts. This liquid highway touches most of America's major eastern cities including Washington D.C., Philadelphia, Baltimore, Chicago, New Orleans and Mobile. Inland and intracoastal waterways directly serve 38 states from the nation's heartland to the Atlantic seaboard, Gulf Coast and Pacific Northwest."

He explained that "a significant portion of the movement of ships in U.S. waters" is governed by the Jones Act, which is part of the Merchant Marine Act of 1920. The law "was meant to pursue a number of national objectives," Gouré noted. "The most obvious was to support a robust U.S. shipbuilding industry and merchant marine. In addition, Jones Act ships provided an important logistics support capability for the U.S. Navy."

"A less well-appreciated but ever more important service provided by the Jones Act is in the area of homeland security," he continued. "Since 2011, the Departments of Defense and Homeland Security along with domestic law enforcement agencies at both the state and federal levels are expending enormous amounts of manpower and resources to secure the nation's ports and waterways. Foreign owned and operated ships routinely enter U.S. ports. But their movements and those of their crews are subject to a variety of controls and restrictions.

For example, without valid passports, foreign sailors are restricted to their ships and the immediate port area.

"It is particularly important that those vessels and crews which routinely travel between U.S. ports and especially the inland waterways through America's heartland pose no threat to the homeland," he added. "It is for this reason that the higher standards with respect to ownership and manning requirements for Jones Act ships are so significant."

Gouré concluded that the work involved in securing U.S. ports and foreign cargoes already is significantly challenging. He said it would make "no sense" and would increase "the burden facing domestic security agencies" if foreign-owned, foreign-crewed vessels were permitted to move freely on the nation's rivers, lakes and waterways.

Crewing requirements stipulated by the Jones Act "go a long way to reducing the risk that terrorists could get on board or execute an attack on a U.S. target," Gouré said. "In effect, there is a system of self-policing that reduces the requirement for law enforcement and homeland security organizations to expend time and effort to ensure that these vessels and crews are safe to traverse U.S. waters. Were the Jones Act not in existence, the Department of Homeland Security would be confronted by the difficult and very costly requirement of monitoring, regulating and overseeing foreign-controlled, foreign crewed vessels in coastal and internal U.S. waters."

Based in Arlington, Virginia, the Lexington Institute's stated goals are "to inform, educate, and shape the public debate of national priorities in those areas that are of surpassing importance to the future success of democracy, such as national security, education reform, tax reform, immigration and federal policy concerning science and technology. By promoting America's ability to project power around the globe we not only defend the homeland of democracy, but also sustain the international stability in which other free-market democracies can thrive. The Lexington Institute believes in limiting the role of the federal government to those functions explicitly stated or implicitly defined by the Constitution. The Institute therefore actively opposes the unnecessary intrusion of the federal government into the commerce and culture of the nation, and strives to find nongovernmental, market-based solutions to public-policy challenges. We believe a dynamic private sector is the greatest engine for social progress and economic prosperity."

cially STCW. He also suggested members upgrade at the Paul Hall Center. Treasurer stated \$1,300 in ship's fund. No beefs or disputed OT reported. Crew looked into the possibility of buying phone cards to talk to family.

CAPE TEXAS (Crowley), March 28 – Chairman **Emanuel Gazzier**, Secretary **David**

Parker, Educational Director **Bruce M. Korte**, Deck Delegate **Nicholas P. Smithling**. Chairman expressed his gratitude to fellow crew members for working well together. Educational director urged everyone to keep documents up-to-date. No beefs or disputed OT reported. Request was made for new washing machine and mattresses for crew.

JEAN ANNE (TOTE Services), March 20 – Chairman **Noel R. Camacho**, Secretary **Ingra L. Maddox**, Educational Director **Matthew Bryant**. Chairman went over ship's itinerary and welcomed new Chief Cook **Adele Williams**. Educational director reminded members to get their STCW Basic Training if they must renew credentials after 2017. Mariners were encouraged to visit Piney Point school whenever possible. No beefs or disputed OT reported. SIU president's message pertaining to SIU endorsing Hillary Clinton was read and discussed. Information was given about MMC renewals. It was noted that \$145 from recycling to be used for movies.

MAERSK MONTANA (Maersk Line, Limited), March 20 – Chairman **Abdul A. Hassan**,

Secretary **Breon A. Lucas**, Educational Director **Eddie Almodovar**, Steward Delegate **Bernard Butts**. Bosun reported smooth sailing with no injuries. Secretary advised crew to keep all necessary seafaring documents current. Educational director suggested that mariners upgrade to advance in their field. Treasurer reported \$8,661 in ship's fund. No beefs or disputed OT reported. Members expressed need for new pillows, bed sheets and towels. Recommendations were made to increase pension benefits and lower requirements. Next port: Charleston, South Carolina.

OVERSEAS LOS ANGELES (OSG), April 1 – Chairman **Teodulfo A. Alanano**, Secretary **Jeffery J. Badua**, Educational Director **Criseldo E. Espinosa**, Deck Delegate **Adel Shaibi**, Engine Delegate **Dexter Hastings**. Chairman thanked all departments for great work. Secretary urged mariners to keep an eye on expiration dates of documents. Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. No beefs or disputed OT reported. Crew is very happy meals provided by steward department.

Seafarers Prep for Military Exercise

The SIU-crewed, Crowley-operated **USNS 1ST LT Jack Lummus** is pictured March 29 in Olongapo, Philippines, where a vehicle rolls off of its ramp at Subic Bay in preparation for exercise Balikatan 16. The exercise, in its 32nd iteration, is scheduled to take place on the Philippine islands of Luzon, Palawan, and Panay. It's an annual endeavor involving military personnel from the U.S. and the Philippines. (U.S. Navy photo by Grady T. Fontana)



Letters to the Editor

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

Appreciation for Rescue

Editor's note: The writer of the following letter is chronicling her rescue and related events, and is interested in hearing from anyone who was aboard the SIU-crewed LNG Virgo during the operation, which also involved the USNS Sealift Antarctic. She may be reached by email at lauren.vuong@gmail.com and by phone at (415) 603-1025

My Name is Lauren Vuong (birth name Vuong, Ngoc Lan). I was rescued by the LNG *Virgo* and Captain Hartmann Schonn in June 1980. I believe we were in the Subic Bay at the time. I've spent the better part of my adult years searching for Captain Schonn and the crew who saved my family. I want nothing more than to be able to tell you how grateful we are. Every time I look at my parents or my children, I am reminded of your generosity. I could spend the rest of my life saying thank you and it would still not be an adequate rendering of



A few of the refugees (above) are pictured aboard the LNG *Virgo* in 1980, and aboard one of the boats (below) prior to the rescue.



my heart's gratitude to you and everyone on the *Virgo*.

My sole purpose is to find the people who rescued my family in June 1980 and express the gratitude that has been 35 years felt but unspoken.

I was 8 years old in 1980. I didn't speak English yet so I could not tell you how grateful we all were for the chance at life that you, Hartmann Schonn and all the others gave us. I started thinking about finding the *Virgo* crew as early as 1991 when I turned 18. It wasn't until 2007 and with the help of the internet that I found George Overstreet, Don McLendon and several others. I'm still humbled every day by the lengths to which they will go to help me now.

Lauren Vuong
San Francisco

Why not Recognition for Vietnam-Era Mariners?

I was a United States Merchant Mariner on the SS *Cornell Victory*, out of the National Defense Reserve Fleet, in October 1966. I shipped as an AB and watchman. We sailed from San Francisco to Oakland, where we loaded for Saigon, Vietnam. Then we sailed to Seattle, where we took on small arms, ammunition and barrels of herbicides. On deck were trucks and tanks. We then sailed for Vietnam with a stopover in the Philippines for fuel.

We laid off the shore of the Republic of Vietnam at night in sub nets and in the China Sea at daylight. We sailed up the river on December 12, 1966. During the particularly hazardous 35-mile river transit to Saigon, my duty was to be on deck to keep everything secure and stand by the anchor winch to drop the anchors if needed.

When we were on the river we saw planes that were spraying herbicides on the banks. We took on fire from small arms and I got paint chips in my eyes. I was taken to a hospital in Saigon where they removed the chips from my eyes, and I was then transported back to my ship the next day. We were up and down the river two times, then went to Bangkok, Thailand, for repairs, and then to the Philippines before returning to the United States in early 1967.

My feet and legs at times were numb but I didn't think it was anything. I started truck driving in 1968 and as time passed my feet and legs gradually went numb more often. I had a truck accident; my doctor said I had peripheral neuropathy of the lower extremity. I have been disabled since 1979. As more time passed, I was diagnosed with peripheral neuropathy of the upper extremity.

In 2004 I went into the VA medical service and the doctors said that my neuropathy could be caused by exposure to herbicides used in Vietnam! My disability claim was denied because I didn't have a military service connection, even though I was sailing in support of the U.S. Military Sea Transportation Service (forerunner to today's Military Sealift Command).

In the Vietnam era, U.S. Merchant Mariners were subject to the Uniform Code of Military Justice. We had an average of 75 ships and more than 3,000 mariners in Vietnamese ports at any given time. We delivered materiel and brought home many of those named on the Vietnam Memorial wall.

Civilian mariners died in Vietnam. They paid the supreme sacrifice while serving their country and should be recognized as veterans, too.

Gerald Tulgetske
Glennie, Michigan

Union Encourages Seafarers to Register, Vote



Seafarers are strongly encouraged to vote on Election Day (or by absentee ballot during the election period). Detailed information about voter registration is available online at: <https://www.usa.gov/register-to-vote>

Via that website, depending on one's state of residence, a visitor can either register directly online (23 states offer online registration) or complete the National Mail Voter Registration Form and then print, sign and mail it to the address listed under the user's state in the individual "State Instructions."

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

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.

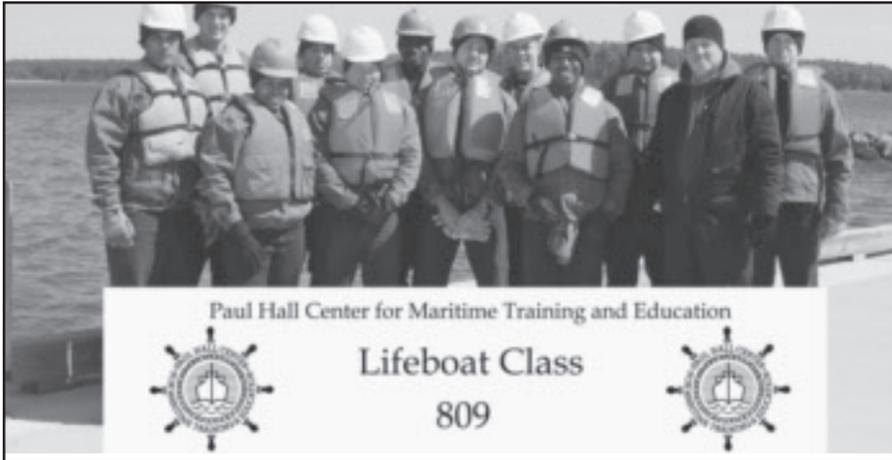
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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



Water Survival Class #809 – Eleven Phase I apprentices completed this course March 3. Graduating (above, in alphabetical order) were: Raibonne Charles, Ashley Codrington, Justin D'Angelo, Alexander Dominguez, Benjamin Dorries, Ryan Howard, Omiles Johnson, Andrew King, Jesse Sigurdson, Craig Wooten and Brandon Yednoroz. Class instructor Stan Beck is second from the right.



Welding – The following upgraders (above, in alphabetical order) graduated from this course March 4: Robert Crosby Jr., Clint Flora, Marc Gerrie, Karl Guenterberg, Daniel Lind, Saber Ali Mosleh, Gerald Scott, Tyrone Simmons, Paul Smetana and Clark Vipond, Chris Raley, their instructor, is at the far left.



Welding – Four Seafarers completed this course March 25. Graduating (above, in alphabetical order) were: Todd Lander, Yuri Oliveros, Brian Senglaub and Danielle Smith. Chris Raley, their instructor, is at the far right.



GMDSS – The following upgraders (above, in alphabetical order) finished this course March 11: Joseph Bowen, Roy Carey, Jonathan Omar Chaparro Lorenzo, Adolf Lopez Floresca, Clayton Lupton, Julio Enrique Perez, Dexter Turija, and Ikler Emanuel Urruchi Lugo. Class instructor Brad Wheeler is at the far right.



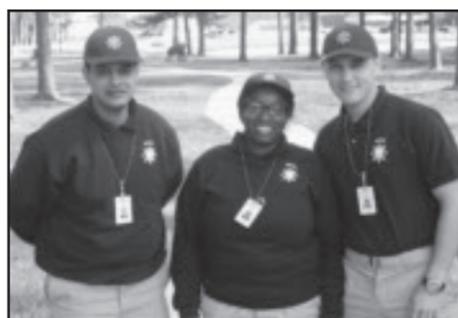
Tank Ship Familiarization LG – The following Seafarers (above, in alphabetical order) graduated from this course April 1: Jose Angel Alicea-Sanchez, Gilberto Tito Allende Jr., Efrain Alvarez, Ragab Mossad Ayed, Ramon Borrero, Crystal Cooper, Melgar Dadvivas Daguio, Charles Franks, Samuel Garrett, Kenneth Greenidge, Letwan Jackson, David James, Thomas Johnson, Enrique Eduardo Medri, Juan Carlos Negron Miro, Yuri Oliveros, Robert Ott, Paublito Nmi Ramos-Ortiz, Mark Rivers, Frank Sambula, Daunteley Jose Signal, Wilson Trayvilla, Danilo Garcia Valencia and Robert Valentine Jr. (Note: Not all are pictured.)



Tank Ship Familiarization DL/LG – Nine Phase III apprentices (above, in alphabetical order) completed this course March 18: James Blackburn III, Chastenay Dickerson, Austin Duckworth, Tiffani Hernandez, Jasen Lapointe, Joseph Nicodemus, Trevor Patterson, Kyle Seibel and Peter Dongkyu Suh. Each hopes to sail in the deck department aboard American-flag vessels upon the completion of their training.



Tankship Familiarization DL/LG – The following Phase III apprentices (above, in alphabetical order) finished this course March 18: Abraham Arias, Jarvis Carter, Eric Castle, Partick Dean, Korrey Green, Gajatri Normatova, Douglas Pentecost Jr., James Rightnour, Richard Stone and Keshawn Webster. Upon the completion of their training, each hopes to sail aboard American-flag vessels in the engine department.



Tankship Familiarization DL/LG – Three Phase III apprentices, each of whom aspires to sail in the steward department, completed this course March 18. Graduating (above, in alphabetical order) were: Yoaquin Antonio Gonzales DeJesus, Ammr Ahmed Shariff and Natasha Staton.



Water Survival – Two upgraders improved their skills by completing this course March 25. Graduating (above, from the left) were Rudy Lopez and Sterling Kirk.

Basic Low Flash Point Fuel Operations - The following upgraders (photo at right, in alphabetical order) graduated from this course March 25: David Bernstein, Landon Clemons, Adalberto Colon Rosa, Manuel Dadvivas Daguio, Jose Roberto Encarnacion, Charles Franks, Mayra Gines, Juan Guanill, Letwan Jackson, Fernando Javier Marques Ortiz, Juan Carlos Negron Miro, Darnell O'Hara, Ronaldo Jose Quinones Perez, Mark Rivers and Joseph White. Class instructors Brad Wheeler and Alan Tupper are at the far left and far right (back row) respectively.



Paul Hall Center Classes



FOWT – Twenty-one Seafarers (above, in alphabetical order) graduated from this course March 11: Abdulaziz Mohamed Nagi Alsinai, James Bleckley III, Kem Ysidro Burton, Nicholas Craddock, Michael Flynn, Matthew Gilliland, Andrew Gronotte, Joshua Hicks, Cody Higgs, Noah Hughes, Gary Longmire Jr., Sutton McDaniel, Mark Menton, Patrick Montgomery, Russell Pilchard IV, James Rushin, William Sharp, Marijan Strk, Miguel White, Edward Williams and Matthew Yowell. John Wiegman III, their instructor, is second from the right. (Note: Not all are pictured.)



UA to AS-D – The following upgraders (above, in alphabetical order) completed this course March 18: Marcus Carrasquillo, Clifford Christopher, John Consiglio, Luis Oscar Cordero-Fuentes, Bakari Dickerson, Waddah Ali Kaid, Kyle Knickerbocker, Reisa Marie Martinez-Serrano, Ryan Melvin, Miles Mitchell Jr., William Pappas, Mohamed Ali Saleh, Brandon Urich, Pomaikai Velasquez and Damon Zschoche. (Note: Not all are pictured.)



Electronic Navigation – Six individuals finished their requirements in this course March 25. Graduating (above, in alphabetical order) were: Lindsey Austin, Ryan Landers, Noel Lau, Ryan McElroy, Sunnil Motley and Mykola Smirnov. Class instructor Patrick Schoenberger is at the far left.



Government Vessels – Twenty-one upgraders completed this course March 18. Graduating (above, in alphabetical order) were: John Alicea, Gilbert Tito Allende Jr., Alphonzo Berry, Davon Brown, Crystal Cooper, Charles Franks, Kevin Haymer, David James, Thomas Johnson, Ronmel Lopez, Michael Mendoza, Michael Murphy, Bryan Page, George Phillips, Chenequa Rodriguez, Anita Santos, Danilo Garcia Valencia, Robert Valentine Jr., Timothy Van Weezel, Howard Vick and Wayne Webb. (Note: Not all are pictured.)



Marine Electrician – The following individuals (above, in alphabetical order) graduated from this course April 1: Derrick Clark, Elliot Duncan, William Gibson, Darrell Goggins, Nathan Graddick and Steven Miller. Class instructor Jay Henderson is seated, fourth from the left.



Medical Care Provider – Seven upgraders completed this course March 25. Graduating (above, in alphabetical order) were: Andrew Beach, Samuel Garrett, Larry Locke Jr., Montree Nakwiche, Kyle Pardun, George Steube III and Jimmie Williams Jr. Wayne Johnson Jr., their instructor, is at the far left.



BT-Basic Firefighting – Two upgraders finished this course March 4. Graduating were Sterling Kirk (left) and Ajee Smith (center). Posing with the duo is their instructor, John Thomas.



Combined Basic/Advanced Firefighting – The following Seafarers (above, in alphabetical order) graduated from this course March 18: Andrew Beach, Samuel Garrett, Larry Locke Jr., Kyle Pardun, George Steube III, Justin Strout, Peter Van Enkevort and Jimmie Williams Jr. Their instructor Wayne Johnson Jr., is at the far left.



BT-Basic Firefighting – Twenty-three upgraders (above, in alphabetical order) completed this course March 25: Gilberto Tito Allende Jr., Efrain Alvarez, Colin Anderson, Gregory Broyles, Melgar Dadvivas Daguio, Talis Ealy, Ismael Armando Garayua, Kenneth Greenidge, Kevin Haymer, Pete Hernandez, Larry Jolla, Antonio Mendez Cruz, Caezar Rivera Mercado, Robert Ott, Bryan Page, George Phillips, Paublito Nmi Ramos-Ortiz, Anita Zamora Santos, Daunteley Jose Signal, Wilson Matbagon Trayvilla, Danilo Garcia Valencia, Peter Van Enkevort and Howard Vick. Class instructor John Thomas is at the far left. (Note: Not all are pictured.)



BT-Basic Firefighting - The following individuals (photo at left, in alphabetical order) graduated from this course March 18: Gil Acapulco, Alonzo Belcher, David Bernstein, Carlos Rene Bonilla, James Cameron, Landon Clemons, Adalberto Colon Rosa, Manuel Dadvivas Daguio, Solomon Darku, Kashmir Singh Dhillon, Jose Roberto Encarnacion, Mayra Gines, Andrea Hargrove, Pete Hernandez, Letwan Jackson, Rick James, Alvin Martin, Juan Carlos Negron Miro, Darnell O'Hara, Ronaldo Jose Quinones Perez, Michelle Taylor and Joseph White. Instructor Joe Zienda is standing at the far right, second row.

SEAFARERS LOG



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

Paul Hall Center

Class Photos

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The SIU crewed vessels *USNS GYSGT Fred W. Stockham* (left in both photos with crane operating) and *USNS Montford Point* perform a skin-to-skin maneuver. (U.S. Navy photos by Mass Communication Specialist 3rd Class Madailein Abbott)

SIU Mariners Participate in Exercise Ssang Yong 16

SIU crews aboard the *USNS GYSGT Fred W. Stockham*, *USNS Montford Point*, *USNS Vadm K.R. Wheeler* and *USNS Wally Schirra*, among others, participated in Exercise Ssang Yong 16 (SY 16), which took place in March immediately following Freedom Banner 16 (which was covered in last month's *Seafarers LOG*).

The *Stockham* is operated by Crowley, while the *Montford Point* is operated by Ocean Shipholdings Inc. and the *Wheeler* is operated by TOTE, Inc. The *Wally Schirra* is crewed by SIU Govern-

ment Services mariners.

SY 16 is a biennial, combined amphibious exercise conducted by U.S. forces with the Republic of Korea Navy and Marine Corps, Australian Army and Royal New Zealand Army forces in order to strengthen interoperability and working relationships across a wide range of military operations. Ssang Yong, or "Twin Dragons" in Korean, represents the alliance and commitment to self-defense between the Republic of Korea and the United States of America, according to coverage by the U.S. Navy.

During the exercise, the *Montford Point* and the *Stockham* performed a "skin-to-skin" maneuver, which enabled the two ships to test capabilities as well as practice transferring large cargo, such as vehicles, while at sea. The maneuver is conducted by the two ships connecting side-by-side while the *Montford Point* acts as a floating pier for a simulated offload. The *Stockham* can discharge equipment onto the *Montford Point* through a connecting ramp. The equipment can then be loaded into landing craft air cushion (LCAC) for transfer to shore, further enhancing Marine Corps and naval integration.

"This kind of operation enables us to bring people, equipment, (and) ammunition to sea and assemble it as necessary to bring it to shore as a full combat power," said Navy Capt. Robert A. Rochford, commodore, Maritime Prepositioning Ships Squadron Three (MPSRON-3). The *Montford Point* and *Stockham* are both part of MPSRON-3. "We get closer to that ultimate goal when we have other ships involved and when we successfully execute operations like these," he added.

According to the Navy, the *Montford Point* is categorized as an expeditionary floating pier-at-sea. The ship is assigned to the Marine Corps "to provide a pier-at-sea to move and transfer from large, medium-speed, roll-on/roll-off ships onto LCACs to provide seabasing capabilities for the Navy and the Marine Corps."

As Rochford explained, a strong advantage for the pier-at-sea concept includes being able to move at will so as to not become a possible target to unfriendly forces. The makeshift pier can operate 25 miles

off shore and still provide support for our military.

Additionally, the dry cargo and ammunition ship *Wally Schirra* participated in a vertical replenishment with the amphibious transport dock ship *USS Boxer*. The supplies were transferred from the deck of the *Wally Schirra* by an SA330-J Puma helicopter and an MH-60S Sea Hawk helicopter to the nearby *Boxer*, the flagship of the Boxer Amphibious Ready Group.

In a separate component, the *Wheeler* performed a demonstration procedure involving pipes aft of the ship transferring water. The hose can be used to send water to other ships or to land-based containers.

"They hook up a tanker to the ship and the water is pumped through the bow discharge unit," said Rochford. "They demonstrated the volume of water they can send through the pipes to be transferred. It's unique for ships to have that capability and it's what makes the *Wheeler* stand out."

As stated by the Navy, the vessel holds one million gallons of its own fuel, which would enable the ship to be able to go around the world 1.5 times without having to refuel. The *Wheeler* creates its own water, making up to 60 tons of water a day. The ship can also transfer fuel from a tanker to depots ashore from up to eight miles off the coast.

"I think everyone was very interested to come see this Offshore Petroleum Discharge System," added Rochford. "Being able to see the capabilities the ship can bring to the table is critical. The *Wheeler* is unique to the fleet, she's a strategic asset and nothing else can take her place."



A landing craft air cushion (LCAC) attached to Naval Beach Unit 7 embarks the SIU crewed *USNS Montford Point* to conduct a seabasing demonstration in support of Exercise Ssang Yong 2016. (U.S. Navy photo by Mass Communication Specialist 2nd Class Stacy M. Atkins Ricks)



The offshore petroleum distribution system on the *USNS Vadm K.R. Wheeler* (above) discharges water through pipes aft of the ship as part of the exercise. (U.S. Navy photo by Mass Communication Specialist 3rd Class Madailein Abbott)



A helicopter prepares to transfer supplies from the flight deck of the SIU crewed Military Sealift Command dry cargo and ammunition ship *USNS Wally Schirra* as the amphibious transport dock ship *USS New Orleans* transits during a vertical replenishment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jesse Monford)