

SEAFARERS

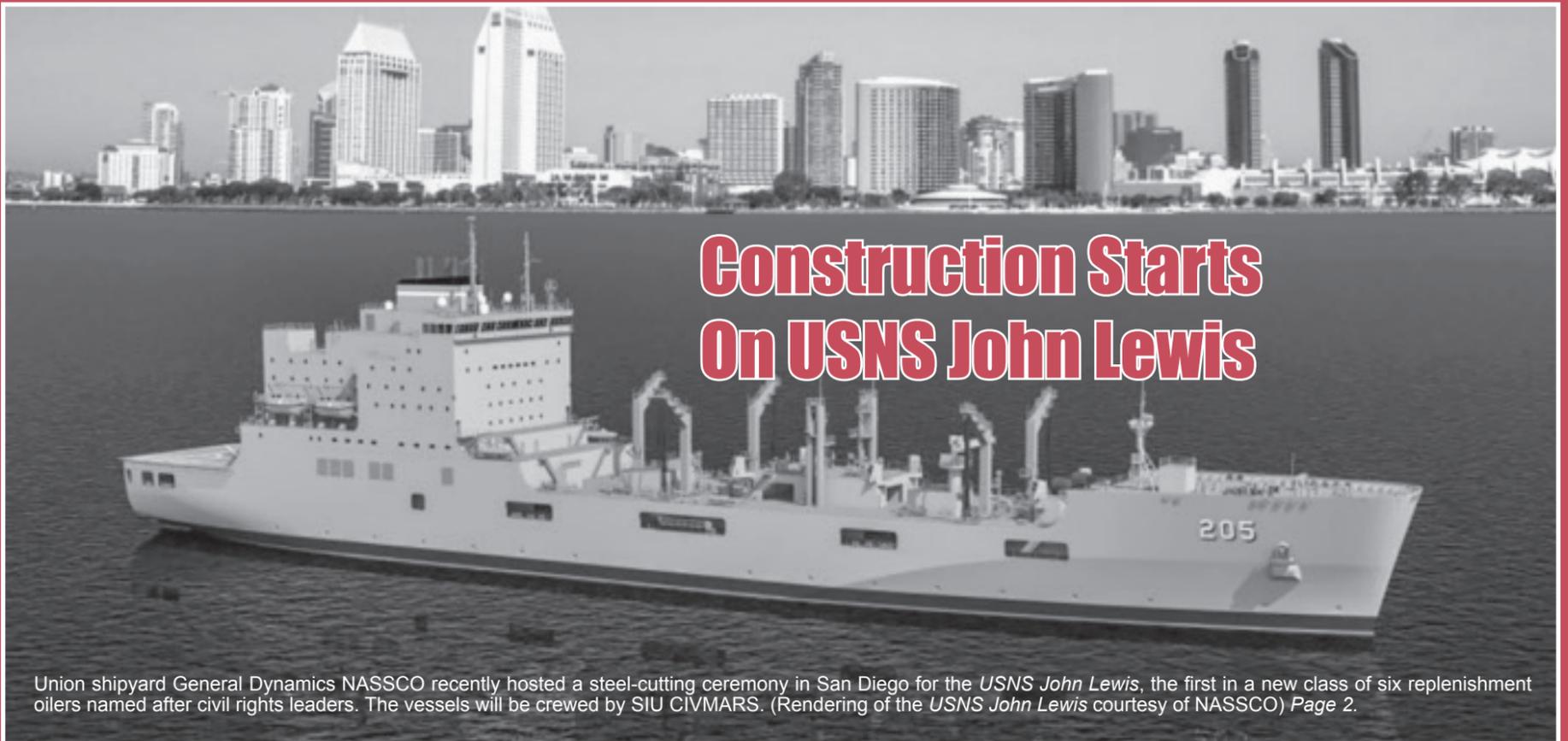


LOG

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

Report: 91 Nations Have Cabotage Laws

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Construction Starts On USNS John Lewis

Union shipyard General Dynamics NASSCO recently hosted a steel-cutting ceremony in San Diego for the *USNS John Lewis*, the first in a new class of six replenishment oilers named after civil rights leaders. The vessels will be crewed by SIU CIVMARS. (Rendering of the *USNS John Lewis* courtesy of NASSCO) Page 2.

Ceremonies Honor El Faro Crew

SIU officials and members took part in three gatherings in Florida to honor the memory of those who perished aboard the *El Faro* three years ago. In the photo below, the SIU-crewed *Lawrence Gianella* sails past the *El Faro* memorial in Dames Point Park in Jacksonville, Florida, site of one of the ceremonies. Page 24.



A Day Aboard the Seay

SIU members have always served reliably as part of America's fourth arm of defense, and Seafarers sailing aboard the *USNS Seay* maintain that tradition. The *LOG* recently caught up with crew members aboard the U.S. Marine Management-operated vessel in Baltimore; check out our coverage on Pages 12-13. Pictured aboard the ship are (from left) Bosun Robert Hayes, Storekeeper Paul Conway, AB Martha Wall, AB Bryan McAllister, QE4 Emmanuel Adeoti and (rear) AB Caliph Johnson.

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President's Report

Many Positive Developments

Pick up any issue of our union's newspaper or read it online, and you'll get a good sampling of what we're all about.

This month is no exception. We're reporting on new tonnage both for our private- and federal-sector mariners. We've got a feature on one of our military support ships, and a rescue story. Other articles reflect our constant political action; our strong international promotion of maritime; and our commitment to helping preserve our history.

As usual, there's also no shortage of coverage on our affiliated school in Piney Point, Maryland. Take a look at the class photos – they show Seafarers who are in different stages of their careers, but who are all taking advantage of the tremendous opportunities at the Paul Hall Center for Maritime Training and Education. Check out this month's Inquiring Seafarer feature, too. Those are (like always) real, unscripted answers from members, and they all have good things to say about the school.

This is also the time of year when we start promoting the annual scholarships offered through the Seafarers Health and Benefits Plan. Those scholarships are available to SIU members and your dependents, and they're worth looking into for anyone interested in furthering their formal education.

Our union is changing along with the industry, as reflected by our announcement of the SIU's first female vice president.

Last but not least, although we reported on it earlier this year, the organization Seafarers' Rights International has released its full report on cabotage laws around the world. This study took more than two years to compile, and it proves what we've said all along: Cabotage laws are vital, valuable, common-sense policy. For us, this primarily relates to the Jones Act, which has protected the United States for nearly a century but which also regularly comes under attack. The new study puts the Jones Act in an even more positive light, and shows that other countries take the same approach with their domestic commerce. There are variables, sure, and the study doesn't hide them. But the bottom line is that maritime cabotage laws promote and protect national, economic and homeland security.

After Election Day

Although it's only mid-October as of this writing, most of our readers won't see this edition until after Election Day.

In many ways, that's when our grassroots work really begins. Particularly when it comes to the inevitable turnover in Congress, both our union individually and our industry collectively must constantly carry our message to Capitol Hill so that elected representatives understand why our country needs a strong U.S. Merchant Marine, viable shipyards, and American-flag operators with U.S.-flag ships.

All of the points are second nature to those of us who've spent our lives in this industry, but you'd probably be shocked at how many freshman legislators (and even some who've been around a while) don't know much if anything about maritime. Our survival – your jobs – depend on gathering and maintaining support for the Jones Act, cargo preference, the Maritime Security Program and other statutes that help keep the industry afloat. The first steps toward those goals involve speaking up and educating Congress, which is precisely why we're so politically active. It's also important for Seafarers to introduce yourselves to your Congressional representatives when you're home.

Seafarers know that our organization doesn't care about political party. We support those who support maritime, and that'll always be the case. Regardless of the outcomes from November 6, we'll spring into action immediately to introduce ourselves to the newcomers and also reinforce support from old friends.

Happy Holidays

I wouldn't blame you for doing a double-take when reading the subhead immediately above, but Thanksgiving really is right around the corner.

As we head towards the winter holiday season, I offer my best wishes to all Seafarers, SIU pensioners, your families and all of our officials and staff members for a safe, happy and healthy home stretch to 2018. For those of you at sea during the holidays, I know it's a sacrifice even though it goes with the territory. I appreciate your dedication.

Last but definitely not least, to all of our men and women in uniform, please know that the SIU always stands ready to deliver the goods to you, wherever and whenever needed. Be safe this holiday season, and know that our entire organization genuinely respects your service.

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Volume 80 Number 11

November 2018

The SIU online: www.seafarers.org

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

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

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



The new ships will be fueled by LNG and will sail in the Jones Act trade.

First Steel Plates Cut in Texas For LNG-Fueled Containership

Pasha Hawaii Jones Act Vessel Will Carry SIU Crew

A recent ceremony in Texas signaled upcoming new jobs for SIU members.

Seafarers-contracted Pasha Hawaii on Sept. 25 announced that the first steel plates had been cut four days earlier for the *M/V George III*, the first of two containerships being built for the company by Brownsville, Texas-based Keppel AmFELS. Both the *George III* and sister ship *Janet Marie* will be fueled by liquefied natural gas (LNG) and will sail in the Jones Act trade. According to Pasha, both Ohana Class ships are slated for delivery in 2020.

"This is great news for the SIU and great news for the United States," said SIU Vice President Contracts George Tricker. "Whenever new tonnage enters the Jones Act fleet, it's a boost to America's national, economic and homeland security."

The 774-foot vessels will carry 2,525 TEUs apiece, with a sailing speed of 23 knots. The design of the ship's hull "has been fully optimized using computational fluid dynamics, and will be one of the most hydrodynamically efficient hulls in the world," the company noted.

The vessels have been named in honor of the parents of The Pasha Group President and CEO George Pasha IV.

"Three generations of our family's vision exemplify our unwavering commitment to serving our customers and investing in the future of Hawaii," said George Pasha IV. "We are marking the first production milestone of our new LNG ships, and honor the legacy of the Pasha ohana (family). We also commend the remarkable talents and organization of the highly skilled shipbuilders on the Keppel team who are working hard to transform

these steel plates into the most environmentally efficient vessels for the Hawaii trade."

The new vessels are expected to operate fully on LNG from day one in service. According to Pasha, this will benefit the environment, while energy savings "will also be achieved with a state-of-the-art engine, an optimized hull form, and an underwater propulsion system with a high-efficiency rudder and propeller."

The Jones Act has benefited the U.S. since its enactment in 1920. The law requires that cargo moving between domestic ports is carried aboard ships that are crewed, built, flagged and owned American.

According to a study by PricewaterhouseCoopers, the Jones Act helps maintain nearly 500,000 American jobs while contributing billions of dollars to the economy each year.



Shipyard and company personnel celebrate the construction milestone.



Shipyard President Simon Lee (left) and George Pasha IV, president and CEO of The Pasha Group

Construction Starts on USNS John Lewis

Construction officially is underway on a new class of fleet replenishment oilers.

General Dynamics NASSCO on Sept. 20 hosted a steel-cutting ceremony in San Diego for the *USNS John Lewis*, which will be crewed by members of the SIU Government Services Division. The *Lewis* is the lead vessel in a new class of six ships named after civil rights leaders.

Each ship will be 741 long and able to carry large volumes of dry cargo plus more than 157,000 barrels of fuel. Their mission is replenishing U.S. Navy ships while underway.

The *Lewis* is named for U.S. Rep. John Lewis (D-Georgia).

"Today marks a great accomplishment by the Navy and NASSCO team on this important program," said James F. Geurts, assistant secretary of the Navy for research, development and acqui-

sition. "Their tremendous collaboration on this new double-hulled design is a great example setting a positive trajectory leading into production."

The newer vessels (T-AO 205) will replace the current T-AO 187 fleet. According to the Navy, they "will become the backbone of the fuel delivery system." The *Lewis* is scheduled for completion in November 2020, while the other new vessels are expected to be finished by 2023.

NASSCO President Kevin Graney told the *Times of San Diego* that the vessels are the first "clean sheet design" by the yard in 17 years. "We want to get to a footing where every six months we're starting a new hull," Graney told the publication.

"As the first ship of its class, the future *USNS John Lewis* will play a vital role in the mission of the Navy and Marine

Corps, just like its namesake John Lewis' vital role as a national leader in the movement for civil rights and human dignity," said Mike Kosar, program manager for the Naval Sea Systems Command's Program Executive Office Ships (PEO Ships). As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, sealift ships, support ships and boats.

"This really is a significant and historic event for the Navy," said John Lighthammer, the Navy's principal assistant program manager for the oiler fleet. "I congratulate all of NASSCO and its employees."

The *John Lewis* will be followed by the *Harvey Milk*, *Earl Warren*, *Robert F. Kennedy*, *Lucy Stone* and *Sojourner Truth*.

Report: 91 Countries Maintain Cabotage Laws

Seafarers' Rights International Releases Full, Comprehensive Study

Seafarers' Rights International (SRI), an independent center for mariner advocacy and research, has released its full report – “Cabotage Laws of the World” – on the findings of their global cabotage study. The study, commissioned by the International Transport Workers' Federation (ITF), provides the first independent analysis of maritime cabotage laws since the early 1990s.

Based on extensive research involving 140 countries, the SRI report reveals that 91 countries representing 80 percent of the world's coastal United Nations Maritime States have cabotage laws restricting foreign maritime activity in their domestic coastal trades.

Merriam-Webster defines cabotage as “trade or transport in coastal waters or airspace or between two points within a country.”

ITF Seafarers' Section Chair David Heindel, who also serves as the SIU's secretary-treasurer, said, “The lack of accurate facts on cabotage laws around the world has been an impediment for policymakers considering implementing cabotage laws. This report represents a circuit breaker, providing policymakers with the relevant facts for proper decision-making. The SRI report debunks the myth that cabotage is an exception, not the rule. Laws governing maritime activity are widespread, currently existing in 91 countries covering 80 percent of the world's coastlines of U.N. maritime states. We know there are a number of countries considering introducing, strengthening or diminishing cabotage regulation. This report will assure those governments that it makes sense to enforce national cabotage laws.”

Some of the key findings of the study include:

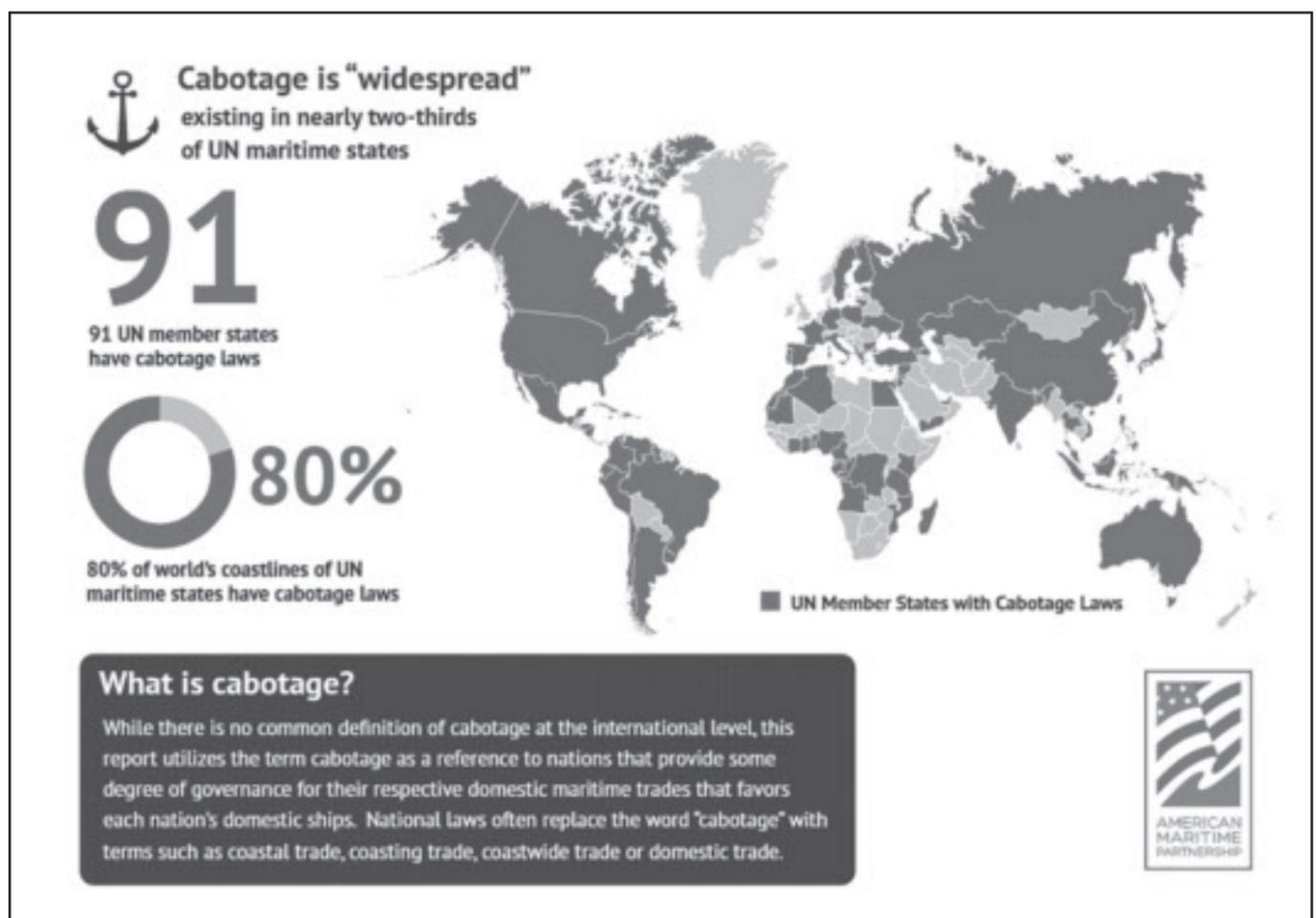
- Cabotage laws are diverse, with a range of approaches taken by different countries regarding virtually every aspect of them. There is great diversity in the interpretation, administration and enforcement.

- Stated objectives of cabotage include: maintain national security; promote fair competition; develop human capacity; create jobs; enhance marine environmental protection; promote ship ownership; increase safety and security of ships in port; and preserve maritime knowledge and technology.

- Cabotage laws have endured for centuries, but continue to evolve. Cabotage is not subject to a single definition accepted as binding on all states under international law. Regional and national definitions of cabotage vary widely.

Deirdre Fitzpatrick, executive director of SRI, explained, “For many people, maritime cabotage, or coasting, coastwise or coastal trade as it is sometimes referred to, is understood, if at all, only vaguely. This is not surprising, since so little is published on the subject. This was a complex project, given language and cultural barriers and difficulties in statutory interpretations. But the subject is important. It affects a very wide range of trades, services and activities around the world, and with significant social and economic consequences. Policymakers especially need to know more about the subject.”

During a presentation given at the Maritime Trades Department's winter meeting in



March 2018, Fitzpatrick praised America's cabotage law, the Jones Act. “The Jones Act is often referred to as a model cabotage law: protecting jobs, the workforce, and the country,” she said. “But to protect the Jones Act, and to protect other cabotage laws around the world, it can only be helpful to know which countries have cabotage protections so that, in fact, the situation might be that the protection of cabotage laws is the norm, and it's not the exception.”

Jim Given, chair of the ITF Cabotage Task Force and President of the Seafarers Union of Canada, said, “The benefits of cabotage laws are self-evident. For countries that depend on the sea for their trade, cabotage safeguards their own strategic interests as maritime nations, bringing added economic value while also protecting national security and the environment. Cabotage provides jobs for a country's seafarers and also safeguards foreign seafarers against exploitation posed by the liberalization in the global shipping industry, preventing a race to the bottom. Without strong cabotage rules, local workers often have to compete with cheap, exploited foreign labor on flag-of-convenience vessels, the owners of which usually pay substandard wages and flout safety laws.”

“The United States is, and always has been, a maritime nation,” said Matt Woodruff, chairman of the American Maritime Partnership. “From the very founding of our country, the American maritime industry has served a critical role in maintaining our national, homeland and economic security. For policymakers that work to promote



This image is part of a slide describing research methodology used in the global cabotage study. It's taken from SRI Executive Director Deirdre Fitzpatrick's presentation to the Maritime Trades Department.

a strong and vibrant economy and national security leaders charged with protecting the U.S. security posture, this comprehensive study reinforces the importance of cabotage laws – like the Jones Act – and the historical

legislative actions taken to support maritime industries across the globe, including in nations like Russia, China and South Korea.”

The full report is available on SRI's website (<https://seafarersrights.org/>).



SIU President Michael Sacco (left) welcomes SRI Executive Director Deirdre Fitzpatrick to the Maritime Trades Department meeting earlier this year, where she gave a preliminary report on the cabotage study.



SIU Secretary-Treasurer David Heindel (left) applauded the cabotage study. He's pictured in mid-October at the International Transport Workers' Federation Congress in Singapore (Heindel chairs the federation's Seafarers' Section)



Seafarers Union of Canada President Jim Given also chairs the ITF Cabotage Task Force.

SIU VP Mangram Retires At 40-Year Mark

SIU Vice President Government Services Division Kermet Mangram, 64, has called an end to his career with the union. He retired effective Aug. 31 following 40 years of dedicated service.

Mangram is only the second person to hold the Vice President Government Services Division post, which was created in 1985 shortly after the old Military Sea Transport Union merged into the SIU Atlantic, Gulf, Lakes and Inland Waters District following a vote by the membership. He succeeded the late Roy "Buck" Mercer, who retired in 1999. He also served as Atlantic Region vice president for the union-affiliated United Industrial Workers union and was a full member on the boards of trustees for the Seafarers Harry Lundeberg School of Seamanship, Seafarers Pension Plan, Seafarers Money Purchase Pension Plan and Seafarers Vacation Plan.

Officials at SIU headquarters, as well as several individuals with whom he worked during his career, all recognized Mangram as a valued member of the team and tremendous asset to the union.

"Kermet was one of the most detailed union officials whom I have had the pleasure of working with," said SIU President Michael Sacco. "He was a very, very effective leader with a great personality."

"He represented the SIU membership with his heart and soul and always did his very best to look out for the little guy," Sacco continued. "Kermet had a great personality and was a great soldier who was loyal to the labor movement and to working people. He was also extremely detailed in his approach to dealing with all situations; the kind of guy who dotted every I and crossed every T. That's how good he was ... very well-schooled and up to date on everything that was going on."

"Kermet was a tremendous asset to this organization and we are really going to miss him," Sacco concluded.

"We've known each other since 1980, when we were in Brooklyn," said SIU Executive Vice President Augie Tellez. "He's been a steadfast union official, a good dispatcher and a good all-around representative for the members."

"Kermet is also a lifelong friend," Tellez continued. "I've always introduced him as my brother from another mother."

"Kermet's presence will be missed," said SIU Secretary-Treasurer David Heindel. "His knowledge of contracts and the shipping rules were impeccable. His love of life and learning of new cultures are his passion. He was an all-around great guy and respected by everyone he worked with."

SIU Assistant Vice President Archie Ware described Mangram as a trusted friend and outstanding union official who would stop at nothing to help rank-and-file members. "He was a one of a kind union official," Ware said. "I met Kermet in Piney Point shortly after he came ashore to become a union official. I was there upgrading in 1980 when our paths crossed. Since then we've been very close."

"Over the years, his every action has been all about the welfare of the union's rank-and-file membership," Ware said. "He always went above and beyond to help them. I know from personal experience because he has been there for me on more than a few occasions."

"While he was in Norfolk, I was in Houston and San Francisco," Ware said. "Kermet used to train me over phone about the behind the scenes operations of the union and how things got done...distance learning if you will. I'll always

be grateful to him for that because it made a tremendous difference in my life.

"Kermet did a lot of good things for so many people," Ware concluded. "He will always be a very dear friend of mine."

Norfolk Port Agent Georg Kenny's tenure with Mangram goes back to a time when he himself was going to sea.

"I've known Kermet for over 30 years," Kenny said. "It all began when Brooklyn was headquarters. Maureen (his wife) and I were sailing on the black hulls, the *M/V Hague* to be specific. Kermet always greeted us back at the hall with a big smile. He made us happy to be home, like family. But, that's the SIU way."

He continued, "Kermet grew up in the SIU with great leaders and mentors—our forefathers Paul Hall, Joe DiGiorgio, Angus "Red" Campbell, Leon Hall and Carolyn Gentile—the people who taught him how to become an educated, effective, just and strong representative of the union."

"With Kermet it always was about the members," Kenny said. "Of all the aforementioned mentors, it was Red who Kermet had the most passion for; it was he who drilled the union constitution and shipping rules into his head."

"Kermet often spoke of having spent hours with Red after the hall closed, mesmerized with his knowledge and history, of the union," Kenny added. "Many a captain rued the day when Kermet walked up the gangway to handle a beef, for he played to win, so they lost after he cited the article and sections of the CBA to support his argument. The members won and loved him, grateful he was their advocate."

Kenny concluded, "Although Kermet and I didn't always agree (he would say I had issues), it did not matter because he was my brother and that's how family is. But in tough times, we each had the other's back. That's the concept of the Brotherhood of the Sea."

"It was truly a great experience working with Kermet," said Port of Norfolk Safety Director Sam Spain. "He has always been a man of fairness, integrity, and honesty. Kermet always put the welfare of the members first and worked on whatever issues they brought to him until they were completely resolved. During my 16 years of working with and being trained by Kermet, he took a no non-sense approach to his teaching method: to always follow the contract, treat members with compassion and respect, and put the union first."

"His knowledge of the union has been extremely valuable in sharpening my skills as union representative," Spain concluded. "The staff he put together in the Norfolk hall will miss him greatly. God bless and keep him and we all wish him a wonderful retirement."

"I started working at SIU hall in Norfolk in August 2009 and I have truly enjoyed working with and for Kermet," said Port of Norfolk Secretary Shelia Burton. "Under his leadership, I've learned a lot and felt comfortable in my job here at SIU."

"Kermet truly cares about the membership and his employees," she continued. "He is a detail-oriented person and continually stressed that we as members of his staff must be as knowledgeable as he was regarding union affairs. His goal was always to make life better for us all, especially the membership. He will surely be missed."

Mangram, who hails from Jacksonville, Florida, graduated from Florida A&M University in 1977 with a degree in business administration. He joined the union after being unable to find

suitable employment elsewhere.

"I had a number of family members who were in the National Maritime Union," he recalled. "And before going off to college, I tried to join the NMU but was unsuccessful. This was largely because none of them offered any assistance toward getting me in."

"My sister was married to a member of the SIU at the time," Mangram continued. "I remember him coming home when I was working in a local business as a manager. He came home with a check for about \$700 in his pocket. He had left on a Friday and the following Monday was a holiday; so, he came by Monday night with that check."

"I remember thinking long and hard about that check because I had worked the whole week and only received about \$80 dollars," he said. "So, I went to work the next day and I quit. I asked him (sister's husband) to take me to the union hall. I eventually ended up at Piney Point and the rest is history. That was in 1978."

Mangram is a graduate of Class 259 from the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Maryland. His first assignment was aboard the *Sea-Land Seattle* as a steward assistant. "I received the same basic training as most Seafarers still receive today," recalled Mangram. "That included firefighting, water survival, first aid, CPR, industrial relations and social responsibilities aboard ships."

"The training I received at the school thoroughly prepared me for the complexities of my first job aboard ship — that of washing dishes," Mangram continued with a chuckle. "I really had that part down to a science. I must admit though, that I was not prepared for many of the social tribulations that I experienced aboard ship during my early days of going to sea."

"Clashes among crew members were commonplace back in those days and there's no doubt in my mind that many of them were racially motivated," Mangram said. "I admit that I had my share of them, but I never blamed the union for that; I still don't. I blamed the people who caused the incidents in the first place."

"Back in those days, the concepts of teamwork and brotherhood across racial lines were in their infancy aboard vessels," he continued. "But thanks be to God and the union's modern leadership, it's not like that anymore. There's definitely more camaraderie among rank-and-file members aboard ship today, compared to when I joined."

Mangram's shipboard career included voyages aboard the *Sea-Land Seattle*, *Sea-Land Tampa*, *Sea-Land Akawai*, *Delta Uruguay* and *Point Revere*. Although he worked mostly in the steward department, he also sailed in the deck department, where he achieved the rate of ABM.

"The *Point Revere* was my last and perhaps worst ship that I worked on during my career," Mangram said. "We were not being treated very well as a crew in a number of ways. The thing that really got next to me though was the officers were taking away our overtime despite the fact that we had worked. That happened on a number of occasions, and that for me was the last straw. I knew then that I wanted to do whatever I could to prevent other members from having to endure this type of treatment."

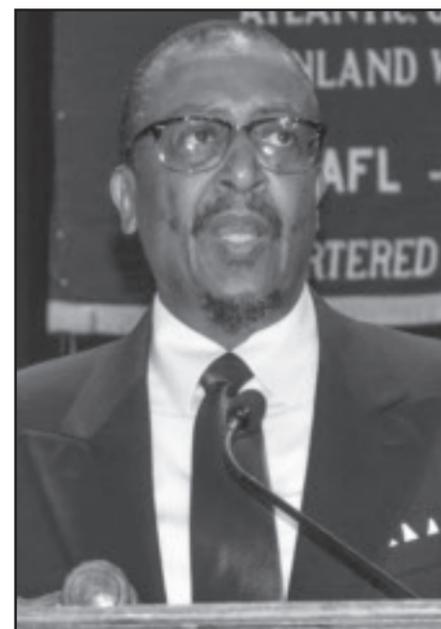
"Like I said earlier, I did not blame the union for things that happened to me at sea because the SIU had always been in my corner," he continued. "As a matter of fact, my oldest daughter was born while I was at sea. At birth, she had respiratory issues and by the time she was four years of age, had been hospitalized 48 times. The union paid all of her bills; I did not have to pay anything."

Eager to help fellow Seafarers, he came ashore in 1980 as a union education instructor at the Paul Hall Center. He became a patrolman in the port of New York in 1981, then port agent there in 1987. Mangram was named assistant vice president for contracts and contract enforcement by the executive board in 1992. He was reelected to the post in 1996.

"The guy who really opened the doors for me to get into the union was Frank Mongelli," Mangram said. "I learned a great deal from him, including his advice that once a member showed you his/her membership book, that was really all you need to know."

"One of the smartest people I ever met during my career was Red Campbell and I thank him for everything he taught me," he continued. "The same goes for Leon Hall who taught me that as a union official, you could either be someone who hurt people or someone who helped them. I always tried to be that person who helped my people."

"There's one other person I'd like to mention who really made a difference in my life and career," Mangram said. "His name was Johnny



SIU VP Government Services Kermet Mangram addresses delegates and guests during the 2017 United Industrial Workers Convention in Piney Point, Maryland.

Yarmola, an SIU official whom I met about eight weeks after joining the union.

"When we met, my spirits were really down because my grandfather had just passed away. I guess it showed in my face because right away, he asked me what was wrong. I told him about my grandfather and the fact that I did not have the money needed to make my way home. Johnny told me that he'd see me the following day. The next day, he gave me a round trip ticket to go home ... that was the last time I ever saw him, so I never got the chance properly thank him or let him know the full impact of what he did for me."

"That was a long time ago, but I've never forgotten Johnny's goodwill gesture. I thank him for it as well as the influence it has had on my life since."

When asked to appraise his career, Mangram said his greatest accomplishment as an official was the assistance he provided rank-and-file members. "I feel that I helped a lot of people — especially in the Norfolk area — get off to a good start in their lives and position themselves to provide for and help their families. For me, it was always about the rank-and-file members," he said.

Mangram said his proudest moment as a union official came in 2008 when SIU President Sacco backed Barack Obama in his bid to become president of the United States. "I can't express my profound gratitude toward Mike for his stance on this," he said. "I was proud to serve by his side because he was the first SIU president to back an African American for president, to become leader of the free world. It's something that I never thought I'd witness in my life."

On the opposing side of the spectrum, Mangram shared his most painful experience of his time with the SIU. "Perhaps the saddest thing to happen in my career has to do with the here and now. Due to personal reasons, I was not able to say farewell," he said. "I had to leave so hastily that I did not get the chance to say goodbye to all the good people that I have met along the way, people of all creeds and social backgrounds whose lives I have impacted and those who have impacted mine. For that, I am truly sorry."

With respect to the union's future, Mangram said he sees it as bright and promising. "The sky is the limit for the SIU and its membership if we stay true to course," he said. "The keys to that success will be continued strong leadership, attention to detail and a constant state of preparedness on the part of rank-and-file members, including their continued contributions to SPAD."

"I believe that security and automation will be huge players in our industry going forward and that more and more, people will have to educate themselves in order to keep pace and be successful," he said. "It's imperative that rank-and-file members upgrade frequently, study hard, do their very best work while aboard ships and always strive to be great shipmates by treating others the way they would want to be treated."

Aside from concentrating on an extremely extensive "honey do" list, Mangram said he has no immediate retirement plans. "I'll stay busy doing projects around the house that I have been putting off," he said. "In the meantime, I wish all of the brothers, sisters and companies smooth sailing."



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

SIU's Heindel Carries Cabotage Message To Norwegian Seafarers' Union Congress

Now that the facts about cabotage laws around the world have been revealed, it's time to capitalize by growing those regulations and strengthening them.

SIU Secretary-Treasurer David Heindel delivered that message Sept. 27 in Bergen, Norway, where he was a featured speaker at the Norwegian Seafarers' Union (NSU) congress. Heindel spoke on behalf of both the SIU and the International Transport Workers' Federation (ITF). He chairs the Seafarers' Section of the ITF.

His speech took place three days after the organization Seafarers' Rights International (SRI) posted a major report on cabotage laws (see story, page 3). That study, the first of its kind since

1991, found that 91 countries maintain some form of cabotage law.

"The SRI report found that cabotage laws promote shipboard and environmental safety, national security and good jobs," Heindel told the convention attendees. "But they also discovered – or maybe a better word would be verified – that many countries around the world are constantly fighting to defend their cabotage laws."

Heindel said the opposition mostly stems from a misguided belief in total deregulation and a focus on "profits above all, often to the exclusion of even a cursory

consideration for seafarers, their families, the environment and local communities to which their vessels operate."

He reminded the audience that the ITF Cabotage Task Force (on which NSU President Johnny Hansen plays a very important role) helped equip SRI to conduct the study.

"Now that we have the facts, our next steps involve worldwide publicity and targeted leverage to strengthen and grow cabotage laws," Heindel said. "Brothers and sisters, that includes right here in Norway, where mariners sailing in your territorial waters absolutely must receive Norwegian terms and conditions. This isn't optional and it shouldn't be treated as optional."

He said that even though the freight cabotage law in the United States (the Jones Act) is "considered the gold standard" of such statutes, "we have to fight to defend it practically every day. That's despite high-level support from our military leaders and government folks, and nearly a century of bipartisan backing from our Congress and from one presidential administration after another, including the current administration.

"Our supporters consistently say that the Jones Act benefits national, economic and homeland security," he continued. "And I

don't think there's any question that strong cabotage laws would benefit any nation in those same ways. They lead to maintaining a pool of reliable, well-trained mariners; a capable shipbuilding base; and safety and security along the coasts and inland waterways. The bottom line is that cabotage is sound, time-tested policy, and the ITF will continue promoting it day after day, month after month, year after year, all across the globe."

Moreover, Heindel recognized and congratulated Seafarers Union of Canada President Jim Given, who chairs the ITF Cabotage Task Force. "Earlier this month, the SIU of Canada announced that Canadian seafaring unions finalized an agreement with the government securing cabotage rights for Canadian mariners aboard vessels flying any flag traversing that nation's domestic waterways," Heindel reported. "This was the culmination of a years-long fight and more lawsuits than I care to count, but it shows that victory is indeed possible. And even though Jim didn't try to take credit, he absolutely led the way."

He wrapped up his remarks by reiterating the commitment of both the ITF and the SIU in promoting women's rights in the maritime industry.



SIU Secretary-Treasurer David Heindel speaks at the Norwegian Seafarers' Union congress.

Union Appoints Hunt To VP Government Services Position

Kathleen "Kate" Hunt last month was appointed by the SIU's executive board as vice president of the SIU's Government Services Division. She succeeds former SIU Vice President Kermet Mangram who retired from the post effective August 31.

Hunt assumes her new duties after serving as National Director of the SIU-affiliated United Industrial Workers (UIW), a position she had held since August 2016. In that capacity, she oversaw the operations of dozens of UIW shops in the continental United States, Alaska and the United States Virgin Islands.

Hunt began her maritime career as an AB working on ferries in Cape Cod, Massachusetts, in 1976. In 1980, she became the first female patrolman for the National Maritime Union (NMU), and thereafter spent many years as an NMU official.

Following the SIU/NMU merger in 2001, Hunt was assigned to be a representative for the SIU's Government Services Division. Among other duties, she worked with the SIU crews aboard Military Sealift Command ships, National Oceanic and Atmospheric Administration research vessels and other government-owned ocean-going platforms.

During that same period, Hunt also worked as a business representative for the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU). Based at the union's New York-area office, she ad-



Kathleen "Kate" Hunt VP, SIU Government Services Division

dressed and met the needs of SEATU members employed at worksites in the Northeast.

The SIU represents thousands of American workers aboard U.S.-flagged vessels in both the private and public sectors. One of its most important membership groups consists of mariners who are employed by the federal government aboard Military Sealift Command, National Oceanic and Atmospheric Administration and other government service ships.

On a daily basis, SIU Government Services Division representatives advocate for Civilian Mariners in discipline cases, loss of security clearances, workman's compensation matters, fitness for duty issues, retirement questions and other concerns that have real, tangible effects on the day-to-day lives of federal mariners.

Lawmakers Unveil Comprehensive Pro-Worker Legislative Package

Warning that income inequality combined with a 30-year record of squashing workers' rights together threaten U.S. democracy, a group of lawmakers unveiled a comprehensive package of pro-worker legislation.

The legislators, backed by AFL-CIO President Richard Trumka at a Sept. 5 Capitol Hill press conference, admitted their ideas – ranging from stronger anti-trust enforcement to card-check recognition, among other things – will not get anywhere in the current session of Congress.

But U.S. Reps. Mark DeSaulnier (D-California), Donald Norcross (D-New Jersey) (an Electrical Worker), Bobby Scott (D-Virginia), Debbie Dingell (D-Michigan), and Mark Pocan (D-Wisconsin) (a Painter), all looked forward to pushing the measures next year.

"Abraham Lincoln said there's always got to be a balance between capital and labor – and if we lose that balance for labor, we lose democracy," DeSaulnier said. "Now we have historic income inequality, so this package is to make sure we go to war for American workers."

Additionally, after two-and-a-half years of research, nine public meetings from coast to coast, consultations with more than 100 experts on work and its changing nature and gathering testimony from more than 250 rank-and-file workers, they came up with 30 recommendations in a report *The Future Of Work, Wages And Labor*.

The group will introduce the measures in the closing days of this Congress, and then firmly get to work on them next year.

"We want a level playing field. We need policies that keep jobs here and bring jobs back," said Dingell.

"This is a very thoughtful, detailed, needed report to build an economy centered around good jobs, rising wages and more bargaining power for workers," Trumka commented. "Some of these recommendations we strongly support," such as the Wage Act, to strengthen U.S. labor law (which congressional Democrats unveiled earlier this year).

"Others need serious discussion," he added. Those include the report's idea for expanding the labor-pushed Warn Act – the plant-closing notification law – beyond just ordering employers of 50 people or more to tell workers in advance when they're going to shut down or close production

lines. The lawmakers want to order employers to spend money to retrain those workers, too.

"But their willingness to think outside the box" to improve U.S. jobs and lift up U.S. workers, is exciting and important, Trumka said.

Pocan provided a grim example of job loss in the U.S. Workers in Kenosha, Wisconsin, used to build cars, in a heavily union town. Now they make none; the auto plants closed and moved to Mexico.

"Now the biggest employer is the Amazon distribution center, and it advertises wages 'up to \$12.75 an hour.' That's less than their parents made," he said. The center is non-union.

Workers want more bargaining power, Trumka added, citing everything from a 262,000-person rise last year in union members – with three-fourths of them under 35 years old – to the successful teacher strikes in four right-to-work (for less) states to the latest Gallup Poll, showing 62 percent favorability for unions.

Besides the Wage Act, the lawmakers will introduce bills to raise the minimum wage, enact seven days of paid sick leave and 12 weeks of paid family and medical leave, fund registered – union – apprenticeships and overturn the Supreme Court's *Citizens United* decision which let loose a tsunami of corporate campaign cash.

They also want to mandate that workers hold one-third of corporate board seats, as they do in Germany; ease the obstacles to organizing; increase fines and other penalties for labor law-breaking and for wage theft; write voluntary recognition/card check into labor law; and end the misclassification of some 70 million workers as "independent contractors," who are unprotected by any labor laws at all.

Further, they would restore the Obama-era rule (repealed last year) to require all workers earning \$47,476 yearly or less be eligible for overtime pay, and then index that figure to inflation. The maximum now, which hasn't risen since 2005, is \$23,660.

If Congress won't pass the legislation, they'll lobby the states to do so, DeSaulnier said.

Workers and unions can come back, Norcross and the others insisted. The legislation will help them do so, and that will benefit not just the workers, but their communities and the country, he added.

Retired NMU Official Stewart Dies at 84

Charlie Stewart, a longtime official with the National Maritime Union (NMU), passed away Aug. 26 at his home in Fort Lauderdale, Florida. He was 84.

Stewart joined the NMU in 1959, sailing in all three departments aboard tankers, freighters and passenger vessels. He became involved in all phases of union activity.

Stewart worked as a patrolman in New York, Miami and Port Arthur, Texas, and was assistant to the vice president of government operations. He was one of the first U.S.-based International Transport Workers' Federation inspectors. Additionally, he served as branch agent in Houston.

He was elected vice president of the NMU and was assigned to contract enforcement. Stewart still served in that post when the NMU merged into the SIU in 2001. At that time, he became an SIU vice president at large – a position he maintained until his retirement in early 2009.

SIU Executive Vice President Augie Tellez

and SIU Secretary-Treasurer David Heindel both worked with Stewart during the merger proceedings.

"We all worked well together in order to make sure both memberships were protected and no one got hurt as we merged seniority," Tellez recalled. "Charlie helped make sure the transition was seamless and effective."

Heindel stated, "Charlie and I became pretty close during the merger talks and after. He was a sailor's sailor. Everyone had deep respect for him, and he was known as a straight shooter."

SIU Vice President Government Services Kate Hunt, who in 1980 became the first female patrolman in NMU history, said, "For all my struggles with the hierarchy of the NMU, Charlie was a good guy with me and a good union official. He was truly well-liked by the NMU membership, and he'll be missed."

Stewart was a native of Jamaica. Survivors include his wife, Nyoka Gene Ford.



Charlie Stewart spent 42 years with the NMU and another eight with the SIU. He's pictured at the Seafarers International Union of North America convention in 2007.

Aboard Tyco Decisive



Pictured aboard the cable ship in Portsmouth, New Hampshire, are (from left, starting in back) AB Mahmood Tahir, SA Jony Morales, Splicer/Joiner Santos Contreras, SA Jamal Kassim, Chief Steward Florencia Farquhar, Electrician Ricardo Ducay and Recertified Bosun Victor Nunez. Thanks to Patrolman Ray Henderson for the photo.

Workers Alliance Prevails in Lawsuit

A judge recently ruled in favor of challenges to three executive orders that weakened federal workers' rights.

The executive orders were issued late on May 25, 2018 and subsequently were implemented by the administration. A lawsuit was filed by the Federal Workers Alliance and its affiliated unions, including the Seafarers. Other unions, including AFGE and NTEU, also filed separate lawsuits protesting these executive orders.

The unions' lawsuit specifically addressed:

- Several sections of Executive Order 13836 (concerning time spent representing workers by union representatives) which usurped Congress's legislative authority. The same executive order prohibited representatives from using official time to "prepare or pursue grievances (including arbitration of grievances) brought against an agency," but allowed it for employees working on their own behalf. The unions argued that treating a union and its representatives differently from individual employees encroaches on a union's right to take collective action on behalf of all employees.

- Executive Order 13837 (concerning due process rights) violated rules related to collective bargaining delegated to the Federal Labor Relations Authority, not the president. The order illegally limited how much time employee representatives were able to use to help their fellow unit employees. The order did not allow payment for union representatives who may need to travel to represent employees in their units; would have charged unions to use office space and equipment which the Federal Labor Relations Authority has ruled is negotiable between the union and agency; and would have made union representatives take

personal leave time to help process grievances, among other newly imposed restrictions.

- Executive Order 13839 (concerning merit principles) was an attempt to exclude matters from the negotiated grievance procedure, such as removals based on misconduct and incentive awards. Order 13839 also excluded (from the negotiated union and arbitration procedures) disputes about employee performance ratings, incentive pay, cash awards, quality step increases, retention and relocation expenses despite the fact that Congress has allowed these issues to be included for decades.

In the lawsuit, the unions argued that President Trump exceeded his authority by interfering with rights granted by Congress to unions and federal agencies to decide which matters are and are not subject to the negotiated grievance procedure. The unions also argued that the orders violated other fundamental rights provided by the Federal Service Labor-Management Relations Statute (FSLMRS).

In a 119-page opinion, Judge Ketanji Brown ruled in favor of the unions in many of the claims they had asserted on behalf of federal employees. At the outset, Judge Brown summarized the important provisions of the FSLMRS. She wrote that "(f)irst and foremost, the FSLMRS firmly establishes the rights of federal employees to join labor unions for purpose of petitioning government officials about labor matters."

The judge also ordered that "the president's subordinates within the executive branch were enjoined (not permitted) from implementing or giving effect to any of the invalid executive order provisions."

The government has appealed this decision.

NMC Releases Package Guidelines For MMC Application Submissions

The U.S. Coast Guard's National Maritime Center issued the following news release on September 20. It also is posted in the News section of the SIU website.

Guidance is posted on the National Maritime Center (NMC) website to help mariners submit a complete and accurate Merchant Mariner Credential (MMC) application package. These guidance documents are intended to aid mariner applicants in properly completing the *CG-719B Application for MMC* and the *Evidence of Sea Service* forms. To ensure mariners receive credentials within the NMC-stated processing goal of 30 days, proper submission of this documentation is essential.

Two guides are currently available to assist mariner applicants in submitting application packages:

- *How to Fill Out the CG-719B Form*, which can be found by clicking on the **Forms** link, located on the NMC homepage at <http://www.uscg.mil/nmc>

- *Sea Service Instructions*, which can be found by clicking on the **MMC Evaluation** link, located on the NMC homepage at <http://www.uscg.mil/nmc>.

If you have any questions or concerns, visit the NMC website or contact the NMC Customer Service Center by emailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

EARN YOUR COLLEGE DEGREE

THROUGH THE PAUL HALL CENTER !

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

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

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

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

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



Enrollment Information

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

Resident courses at Piney Point begin
January 14, 2019

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

The following classes will convene at SHLSS:

January 14, 2019 through February 1, 2019
English 1011 – Composition and Rhetoric
Math 1011 – Math for Technologies
7 Credit Hours

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



Members of the executive working group gather outside the main hotel at the Paul Hall Center.

Paul Hall Center Hosts USTRANSCOM Group

The SIU-affiliated Paul Hall Center for Maritime Training and Education in mid-September hosted a regular meeting of the U.S. Transportation Command's (USTRANSCOM) executive working group on the Voluntary Intermodal Sealift Agreement (VISA).

In addition to conducting their regular meeting, committee members toured the Piney Point, Maryland campus, visiting with students, instructors and staff along the way.

Among those taking the tour were USTRANSCOM Deputy Commander Lt. Gen. John Broadmeadow; Maj. Gen. Stephen Farmen, commanding general of the U.S. Army's Military Surface Deployment and Distribution Command; and Vice Adm. Andy Brown (USN, Ret), president and CEO of the National Defense Transportation Association.

SIU Executive Vice President Augie Tellez is a member of the executive working group.

The VISA program "is a partnership between the U.S. government and the maritime industry to provide the Department of Defense with assured access to commercial sealift and intermodal capacity to support the emergency deployment and sustainment of U.S. military forces," notes the U.S. Maritime Administration. "Intermodal capacity includes dry cargo ships, equipment, terminal facilities and intermodal management services."



Vice Adm. Andy Brown (USN, Ret) visits one of the simulators.



Lt. Gen. John Broadmeadow (standing at right in photo at left) addresses apprentices at the SIU-affiliated school in Piney Point, Maryland. The tour (photo at right) included a visit to the Joseph Sacco Fire Fighting and Safety School. Among those pictured are (front, second and third from left, respectively) Lt. Gen. John Broadmeadow, Maj. Gen. Stephen Farmen, and (far right) SIU Exec. VP Augie Tellez.

One That Didn't Get Away



According to a reliable source, this 87-pound halibut was on the captain's line aboard the Crowley tanker *Washington*, but it took a team effort to get in on board. Pictured from left to right are SA Fawaz Al Osfur, Captain Dan Goodwin, Recertified Bosun Modesto Rabena, AB Robin Robinson, Pumpman Dirole Bonifacio, AB Joseph Nicodemus, and Oiler Don Hatch.

At Sea and Ashore with the SIU



PROMOTING MARITIME – SIU Asst. VP Nick Celona (right) and Port Agent Nick Marrone II (left) in late September meet with Tatyana Kalinga, district director for U.S. Rep. Barbara Lee (D-California). They discussed many of the issues that are vital to the U.S. Merchant Marine, including the Jones Act, the Maritime Security Program, cargo preference, the U.S. Export-Import Bank and more.



BACKING PRO-MARITIME CONGRESSMAN – Tacoma-area Seafarers volunteered their time the first Saturday in October to support the campaign of pro-maritime Congressman Adam Smith (front row, between the two middle signs). The SIU team knocked on nearly 600 doors for Rep. Smith (D-Washington), who is a longtime backer of the U.S. Merchant Marine. Also among those pictured is SIU Port Agent Joe Vincenzo (holding sign at left).



SIU MAGICIAN DELIGHTS CROWD – In late August, Seafarer Orlando Reveron (photo above) donated his time and talents by performing a magic show at the hiring hall in Jersey City, New Jersey. The part-time magician (stage name Tango Magic) and full-time crane operator/CME even handed out cotton candy after the show. Some of the attendees are pictured in the photo at top right, while the remaining snapshot features (from left) Safety Director Osvaldo Ramos, Patrolman Ray Henderson, Dispatcher Terry Montgomery, Reveron, Port Agent Mark von Siegel, Administrative Assistant Sofya Davydova and Maintenance Man Waldemar Ziablocki.



STILL DELIVERING IN PUERTO RICO – More than one year after Hurricane Maria devastated Puerto Rico, Seafarers continue volunteering to distribute portable water purifiers and other vital supplies. Pictured in photo at left are (from left) Recertified Steward Juan Vallejo Hernandez and his wife, Odalis; Diego Traverso, director and warehouse manager for Operation Blessing; and SIU Port Agent Amancio Crespo and his wife, Maria. They all pitched in to hand out filters and school uniforms for kids. In the other photo (also from left), Traverso, AB Joseph Dupre and QMED Victor Rios keep up the effort.



MILESTONES IN HOUSTON – In photo at left, AB Rosel Zapata (left) receives his full book Sept. 10 at the hiring hall. He is pictured with his parents: SIU pensioner Natividad Zapata (right) and Anacieta Zapata. In photo at right, QMED Nestor Martinez (right) picks up his first pension check in early October, signaling the conclusion of a sailing career that started in 1989. He's pictured with Patrolman Joe Zavala.

A-BOOK IN OAKLAND – Electrician Salah Saleh (right) displays his A-seniority book at the Oakland hall, with Port Agent Nick Marrone II. Saleh most recently sailed aboard the RRF vessel *USNS Algol*.

FULL BOOK IN SAN JUAN – AB Sergio Perez (right) receives his full B-book from Port Agent Amancio Crespo at the hall in Puerto Rico.



At Sea and Ashore with the SIU



ABOARD MAERSK MICHIGAN – Thanks to Capt. Thua Pham for these recent snapshots. The photos also are posted on the SIU Facebook page, as are many others that featured in this month's LOG. The photo at the immediate right captures tank cleaning day aboard the vessel. Pictured from left are CM Karen Laycock, 2M Cullen Bozza, AB Michael Congress, AB Leroyal Hester, AB Willie McCray, AB Dominador Hugo, AB Pedro Ramos, Bosun Gregorio Cudal, Deck Cadet John Gallagher and Capt. Thua Pham.



Replacing a ballast vent screen are (from left) 2M Cullen Bozza and Pumpman Lateef Sanusi.



AB Leroyal Hester (right) earns the ship's deck department safety award. Presenting the prize is CM Karen Laycock.



QMED John Morrison (left) receives the engine department safety award, presented by CE Raymond Halsted.



In photo at left, Capt. Thua Pham (left) and AB Dominador Hugo are pictured next to the vessel in Khor Fakkan, United Arab Emirates at Pier 4. Chief Steward Gerard Cox and GVA Armon Bailey are pictured above.



ABOARD OSG Intrepid/254 – AB Jimmy Hargrove displays an SIU sticker on his hardhat while sailing aboard an articulated tug-barge unit operated by OSG Ship Management.

CIVMAR-Crewed USNS Wally Schirra Rescues 5

SIU Government Services Division mariners aboard the Military Sealift Command-operated (MSC) *USNS Wally Schirra* recently put their rescue training to use, as the vessel came across five Filipino fishermen on the remnants of an adrift and damaged boat in the South China Sea.

On Oct. 8, the CIVMAR-crewed *Schirra* was conducting a routine mission when the watch officer and lookout spotted the individuals in apparent distress. The crew sprang into action, working quickly to rescue the stranded men, who had reportedly been floating for five days after their hull was punctured by a blue marlin.

"Luckily, we were going at a slow enough speed to have spotted the fisher-

men," said civilian mariner Capt. Keith Sauls, the *USNS Wally Schirra's* master. "The individuals were waving their arms and a flag in the air. They were also flashing a white light that was previously thought to be a fishing buoy. The watch officer notified me and then the chief mate of a possible rescue situation."

"The fishermen salvaged what they could from the rapidly sinking boat, removing the outriggers and planks to turn it into a raft with floats and barrels underneath for floatation," said Chief Mate Leon Hadley. "They took with them some rice, clothes, batteries, an 8-watt bulb, an AM-receive-only radio and a handheld GPS. They had no water."

As the MSC vessel closed the distance, the fishermen entered the water and swam

toward the *Wally Schirra*. A rigid-hulled, inflatable boat and search and rescue swimmers were deployed, and the fishermen were pulled to safety. Once the fishermen were aboard the *Wally Schirra*, qualified personnel conducted an initial medical assessment and security search of the individuals and their possessions.

The fishermen thanked the crew of the *Schirra* for rescuing and housing them, and for their generosity in providing them with spare clothes and cash donations. The men were then transferred to the Philippine Coast Guard while at sea.

"On average, death results two to three days after a diet of drinking undiluted salt water or urine in survival-at-sea events as it takes more water than is consumed for the body to process the waste and salt out

of the kidneys, leading to a build-up of salt and toxic ammonia in the body which only deepens the cycle and quickly leads to death if not stopped," said Hadley. "We're all lucky we found them when we did."

The *USNS Wally Schirra*, currently operating in the U.S. Navy 7th fleet area of responsibility, is a fleet ordnance and dry cargo ship. The union-built T-AKE ship incorporates international marine technologies and commercial ship-design features, including an integrated electric-drive propulsion system to minimize operating costs over its projected 40-year service life. Each of the 14 T-AKE vessels is 689 feet long, with a 106-foot beam. The ships can sail at 20 knots; they each carry civilian crews of 129.



Personnel from the *USNS Wally Schirra* deploy a rescue boat and begin retrieving the fishermen.



The makeshift boat was created from the wreckage of the fishermen's vessel and loaded with minimal supplies. (Photos courtesy U.S. Navy)



Spotlight on Mariner Health

How to Identify, Treat Causes of Back Pain

Editor's note: This article is provided by the Seafarers Health and Benefits Plan Medical Department.

The term "back pain" is used to describe a range of discomfort. Depending on the cause, the pain may be dull, burning or sharp, and can cover a large area of the back or a single spot.

More than 31 million Americans experience back pain at any given time. Back pain is one of the most common reasons for missing work or not going to school.

Back pain can worsen gradually or come on suddenly. A person may have muscular spasms or stiffness along with it. Most people have experienced back pain at some point in their lives.

Pain may be caused by something as simple as a pulled muscle from lifting incorrectly, an accident, a sports injury, or it could stem from a more serious degenerative spinal condition. The muscles and the spine are close to several large nerve roots, including the sciatic nerve. Twisting wrong or lifting something that is too heavy can cause different types of pain and possibly nerve involvement.

Any inflammation or misalignment of the spine can cause the nerves to be pinched and the pain to travel from the spine through the nerve-conduction

pathway to the legs.

Whether the pain exists in any or all of the lower, middle or upper back, remember that if you need to see a doctor because it's not going away, tell the physician in detail about the type of pain you're experiencing. This is crucial for helping devise a helpful treatment plan.

For instance, note whether the pain is radiating or dull, and what tends to bring it on. Report whether you have any history of pinched nerves, stenosis or narrowing of the spinal cord, multiple sclerosis, a degenerative spinal condition, stroke or diabetes.

There are many possible treatment options for helping someone with back pain. Once the cause has been determined, the most appropriate treatment or treatments can be chosen. These may consist of one or more of the following: pain medications, rest, heating pads, back stimulators, ointments, chiropractic care, massages, implantable devices, weight loss, an exercise program to strengthen muscles, yoga, water aerobics – and lastly, if nothing else works, possibly spinal surgeries with fusions.

Remember to be cautious when lifting, and don't hesitate to ask for help. Turn carefully, and bend with your knees when lifting.

Healthful Recipe

Turkey Tetrazzini

Servings: 25

- 3 ¾ pounds turkey breast, boneless and skinless, ½" cubes
- 2 ½ ounces pimento, chopped
- 1 ¼ tablespoons fresh parsley, chopped
- 2 pounds spaghetti
- 5/8 pound onion, finely chopped
- 2 ½ ounces green bell peppers, chopped
- 15 ounces mushrooms, sliced
- 4 ½ ounces smart balance
- 5 ½ ounces flour, all-purpose
- Teaspoon salt
- 5/8 teaspoon white pepper, ground
- 2 ½ quarts low sodium chicken broth
- 1 ¼ cups skim milk
- 5/8 pound skim milk mozzarella cheese, shredded

Cook the turkey to an internal temperature of 165 degrees F, cool.

Dice the turkey. Add pimento and parsley. Cook spaghetti according to directions, drain. Sauté vegetables in smart balance. Blend flour and seasoning into sautéed vegetables. Cook 5 minutes. Add the chicken stock and skim milk, stirring constantly. Cook until thickened. Combine cooked spaghetti, chicken, and the sauce. Scale into two greased 12 x 20 x 2 inch baking pan. Sprinkle 8 oz cheese over top of each pan.



Bake at 350 degrees F for 20-30 minutes or until temperature reaches 165 degrees F and cheese is bubbly.

Nutrition Information

Per Serving (excluding unknown items): 309 Calories; 5g Fat (14.1% calories from fat); 30g Protein; 35g Carbohydrate; 1g Dietary Fiber; 53mg Cholesterol; 413mg Sodium. Exchanges: 2 Grain (starch); 3 Lean Meat; ½ Vegetable; 0 Non-Fat Milk, ½ Fat.

Provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundberg School of Seamanship

2019 Seafarers Health and Benefits Plan Scholarship Program

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

Seafarers Scholarships

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

Dependents Scholarships

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



*The Cathedral of Learning
University of Pittsburgh*

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF). Although the booklet says 2016, all information is still current for the 2019 SHBP Scholarships.

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

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

Complete and mail form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746. All scholarship application packages must be received by April 15, 2019.

11/18



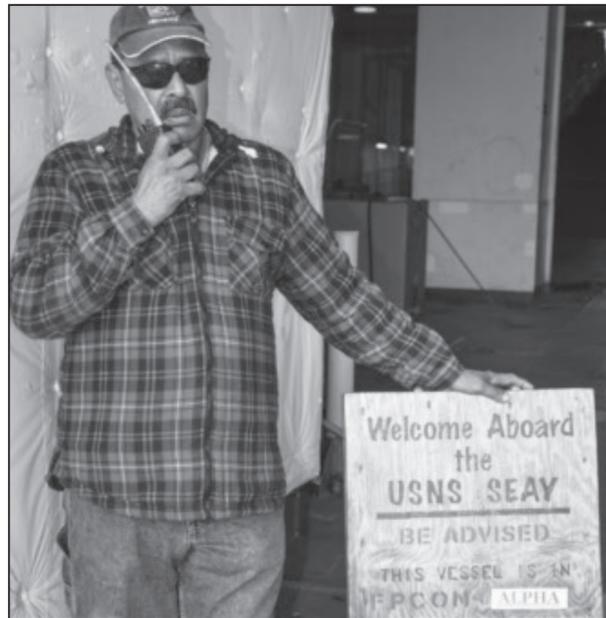
Fourth Arm of Defense Keeps USNS Seay Ready to Support U.S. Military Operations

The SIU crewed USNS Seay is operated by U.S. Marine Management for the U.S. Military Sealift Command.

Throughout its entire history, the United States of America has relied on merchant mariners to help ensure national and economic security. That reliance continues today, and one of its embodiments is the SIU crewed USNS Seay, a 951-foot-long vessel that is part of the U.S. Navy's maritime prepositioning force. The Seay is a large, medium-speed, roll-on/roll-off (LMSR) ship (part of the Bob Hope class) that supports our troops wherever and whenever needed. A recent visit to the vessel – operated by SIU-contracted U.S. Marine Management for the U.S. Military Sealift Command (MSC) – in Baltimore found SIU mariners and AMO officers busily readying for helicopter op-

erations scheduled for the following week in Jacksonville, Florida. Bosun Robert Hayes said that in preparation for certifying the ship's flight deck, the crew had been working diligently and efficiently. According to MSC, the prepositioning program "is an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies aboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency. MSC's 27 prepositioning ships support the Army, Navy, Air Force, Marine Corps and Defense Logistics Agency."

The agency further noted, "Prepositioning ships provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks. These ships give U.S. regional combatant commanders the assurance that they will have what they need to quickly respond in a crisis – anywhere, anytime. During a contingency, troops are flown into a theater of operations to rapidly employ the cargo from these ships." Built at Avondale in New Orleans and delivered to the Navy in the year 2000, the Seay supported U.S. mobilizations in Operation Enduring Freedom and Operation Iraqi Freedom.



AB Jorge Corrales Barrantes



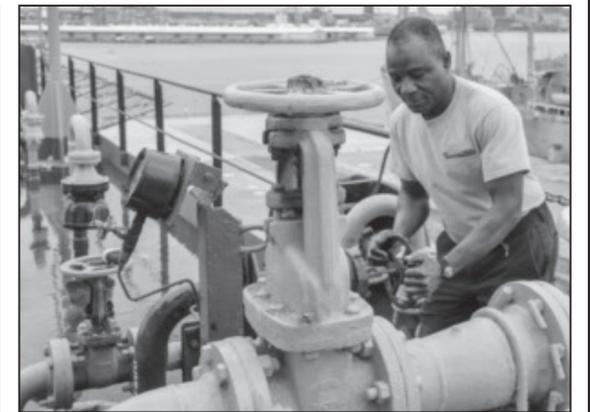
AB Jonathan Bennett



OS Shykwon Parker



AB Caliph Johnson



QE4 Emmanuel Adeoti



SIU Port Agent Pat Vandegrift (left) conducts a union meeting aboard the ship.



Bosun Robert Hayes inspects safety gear.



OS Luis Pareja



Chief Cook Drushelia Finney



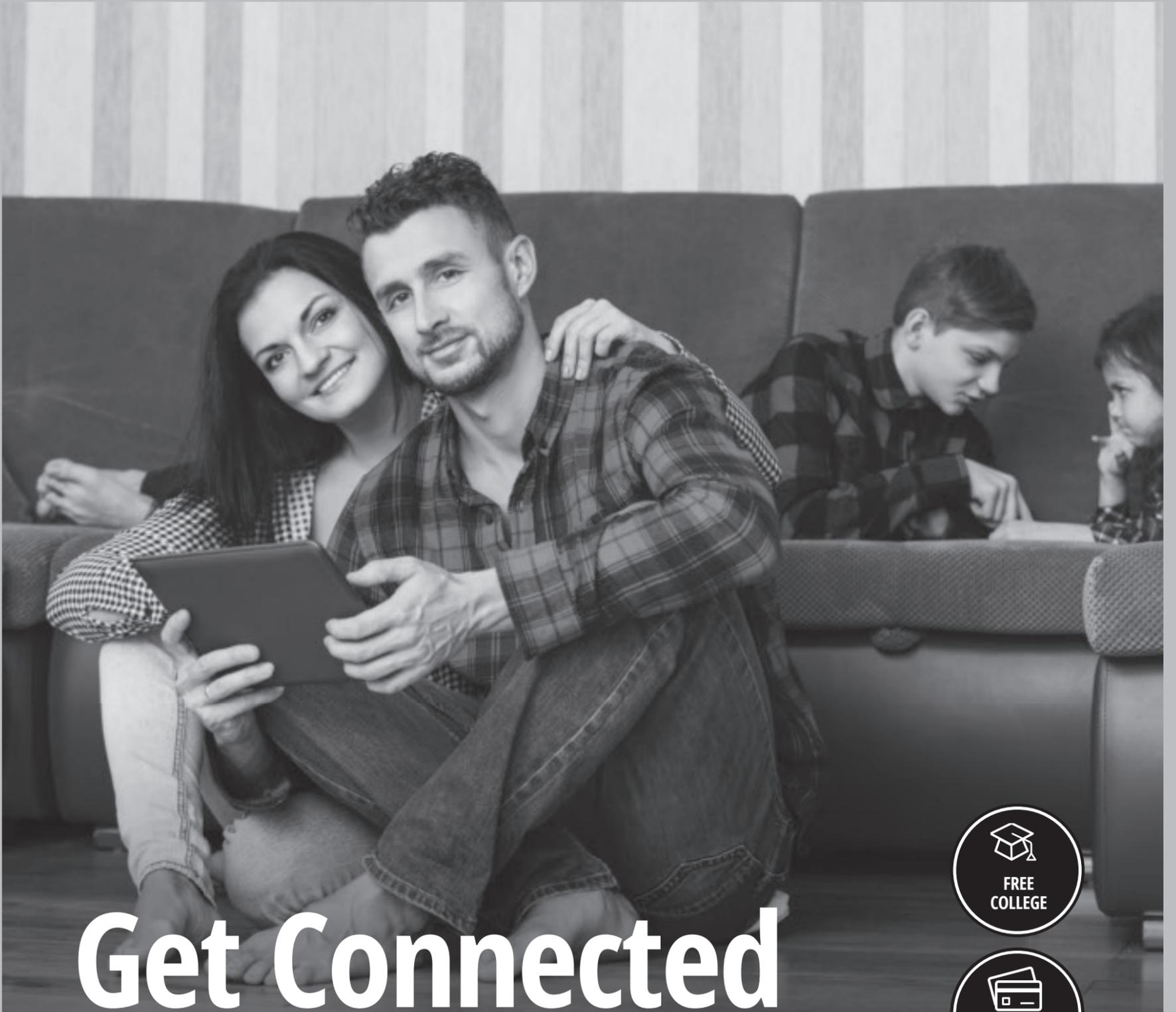
SA Darrisha Bryant



SA Darius Williams



Chief Cook Thomas Humphreys



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³ 15% ON THE MONTHLY SERVICE CHARGE OF QUALIFIED WIRELESS PLANS: Available only to current members of qualified AFL-CIO member unions, other authorized individuals associated with eligible unions and other sponsoring organizations with a qualifying agreement. Must provide acceptable proof of union membership such as a membership card from your local union, a pay stub showing dues deduction or the Union Plus Member Discount Card and subscribe to service under an individual account for which the member is personally liable. Offer contingent upon in-store verification of union member status. Discount subject to agreement between Union Privilege and AT&T and may be interrupted, changed or discontinued without notice. Discount applies only to recurring monthly service charge of qualified voice and data plans, not overages. Not available with unlimited voice or unlimited data plans. For Family Talk, applies only to primary line. For all Mobile Share plans, applies only to monthly plan charge of plans with 1GB or more, not to additional monthly device access charges. Additional restrictions apply. May take up to 2 bill cycles after eligibility confirmed and will not apply to prior charges. Applied after application of any available credit. May not be combined with other service discounts. Visit unionplus.org/att or contact AT&T at 866-499-8008 for details.

NMC Issues Policy Regarding Credentials Lost, Destroyed During Hurricane Florence

The National Maritime Center (NMC) issued the following news release on September 27. It's also posted in the News section of the SIU website.

In accordance with Federal Regulations, duplicate Merchant Mariner Credentials (MMCs) may be issued free of charge to mariners whose credentials were lost or destroyed as a result of Hurricane Florence or subsequent flooding. Mariners should follow the steps below to obtain an expedited replacement credential:

■ Provide a statement of loss to the National Maritime Center (NMC) either by fax to (304) 433-3412 or via e-mail to IASKNMC@uscg.mil. The statement should contain the following:

- Mariner's full name
- Mariner's date of birth
- Mariner's reference number or Social Security number
- Current mailing address
- Current phone number and/or e-mail address, and
- A brief description of the

circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, any duplicate MMCs issued per the request process above will include a corresponding Medical Certificate. We will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit a CG-719B, Application for MMC, to one of the Regional Examination Centers with the information above. If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to Commanding Officer, United States Coast Guard, National Maritime Center, 100 Forbes Drive, Martinsburg, WV 25427.

If you have any questions or concerns, visit the NMC website, or contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

November & December 2018 Membership Meetings

Piney Point.....	Monday: November 5, December 3
Algonac.....	Friday: November 9, December 7
Baltimore.....	Thursday: November 8, December 6
Guam.....	*Friday: November 23, Thursday: December 20
Honolulu.....	Friday: November 16, December 14
Houston.....	*Tuesday: November 13, Monday: December 10
Jacksonville.....	Thursday: November 8, December 6
Joliet.....	Thursday: November 15, December 13
Mobile.....	Wednesday: November 14, December 12
New Orleans.....	Tuesday: November 13, December 11
Jersey City.....	Tuesday: November 6, December 4
Norfolk.....	Thursday: November 8, December 6
Oakland.....	Thursday: November 15, December 13
Philadelphia.....	Wednesday: November 7, December 5
Port Everglades.....	Thursday: November 15, December 13
San Juan.....	Thursday: November 8, December 6
St. Louis.....	Friday: November 16, December 14
Tacoma.....	Friday: November 23, December 21
Wilmington.....	Monday: November 19, December 17

* Guam change due to Thanksgiving Day observance
* Houston change due to Veterans Day observance

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

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Seafarers Political Activities Donation

SPAD

Dispatchers' Report for Deep Sea

September 16, 2018 - October 15, 2018

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	18	7	1	14	9	1	2	20	15	0
Anchorage	2	4	0	4	1	0	1	2	4	1
Baltimore	3	4	0	3	6	0	3	5	3	0
Fort Lauderdale	18	12	5	13	7	3	9	22	18	11
Guam	0	0	1	0	0	0	0	2	0	1
Harvey	10	1	7	8	2	0	2	19	4	10
Honolulu	5	5	1	4	4	1	2	11	5	2
Houston	46	15	17	34	15	5	16	98	21	32
Jacksonville	39	20	7	25	13	3	12	59	43	16
Jersey City	37	12	5	25	9	5	19	68	18	8
Joliet	2	3	1	5	1	0	0	5	4	1
Mobile	9	4	2	4	3	1	1	20	8	5
Norfolk	21	22	8	8	7	3	4	35	29	14
Oakland	12	6	4	10	3	0	3	21	7	6
Philadelphia	3	3	1	4	2	0	0	5	5	2
Piney Point	2	3	0	1	1	1	1	3	5	0
Puerto Rico	5	5	1	3	3	2	1	8	20	0
Tacoma	35	7	7	28	5	1	9	52	20	23
St. Louis	2	1	1	3	0	1	3	5	4	3
Wilmington	28	7	10	24	7	1	5	50	14	16
TOTALS	297	141	79	220	98	28	93	510	247	151
Engine Department										
Algonac	2	1	1	1	1	2	1	3	0	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	2	1	1	2	0	0	4	4	1
Fort Lauderdale	8	6	0	11	4	0	4	11	10	0
Guam	0	0	0	0	0	0	0	0	1	0
Harvey	2	0	1	4	2	2	2	2	2	3
Honolulu	2	5	0	3	3	0	1	14	5	1
Houston	12	7	4	11	10	1	10	27	11	5
Jacksonville	23	17	1	18	13	0	9	29	28	2
Jersey City	6	6	1	7	11	0	6	21	14	1
Joliet	2	1	1	2	1	0	1	1	2	1
Mobile	1	4	0	3	2	0	2	3	6	1
Norfolk	19	16	1	19	9	2	6	28	19	13
Oakland	7	6	0	2	4	0	3	11	5	2
Philadelphia	1	3	0	0	2	0	0	3	5	0
Piney Point	0	7	0	0	3	0	0	2	10	1
Puerto Rico	3	0	0	1	1	0	0	8	1	0
Tacoma	10	6	3	6	5	0	5	26	10	5
St. Louis	3	1	1	0	0	0	0	6	2	2
Wilmington	10	6	1	2	3	1	1	28	20	8
TOTALS	115	94	16	91	76	8	51	227	155	47
Steward Department										
Algonac	3	2	1	3	1	0	0	4	3	0
Anchorage	0	0	0	0	0	0	1	1	1	0
Baltimore	4	0	0	3	0	0	0	2	0	0
Fort Lauderdale	10	2	1	10	4	2	3	17	5	0
Guam	1	0	0	0	0	0	0	3	0	0
Harvey	5	0	1	3	1	1	2	9	1	1
Honolulu	7	1	0	3	1	0	2	23	2	0
Houston	21	5	2	16	4	0	6	35	6	2
Jacksonville	18	6	0	18	7	0	12	23	18	4
Jersey City	9	4	2	3	1	1	3	18	7	2
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	6	2	1	4	1	1	2	9	3	2
Norfolk	18	6	0	10	6	0	10	24	13	1
Oakland	16	2	0	16	0	0	4	25	4	1
Philadelphia	1	0	0	1	0	0	0	4	0	1
Piney Point	3	3	0	1	0	0	0	7	4	0
Puerto Rico	2	3	0	1	3	0	2	6	10	1
Tacoma	13	2	0	10	2	0	4	20	3	2
St. Louis	3	0	0	5	0	0	0	2	2	0
Wilmington	20	4	0	17	2	0	5	45	13	2
TOTALS	160	44	8	124	35	5	56	277	95	19
Entry Department										
Algonac	0	8	13	2	6	6	4	0	12	18
Anchorage	1	1	0	0	0	0	0	1	1	1
Baltimore	0	1	4	0	0	1	1	0	1	3
Fort Lauderdale	2	5	2	0	5	2	3	2	11	6
Guam	0	1	0	0	1	0	0	0	3	2
Harvey	1	1	3	0	1	0	0	1	2	3
Honolulu	2	1	7	2	1	5	0	2	6	9
Houston	6	15	8	3	6	6	2	18	24	30
Jacksonville	2	19	18	1	12	17	2	8	30	72
Jersey City	2	8	7	0	11	6	1	3	24	18
Joliet	0	1	4	0	0	0	0	0	2	2
Mobile	0	0	0	0	0	1	0	1	0	0
Norfolk	2	14	28	2	11	10	3	3	35	53
Oakland	3	9	9	1	3	1	0	3	16	23
Philadelphia	2	1	1	1	0	1	0	1	2	0
Piney Point	0	3	2	0	1	0	2	0	2	3
Puerto Rico	1	1	0	0	0	0	0	3	1	0
Tacoma	4	9	7	4	7	1	1	7	14	22
St. Louis	0	0	1	0	0	0	0	0	0	1
Wilmington	3	22	20	3	7	7	2	3	46	44
TOTALS	31	120	134	19	72	64	21	56	232	310
GRAND TOTAL:	603	399	237	454	281	105	221	1,070	729	527

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

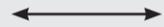
Dean Corgy, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kate Hunt,

Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

625 N. York St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

659 Hill Side Street
Summit Hills
San Juan, PR 00920
(939) 204-0337

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

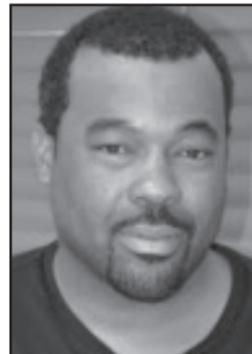
This month's question was asked of Seafarers attending upgrading classes at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.

Question: How many times have you been to the school, and what do you think of it?



Todd Kasler
AB/Third Mate

This is my fourth time at the school. It's good for people that want to upgrade. You don't have to pay out of pocket and it makes us better mariners. It's a good thing to offer these courses.



Carlton Banks
AB

This is my third time. I've taken AB, government vessels, lifeboat, fire fighting. It's a great place for advancement and a great opportunity to take care of your family, that's for sure. There are a lot of resources here for your education.



Sterling McCosh
AB

I came through the apprentice program, and I like to talk about the educational opportunities here as much as I can. This is a second career for me and it's a pretty startling experience because of all the union benefits and the ability to walk into a hiring hall at 9 a.m. and walk out with a job by noon. I can't say enough about the union and the job opportunities.



Jeffrey Thrash
QMED

I've been here about five times. It's pretty great to come here and further your education. You can always take knowledge about electricity and apply it elsewhere, and the education helps you make great money on the ships.



Chantell Dawson
AB

This is my fifth time, and I'm in the AB to Mate class, so I'll be back again. I like the school; the education is awesome. It's a good place to learn different things. I also took advanced fire fighting, medical care provider, BST, RFPNW, and I came here for a Maersk safety meeting.



Jaquel Nesmith
Electrician

I've probably been here four or five times. I think it's definitely worth it to upgrade. I tell people the sky is the limit. You can't really beat free school, free room and board. You can keep climbing the ranks.

Pic From The Past



The SIU crewed freighter *Panoceanic Faith*, pictured above, sank Oct. 9, 1967 in icy and storm-swept waters 870 miles southwest of Kodiak, Alaska. The tragedy claimed the lives of 17 Seafarers; 5 SIU members survived. There were 36 fatalities in total. According to later documentation from the Coast Guard, the ship sank because of "progressive flooding of the forepeak compartments, then No. 1 hold, and subsequent partial flooding of No. 2 hold. This flooding, combined with loss of freeboard due to a starboard list of 35 degrees, reduced the longitudinal stability below the minimum required for buoyancy, and the ship sank bow first." The only lifesaving equipment utilized were life preservers. (Editor's note: Older photos also are posted each Friday on the SIU Facebook page, @SeafarersInternational. More information about the *Panoceanic Faith* is contained in a Sept. 14 post.)

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

BOBBY BRANHAM

Brother Bobby Branham, 65, signed on with the SIU in 1979, initially working on the *Massachusetts*. A deck department member, he upgraded on several occasions at the Paul Hall Center. Brother Branham most recently sailed on the *Motivator*. He resides in Salisbury, North Carolina.



KEVIN CONKLIN

Brother Kevin Conklin, 67, embarked on his career with the Seafarers in 1969, first sailing aboard the *Brooklyn*. He worked in the engine department and upgraded on several occasions at the Piney Point school. Brother Conklin last sailed on the *USNS Seay* before settling in Melbourne Beach, Florida.

CARL DAVIS

Brother Carl Davis, 65, joined the SIU in 1991 when he shipped aboard the *Constellation*. A deck department member, he upgraded on numerous occasions at the Paul Hall Center. Brother Davis most recently sailed on the *Maersk Chicago* and makes his home in League City, Texas.



ANASTACIO DAWA

Brother Anastacio Dawa, 69, started his SIU career in 2006, initially sailing on the *Horizon Navigator*. He sailed in all three shipboard departments and upgraded often at Piney Point. Brother Dawa last sailed aboard the *USNS Bowditch*. He resides in Las Vegas.



SHERMAN HUDSON

Brother Sherman Hudson, 59, signed on with the SIU in 1980 when he sailed on the *Portland*. He was a deck department member and upgraded his skills at the Piney Point school on multiple occasions. Brother Hudson last sailed on the *Maersk Seletar*. He lives in



Chesapeake, Virginia.

ABDUL HUSSEIN

Brother Abdul Hussein, 65, joined the SIU in 1972. He was a member of the deck department and first sailed aboard the *Steel Apprentice*. Brother Hussein upgraded his skills at the union-affiliated Paul Hall Center in 1987. He last sailed on the *Gem State* before settling in Seattle.

JUAN MARTINEZ

Brother Juan Martinez, 66, began his career with the Seafarers in 2002, first sailing aboard the *Calvin P. Titus*. He was a steward department member and concluded his career aboard the *Terrapin Island*. He calls Tampa, Florida, home.



NESTOR MARTINEZ

Brother Nestor Martinez, 65, joined the SIU in 1990 when he sailed aboard the *USNS Capella*. He was an engine department member and upgraded on several occasions at the Paul Hall Center. Brother Martinez's last vessel was the *Pennsylvania*. He resides in Houston.



RONALD MENA

Brother Ronald Mena, 64, embarked on his SIU career in 1978 when he sailed on the *Cove Navigator*. A deck department member, he enhanced his skills on multiple occasions at the Piney Point school. Brother Mena most recently sailed aboard the *Maersk Idaho* before settling in North Port, Florida.



GREGORY WEBB

Brother Gregory Webb, 63, began his seafaring career in 1980, first working on the *St. Louis*. An engine department member, he upgraded on multiple occasions at the Piney Point school. Brother Webb most recently sailed on the *Sumner*. He lives in Tavares, Florida.



GREATLAKES

KENNETH BOOHER

Brother Kenneth Booher, 65, began his career with the Seafarers in 1973 when he worked on the *H.N. Snyder*. He upgraded on several occasions at the Paul Hall Center and was a member of the deck department. Brother Booher last sailed aboard the *Buffalo*. He calls Perrysburg, Ohio, home.

TERESA PETERSON

Sister Teresa Peterson, 65, signed on with the union in 2008 when she worked on the *Bernard F. Fisher*. She was a steward department member and upgraded often at the Paul Hall Center. Sister Peterson's last vessel was the *American Spirit*. She makes her home in Iron Mountain, Michigan.



INLAND

WALTER BICKEL

Brother Walter Bickel, 62, joined the SIU in 1977, first working with G&H Towing. In 1980, he upgraded his skills at the maritime training facility located in Piney Point, Maryland. Brother Bickel remained with the same company for the duration of his career. He calls Corpus Christi, Texas, home.



DENNIS BLACKMAN

Brother Dennis Blackman, 62, signed on with the Seafarers in 2002. He first worked for Penn Maritime and upgraded often at the Paul Hall Center. The deck department member last sailed on the *Achievement* before settling in Thomasville, Georgia.

JAMES BOYCE

Brother James Boyce, 62,

donned the SIU colors in 1984 when he worked for Norfolk Baltimore. He was a member of the deck department and upgraded on multiple occasions at the Piney Point school. Brother Boyce sailed with Penn Maritime for nearly his entire career. He makes his home in Appomattox, Virginia.

KENNETH CLINTON

Brother Kenneth Clinton, 55, donned the SIU colors in 1984, first sailing on the *USNS Capella*. He upgraded on numerous occasions at the Paul Hall Center. Brother Clinton most recently worked for Matson Navigation Company of Alaska. He calls Puyallup, Washington, home.

EDWARD DANDY

Brother Edward Dandy, 63, joined the SIU in 1977 when he sailed aboard a James River Transport vessel. The engine department member upgraded on numerous occasions at the union-affiliated Piney Point school. Brother Dandy most recently worked for Matson Navigation; he lives in Tacoma, Washington.



GARY HALLENBECK

Brother Gary Hallenbeck, 56, joined the SIU in 1992 and first sailed with Crowley Towing and Transportation. A member of the engine department, Brother Hallenbeck remained with the same company for his entire career. He resides in Middleburg, Florida.

GREGORY LYNCH

Brother Gregory Lynch, 63, signed on with the SIU in 1975. He first worked for American Barge Lines, and was a deck department member. Brother

Lynch last worked for Mariner Towing before settling in Polk City, Florida.

CHARLES MASSEY

Brother Charles Massey, 62, joined the SIU in 1979. A deck department member, he worked for Dravo Basic Materials for the duration of his career. Brother Massey calls Fresno, Texas, home.

CHRISTOPHER NARDONE

Brother Christopher Nardone, 59, began his career with the SIU in 1981, initially sailing on an Anchorage Tankships vessel. He enhanced his skills in 2001 when he upgraded at the Piney Point school. Brother Nardone spent most of his career working for Crowley. He resides in Turnersville, New Jersey.



DOUGLAS PARKER

Brother Douglas Parker, 63, signed on with the SIU in 1974. He was a member of the deck department and last worked for Crowley Towing and Transportation for almost his entire career. Brother Parker makes his home in Pinetta, Florida.

JAMES WALLER

Brother James Waller, 62, became an SIU member in 1972, initially working for Interstate Oil. He sailed in the deck department and concluded his career working for OSG Ship Management. Brother Waller resides in Princess Anne, Maryland.



Aboard the Seabulk Arctic

Pictured aboard the Seabulk Tankers vessel are (standing, from left) Chief Cook John Jewell, AB Marcos Rivera, AB Christopher Sanchez, OMU Greg Alvarez, Wiper Anthony Williams, Recertified Bosun John Cedeno, Pumpman James Rodweller, AB Richard Benoit, (seated) SA Jose Martinez and Chief Steward Gordon Major.



Final Departures



DEEP SEA

FRANZ BROOKS

Pensioner Franz Brooks, 74, passed away September 19. Born in Jamaica, he embarked on his career with the Seafarers in 1991. He first sailed on the *Lawrence Gianella*, and worked in the deck department. Brother Brooks' final vessel was the *Cape Henry*. He became a pensioner in 2009 and was a resident of Fort Lauderdale, Florida.

ROBERT COOPER

Pensioner Robert Cooper, 87, died September 18. He joined the SIU in 1953, first sailing on the *Alcoa Pioneer*. Brother Cooper was a deck department member and last sailed on the *Pacific*. He went on pension in 1993 and made his home in Pasadena, Texas.



IRVIN CRUTCHLOW

Pensioner Irvin Crutchlow, 64, passed away September 24. He became a member of the SIU in 1971 and first sailed on the *Sea San Juan*. Brother Crutchlow was a member of the deck department and last shipped aboard the *Diligence*. He retired in 2009 and settled in Williamsburg, Virginia.

CALVIN HAZZARD

Pensioner Calvin Hazzard, 79, died October 4. He joined the SIU in 1969, first working on the *Allegiance*. A steward department member, Brother Hazzard most recently sailed on the *USNS Algol*. He became a pensioner in 2002 and resided in Mobile, Alabama.



MEL SISON

Pensioner Mel Sison, 74, passed away August 26. He signed on with the union in 1985 when he sailed on the *Moku Pahu*. Brother Sison worked in the engine department and last sailed aboard the *Horizon Spirit*. He began collecting his pension in 2014 and lived in the Philippines.



GREAT LAKES

RAYMOND DELEARY

Pensioner Raymond Deleary,

87, passed away September 15. He donned the SIU colors in 1961 when he worked for Dunbar & Sullivan. Brother Deleary last worked for Zenith Dredge Company before his retirement in 1993. He resided in Superior, Wisconsin.

RICHARD MULLINS

Brother Richard Mullins, 62, died September 13. Born in Wisconsin, he began his career with the Seafarers in 1979. Brother Mullins initially sailed aboard the *Nicolet* and was a deck department member. He last worked on the *John Boland* and resided in his home state in the city of Peshtigo.

INLAND

TEDDY ODOM

Pensioner Teddy Odom, 66, passed away September 27. He started his SIU career in 1971 when he worked with



Dravo Basic Materials. Brother Odom was a member of the deck department and remained with the same company for the duration of his career. He went on pension in 2014 and made his home in Uriah, Alabama.

NMU

ELIZABETH AMARAL

Pensioner Elizabeth Amaral, 99, passed away September 6. Sister Amaral was born in New Bedford, Massachusetts. She retired in 1981 and continued to reside in her hometown.

BENITO BONILLA

Pensioner Benito Bonilla, 78, died September 4. He worked as a member of the deck department before retiring in 2006. He lived in Fort Mill, South Carolina.



ORIVAL DELANEY

Pensioner Orival Delaney,

94, passed away July 28. He shipped as a member of the deck department and retired in 1968. Brother Delaney resided in Santa Catrina, Brazil.

ANDREW MARTIN

Pensioner Andrew Martin, 96, died September 14. He became a pensioner in 1985 and settled in his hometown, New Orleans.

LAWRENCE THOMPSON

Pensioner Lawrence Thompson, 82, passed away August 28. Brother Thompson was a Virginia native. He retired in 1997 and continued to live in his home state in the city of Portsmouth.



ANDRES TORRES

Pensioner Andres Torres, 91, died September 16. Born in Puerto Rico, Brother Torres began collecting his pension in 1996. He resided in Houston.

In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

Name	Age	DOD
Biggins, Ronald	83	08/25/2018
Cabero, Francisco	90	08/23/2018
Castillo, Ismael	91	01/11/2018
Correa, Edmundo	97	09/19/2018
Cousins, Gerald	88	08/22/2018
Del Rio, Enrico	95	08/27/2018
Ferrell, William	87	09/27/2018
Forman, William	94	08/25/2018
King, Jessie	87	03/18/2018
Laureano, Rafael	75	09/12/2018
Porter, William	94	09/28/2018
Rivera, Jose	94	09/30/2018
Rodriguez, Domingo	87	09/05/2018
Swasey, Selvin	88	09/11/2018



CIVMAR-Crewed Comfort Departs for Operation Enduring Promise

The hospital ship *USNS Comfort* – which is partially crewed by SIU CIVMARS – deployed for the annual “Enduring Promise” mission on Oct. 11. The mission was delayed due to the formation of Hurricane Michael in the Gulf of Mexico.

Enduring Promise is the U.S. Southern Command’s 11-week medical support mission to Central and South America. As explained by the Navy, “Working with health and government partners in Ecuador, Peru, Colombia, and Honduras, the embarked medical team will provide care on board and at land-based medical sites, helping to relieve pressure on national medical systems caused partly by an increase in cross-border migrants. The deployment reflects the United States’ enduring promise of friendship, partnership, and solidarity with the Americas.”

One of the first exercises of the mission, a mass casualty triage exercise, took place Oct. 13. The embarked doctors, nurses and other medical professionals participated in the drill, which began on the flight deck and continued down to the *Comfort*’s casualty receiving area. The exercise included basic medical triage, blood tests and computed tomography (CT) scans.

“A mass casualty event, by nature, is chaotic,” said Lt. Jessie Paull, a general surgery resident embarked on the *Comfort*. “Being able to practice, it gets your nerves under control.... Getting the team squared away is essential to execute this mission during a real event.”

During each country visit, the more

than 200 medical team members expect to treat approximately 750 patients per day at each medical site, and conduct up to 20 surgeries. This year’s mission is the sixth time the hospital ship has provided medical assistance in the region. Since the first iteration of this mission more than a decade ago, the hospital ship has visited 18 nations in the Caribbean, Central America, and South America. The *Comfort* has pro-

vided medical treatment to nearly 390,000 people, including more than 6,000 surgeries, as part of the missions.

The Navy has stated that the *USNS Comfort* will visit Esmeraldas, Ecuador; Peru (port to be determined); Riohacha and Turbo in Colombia; and Puerto Castilla, Honduras. Specific dates for each port visit will be announced several days prior to the hospital ship’s arrival.



Members of the SIU Government Services Division sail aboard the hospital ship *USNS Comfort*. (Photo courtesy U.S. Navy)

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.

SLNC YORK (Argent Marine), July 4 – Chairman **Basil D'Souza**, Secretary **Victor Jimenez**, Educational Director **Derrick Sullivan**, Deck Delegate **Clifford Carroll**. Crew discussed previous requests for water coolers, fans, ice machines and electrical converters. As per contract, members should be compensated at daily rate when ship lacks air conditioning. Crew expressed interest in increasing pension funds while decreasing sea time requirements. Both secretary and educational director encouraged members to upgrade. Educational director advised crew to be self-reliant when making sure papers are in order. No beefs or disputed OT reported. Members request bigger refrigerator for mess halls. Steward department thanked for a job well done.

MAERSK KENSINGTON (Maersk Line, Limited), July 6 – Chairman **Videlio Roman**, Secretary **Alexander Banky**, Educational Director **Francis Brown**, Steward Delegate **Michelle Woodley**. Chairman thanked everyone for having a safe trip and announced upcoming pay-off in Newark. Crew discussed importance of contributing to SPAD. Secretary reminded members to put in for a day off or one day's pay in lieu of time off for pay. He asked members to be sure they leave clean rooms for reliefs. Educational director recommended that members upgrade and have at least six months on documents for relief jobs with MMC and TWIC. No beefs or disputed OT reported. Ship in need of parts for broken dishwashing machine. Crew thanked steward department for good meals.

PATRIOT (TOTE), July 8 – Chairman **Vasily Semes**. Dryer in changing room not working properly. Members waiting for update on requested TV for unlicensed crew.

Chairman reported a good trip, free of injuries. He thanked everyone for their professionalism and working in a timely manner. No beefs or disputed OT reported. Steward department was thanked for a job well done.

CALIFORNIA (Crowley), July 20 – Chairman **Kenneth Abrahamson**, Secretary **Mark Scardino**, Educational Director **Joshua Zelinsky**. Chairman welcomed new members and explained sections of the contract and SIU constitution. He advised crew to stop at union hall to update their information on file and to keep documents current with Coast Guard requirements. Steward department thanked deck and engine departments for keeping common areas clean. Secretary encouraged members to upgrade at Piney Point. Educational director instructed members to use Seafarers member portal, where they can find abundant information. No beefs or disputed OT reported. Members discussed benefits for eyeglasses and would like an increased allowance for coverage due to increased eyewear costs. Members happy with dental benefit increase. Union to follow up with company regarding refrigerators. Next Port: Richmond, California.

MAERSK KENTUCKY (Maersk Line, Limited), July 20 – Chairman **Albert Williams**, Secretary **Wayne Wilson**. Crew still waiting on new chairs for mess hall. Deck department members were recognized for safely completing many projects. Food stores to come in at Norfolk and Houston ports. No beefs or disputed OT reported. Members request satellite phone. Steward department was thanked for a job well done. Next Port: Norfolk, Virginia.

AMERICAN SPIRIT (American Steamship), July 21 – Chairman

Paul Gohs, Secretary **Joseph Gallo**, Educational Director **Michael Kruse**, Deck Delegate **Jabr Ali**, Engine Delegate **Yahya Ali**. Issues of *Seafarers LOG* distributed. Crew discussed changes to health benefit qualifications for Great Lakes Division. Members went over new form policies for the National Maritime Center. Educational director reminded crew to utilize the opportunities at the Piney Point school by upgrading. He directed members to the bulletin board to find available upgrading courses. No beefs or disputed OT reported. Steward department carefully monitoring OT distribution in galley to correct previous errors within the department. Crew read president's report. Members were encouraged to vote in upcoming November elections. Crew was reminded to watch for signs of heat exhaustion and to drink plenty of water rather than caffeinated beverages. Vote of thanks given to the steward department for a job well done.

HORIZON ENTERPRISE (Sunrise Operations), July 21 – Chairman **Jeremy Scheil**, Secretary **Raymond Garcia**, Educational Director **Jessie Ulibas**, Deck Delegate **Bobby Belches**, Engine Delegate **Thomas Swayne**, Steward Delegate **Fakhruddin Malahi**. Members discussed their support for the Jones Act. Chairman read June 2018 president's report from SIU President Michael Sacco. Secretary advised crew to update documents and upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requests extension to drydock be increased to 60 days. Members discussed importance of SPAD support and were encouraged to use Union Plus benefits and enroll in Seafarers 401k plan. Crew requests vacation application be set up for online submission. Food is great and ship is clean. Next Port:

Oakland, California.

OVERSEAS CHINOOK (Overseas Ship Management), July 22 – Chairman **Nagi Obad**, Secretary **Jack Hart**, Educational Director **Lamar Parker**, Deck Delegate **John Mbelwa**, Engine Delegate **Manuel Lulley**, Steward Delegate **Terry Fowler**. Chairman thanked deck department. He reminded members to work safely and keep rooms clean. Secretary thanked crew for keeping ship clean and announced new salad bar items, including chicken and salmon. Educational director encouraged members to upgrade at SIU-affiliated school and to stay current on documents. No beefs or disputed OT reported. Crew would like vacation time increased and decrease in sea time required for retirement. Members were encouraged to stand by each other when a fellow seaman gets injured.

MAERSK SELETAR (Maersk Line, Limited), July 22 – Chairman **Cleofe Bernardez Castro**, Secretary **William Churney**, Deck Delegate **Rommel Lopez**, Steward Delegate **Brian McEleney**. Chairman discussed new health benefits. Educational director suggested new members upgrade at the school. No beefs or disputed OT reported. Crew went over new password requirement to access member portal. Members discussed budget for food and other consumables on ship. Crew requests possibility of earlier breakfast time, increase in vacation pay and increase for transportation. Members were reminded to leave room clean for oncoming crew.

JEAN ANNE (PASHA), July 29 – Chairman **Noel Camacho**, Secretary **Ismael Garayua**, Educational Director **David Watkins**. Chairman welcomed new members. Educational director advised crew

to upgrade at Piney Point and suggested their physicals be up to date beforehand. No beefs or disputed OT reported. Bosun encouraged members to contribute to SPAD and support politicians that support the Jones Act. Crew requested physicals be required annually rather than semi-annually.

PRESQUE ISLE (Key Lakes), July 29 – Chairman **Tony Sivola**, Secretary **Yaser Al Shaghdari**, Educational Director **Kevin Willis**. Members discussed old business including requests for updated cable boxes and exercise equipment. Chairman reminded crew to go out and vote during this election year. He encouraged them to vote for members of Congress who support the Jones Act. Educational director advised crew to go to Paul Hall Center to upgrade. No beefs or disputed OT reported. Members discussed new password requirements for member portal and went over upcoming changes to benefit eligibility. Crew was encouraged to work safely and look out for one another.

LIBERTY PROMISE (Liberty Maritime), July 30 – Chairman **Marco Galliano**, Secretary **Enrico La Marca**, Deck Delegate **William Steele**, Engine Delegate **Francois Doucet**. Chairman thanked crew for a problem-free voyage and discussed member portal password changes. He announced Saturday closures of all hiring halls effective September 1. Chairman reminded crew to be mindful of document expiration dates and to find various applications in crew lounge. Educational director encouraged members to upgrade their skills at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed SIU physicals and requested interval requirements be reconsidered.

Know Your Rights

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

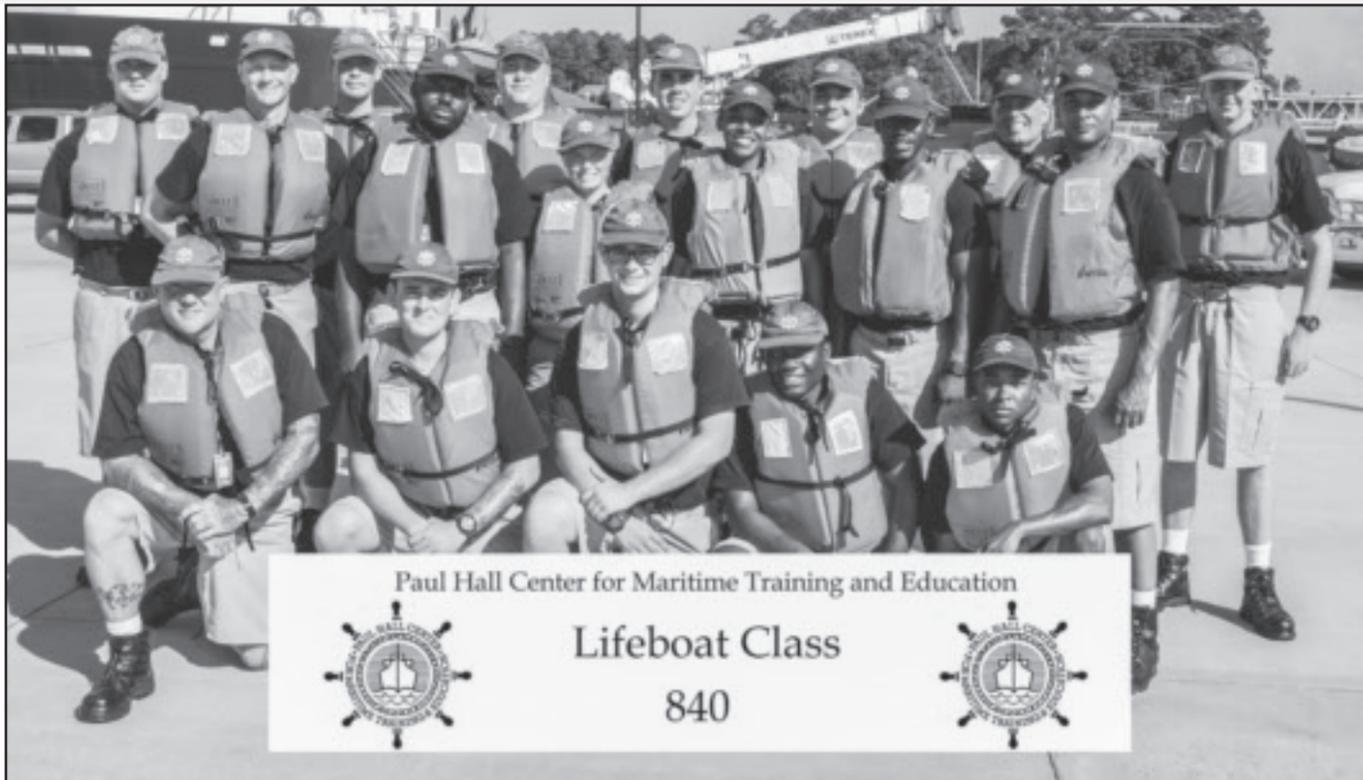
DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment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

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

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

Paul Hall Center Classes

Apprentice Water Survival Class 840 – Graduated August 10 (photo at right, in alphabetical order): Michael Beeson, James Bithos Jr., Anthony Brown Jr., Jessica Clark, Nikita Featherston, Keith Guthrie, Lucas Hayes, Cale Irons, Damon Johnson, Tony King Jr., Mark Malicki, Anthony Maltese, Kion Miller, Joseph Murphy III, Terry Popperwill Jr., Trevor Snider, Scott Waterman and Kelly White.



Important Notice To All Students

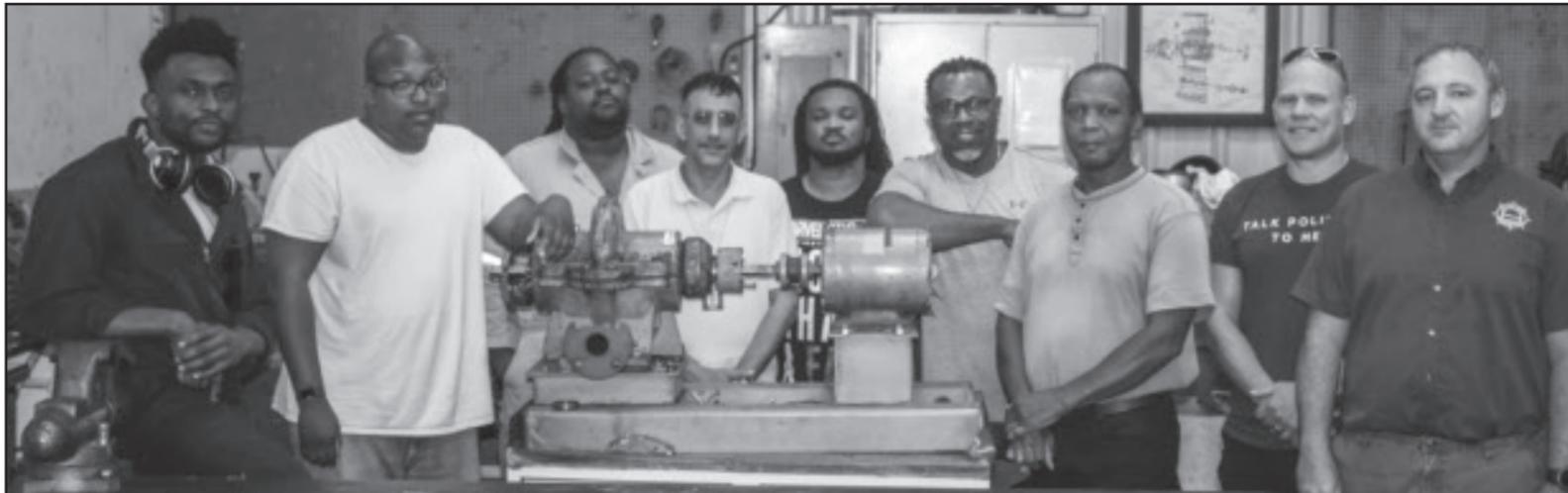
Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.



ARPA – Graduated July 6 (above, in alphabetical order): Glenn Valera Agustin, Timothy Hess, Mason Con Melland and Shoal Nervo.



Crane Familiarization – Graduated July 20 (above, in alphabetical order): Linnell Coleman Jr., Jerrold Foke, Andres Nunez-Rochez and Andrei Alexander Tretyak.



Pumpman – Graduated July 13 (photo at left, in alphabetical order): Rodriques Antwan Carson, Abasiama Bassey Essien-Ete, Andres Nunez-Rochez, Lamar Pinckney, James Rodweller, Ahmed Lotf Senain, Rahjahn Travail Sorey and Mario Percel Standberry. Keith Adamson, their instructor, is at the far right.



Government Vessels – Graduated August 3 (above, in alphabetical order): Carlos Avila, Walter Bonifacio, Rena Caraway, James Crate, Luis Armando Fernandez, Eric Gordon, Jerrell Hicks, Eric Hondel, Emily De Dios Lepley, Donnell Lewis, Christopher Lyons, Philip Perry, George Bernasco Pobe, Michael Proveaux, Joshua Rawls, James Rodweller, Shirley Rogers, Teresa Rozacka, Brenda Taylor and Quintonio Walden.

Paul Hall Center Classes

Machinist – Graduated July 6 (photo at right, in alphabetical order): Rodriges Antwan Carson, Abasiama Bassey Essien-Ete, Andres Nunez-Rochez, Lamar Pinckney, James Rodweller, Ahmed Lotf Sennain, Rahjahn Travail Sorey, Mario Percel Standberry.



Government Vessels – Graduated July 27 (above, in alphabetical order): Jerrold Foke, Keyon Gregory, Sedell Mitchell-Reynolds, Sosiua Faasavaliga Peau, Jennifer Ramirez, Leon Smith, Andrei Tretyak, Luis Alonso Valerio and Roman Jan Zarkiewicz. (Note: Not all are pictured.)



Ship Construction & Basic Stability – Graduated July 20 (above, in alphabetical order): Glenn Valera Agustin, Robert Bryson III, Johnathon Gager, Kelly Krick Jr., Mason Con Melland, Shoal Nervo, Harry Schrefer III, Gavin Scott and Dexter Madrona Turija.

Medical Care Provider – Graduated July 20 (photo at right, in alphabetical order): Allan Bombita, Jonas Paul Panghulan Libang, Ali Fadel Mohamed, Lamar Pinckney, Omar Rodgers, Michael Souza and Frederick Nyarko Williams. Class instructor Michael Roberts is at the far right.



Junior Engineer (Engineering Plant Maintenance II) – Graduated July 6 (above, in alphabetical order): Clayton Black, Kirk Chambers, Raibonne Charles, Melchor Lagria Lapac Jr., George Marcelo Mardones, Harlan Holger Ouellette, Dean Parks, Ronaldo Jose Quinones Perez, Dhahabi Abdulla Quraish, Mohamed Lamin Sheriff, Louie Smith, Jep Sumpter, Matthew Yowell and John Zimmerman. John Wiegman III, their instructor, is at the far left.

Paul Hall Center Classes



Combined Basic/Advanced Firefighting – Graduated July 13 (photo at left, in alphabetical order): Allan Bombita, Allan Coloyan, Michael Diggs, William Gibson, Ali Fadel Mohamed, Omar Rodgers, Michael Souza, Clark Wilhelm Vipond, Frederick Williams and Ameen Abdo Yahya. John Thomas, their instructor, is at the far right. (Note: Not all are pictured.)



Basic Training (Basic Firefighting) - Graduated August 3 (above, in alphabetical order: Bayardo Calix, Leslie Davis, Ely Matencio Desingano, Marcus Foster, Martin Garcia, Bruce Dale Mesger and Michael Souza. Class instructors Mike Roberts and Joseph Zienda are at the far left and far right, respectively (Note: Not all are pictured).



Basic Training (Basic Firefighting) – Graduated July 20 (above, in alphabetical order): Reco Lashun Bennefield, Nicholas Carey, Kathy Carter, Leslie Davis, Keyon Gregory, Da'vonte Junies, Sedell Mitchell-Reynolds, Sosia Faasaliga Peau and Christina Price. (Note: Not all are pictured).



Chief Steward 2.0 – Graduated August 3 (above, from left): Robert Wilcox Jr., Maili Wang and Natalie Leinani Nunes (far right). Robert "RJ" Johnson, their instructor is third from left.



Certified Chief Cook (Module 5) – Graduated July 13: James Hodges (left) and Darrell Bell (right). John Dobson, their instructor, is in the center.



Certified Chief Cook (Module 6) – Graduated July 27: Bernard Hudson.



Chief Cook 2.0 – Graduated July 27 (above, in alphabetical order): Alfrancis Medina Bauzon, Reno Ibanez Duque, Donnell Lewis and Mostafa Loumrhari.



Chief Cook 2.0 – Graduated July 20 (above, from left to right): John Huyett, Jennifer Ramirez and Ronald Davis.

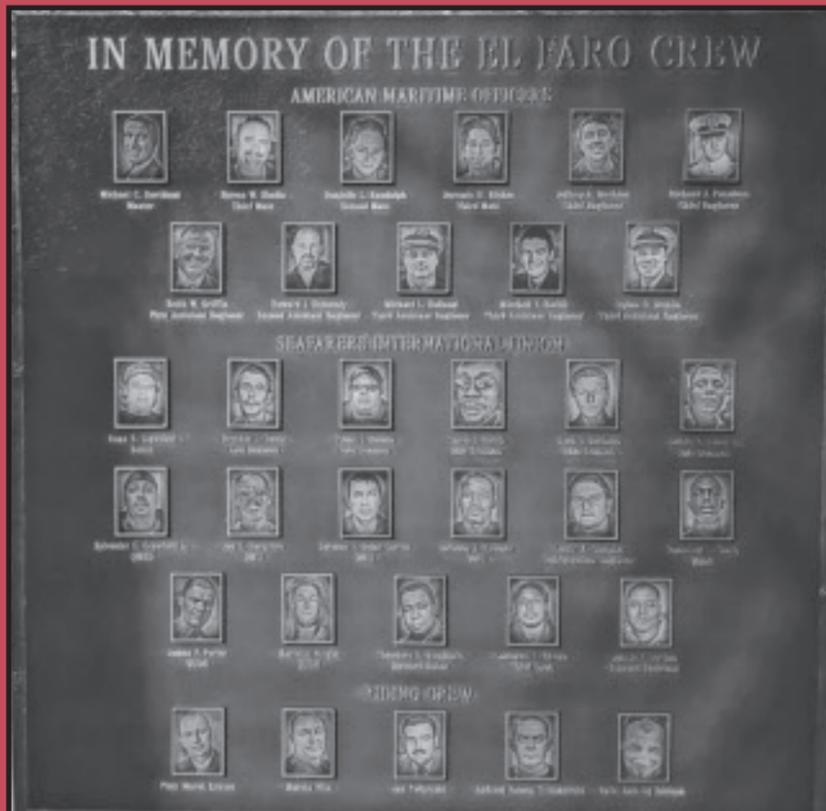
SEAFARERS LOG

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**Paul Hall Center
Class Photos
Pages 21-23**



SIU Asst. VP Archie Ware (standing at far left) reads the names of SIU members lost aboard the *El Faro* while Broward Sheriff Fire Rescue Honor Guard Commander Charles Eckert rings the bell during the dedication conducted by the American Maritime Officers and AMO Plans in Dania Beach, Florida. The AMO memorial includes likenesses of the ship's final crew.



Ceremonies Honor Memory of El Faro Crew

Seafarers and SIU officials recently took part in ceremonies to help honor and preserve the memory of the *El Faro's* final crew.

Three gatherings happened in Florida: The Seafarers-affiliated American Maritime Officers (AMO) on Sept. 29 dedicated a memorial on the AMO Plans campus in Dania Beach.

SIU-contracted TOTE on Oct. 1 hosted a ceremony at the *El Faro* memorial in Dames Point Park in Jacksonville.

The SIU conducted a brief remembrance Oct. 11 at the Jacksonville hiring hall (the day of the monthly membership meeting).

SIU personnel attending one or more of the ceremonies included Vice President Gulf Coast Dean Corgey, Assistant Vice President Archie Ware and Assistant Vice President Kris Hopkins. Seafarers Plans Administrator Maggie Bowen attended the dedication in Dania Beach.

Others in attendance included *El Faro* family members, TOTE executives, Coast Guard personnel, Seafarers and AMO members, executives from other ship-operating companies, representatives from Seafarers' House Port Everglades, local politicians and more.

The *El Faro* sank on Oct. 1, 2015 near the Bahamas, in Hurricane Joaquin. All 33 people aboard the vessel perished – 17 SIU members, 11 AMO members, and five Polish men who comprised the riding gang.

AMO National President Paul Doell stated at the Sept. 29 gathering, "We all know that the officers, crew and riding gang aboard *El Faro* fought heroically for each other – as friends and as family – against nature at her strongest. Our hope this morning is that our *El Faro* families have found measures of peace and comfort after all this time.

"Like others before it, the memorial we

dedicate today will help sustain the feelings, the sentiments we all know so well," he continued. "Everyone who passes through here from this moment, for training or to participate in an industry conference, will pause in this place to reflect. They will share stories about their seagoing experiences with personal friends lost off Crooked Island in the Bahamas. They will tell their children what this memorial represents. And they will ask the difficult questions each of us has asked for three years, questions for which there are no easy answers."

For the TOTE gathering, bad weather stopped just long enough for the outdoor proceedings.

Meanwhile, the SIU hall in Jacksonville also features an *El Faro* memorial (dedicated in 2016). On that site, Corgey read the crew members' names and added, "I'm sure it's hard for all of us to believe three years have passed since the tragic sinking of the *El Faro*. But one thing you

definitely can believe is that we'll never forget the 33 men and women we lost that day. They are memorialized here in Jacksonville, and in Dania, and in (Piney Point) Maryland – and most importantly, they'll always be in our hearts."

Corgey continued, "Everyone in the maritime industry understands there are certain dangers that cannot be avoided. There's also a constant need to focus on safety and make improvements so that our seafarers face as little risk as possible. And while we're never going to be perfect, I do think that our industry has collectively responded to the *El Faro* tragedy with earnest, detailed efforts to pinpoint the problems and to take steps to help avoid repeating them.

"Today, however, our focus is on the memories of the SIU members, AMO officers and Polish riding gang, plus all of their families. They're a part of this organization's history that'll never be forgotten."



(Clockwise starting from above) Family members, friends and other supportive individuals take their seats at the TOTE event. In addition to the shore-side remembrances, Seafarers also remembered their fallen brothers and sisters through at-sea observances. Recertified Bosun James Walker (left) prepares to toss an *El Faro* memorial wreath into the sea, from aboard the *Overseas Anacortes*. He's pictured with Pumpman Cary Pratts. The florist who prepared the wreath used different colors in memory of the SIU and AMO members and Polish riding gang. SIU Asst. VPs Kris Hopkins (left) and Archie Ware are pictured at the AMO ceremony. Pictured from right to left at the TOTE memorial are Seafarer Rosemary Glover, SIU VP Gulf Coast Dean Corgey, Seafarer LaShanda Brown-Moody, friend Barbara Dupree-Clemmons, Rochelle Hamm (widow of Seafarer Frank Hamm) and friend DeAngelo Lester.

