Union Dedicates El Faro Memorial

SIU Solemnly Observes Anniversary of Tragedy

At sea and ashore, the union on Oct. 1 honored the memory of the El Faro’s final crew, one year after the ship sank near the Bahamas, claiming the lives of all 33 people aboard (including 17 SIU members). Of particular note, the SIU dedicated a memorial lighthouse (photo at right) at the hall in Jacksonville, Florida (home port for many of the crew and also the last point of departure for the ship). Some of the attendees are pictured below. Moments of silence were observed at all SIU halls and aboard many vessels, and a brief ceremony also happened at the union-affiliated school in Piney Point, Maryland. Vessel owner Tote Services also dedicated a memorial in Jacksonville. Pages 4-6, 24.

MV Patriot Naming Ceremony

Underscores Vital, Ongoing Need For Strong U.S. Merchant Marine

Seafarers and SIU officials helped celebrate the addition of the MV Patriot during a renaming ceremony in Baltimore. The RO/RO reflagged under the Stars and Stripes earlier this year, and it is now part of the U.S. Maritime Security Program (MSP). Speakers at the Oct. 7 ceremony, including SIU Executive Vice President Augie Telesz, cited both the Patriot and the MSP as good examples of the U.S. Merchant Marine’s critical importance to national and economic security. Pages 3, 10.
Keels Laid, Tanker Delivered

Both General Dynamics NASSCO and Philly Shipyard recently laid the keels of future SIU-crowned Jones Act vessels, with NASSCO delivering a new product tanker that same week. Both shipyards are union facilities.

On Sept. 23, representatives from Philly Shipyard and Kinder Morgan took part in an advance ceremony to place those names as a sign of good fortune and safe travels on one of the keel blocks of the third product tanker in a four-vessel order for American Petroleum Tankers (APT), a Kinder Morgan subsidiary. The most recent class of graduates from Philly Shipyard’s apprentice program were also in attendance, which added 15 skilled shipbuilders to the workforce.

The shipyard expanded the program this year and has hired 50 apprentices with intent to hire another 50 apprentices in 2017.

Philly Shipyard’s President and CEO Steinar Nerbovik remarked, “Today we celebrate our 15 new shipbuilders and the twenty-seventh keel laid in our 17-year history. Both will set the standard for shipbuilding activities well into our future. Congratulations to our graduates and to the men working with them at Philly Shipyard for another milestone program completion.

When completed in 2017, the product tanker will be 600 feet long and capable of carrying 50,000 tons of crude oil or refined petroleum products. The Tier II 50,000 deadweight ton (dwt) product tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability and the latest regulatory requirements, Philly Shipyard reported. The vessels will be constructed with consideration for the use of LNG for propulsion in the future.

In San Diego, NASSCO held a keel laying for the Palmetto State, the final ECO Class tanker to begin construction for American Petroleum Tankers (it’s scheduled to be delivered in 2017). The keel was laid by Master Shipbuilder and NASSCO General Supervisor Bill Johnson, who welded his initials onto a steel plate in the vessel’s inner structure in a ceremony concluded Sept. 26.

NASSCO Vice President and General Manager Kevin Green noted, “Bill Johnson has served NASSCO and our nation by dedicating his career to building ships that are critical to our economy and our defense. He is an expert at the craft of shipbuilding and serves as a leader and mentor for his fellow shipbuilders so that their careers can continue to build upon this legacy. Today’s keel laying is a celebration to give thanks to our partner, American Petroleum Tankers.

Each vessel in the ECO Class program is 610 feet long, 50,000 dwt, has a 330,000-barrel cargo capacity and is LNG-conversion ready. Roasting outstanding fuel efficiency, the first five ships have already been delivered, while the remaining three are under construction.

According to NASSCO, the ships were designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea.

Center Dedicated in Memory of ITF Inspector

The Charleston Port and Seafarers’ Society on Oct. 5 dedicated the seamen’s center at the North Charleston Terminal of the South Carolina State Ports Authority in memory of Tony Sacco, who passed away earlier this year at age 55. A longtime inspector for the International Transport Workers’ Federation, Sacco previously served as an SIU official and also sailed with the union for many years. The sea- men’s center typically is very active – more than 65,000 mariners arrive in Charleston each year, on average, and more than 50 volunteers work at the facility. SIU President Michael Sacco spoke at the dedication.

“Bill Johnson has served NASSCO and our nation by dedicating his career to building ships that are critical to our economy and our defense. He is an expert at the craft of shipbuilding and serves as a leader and mentor for his fellow shipbuilders so that their careers can continue to build upon this legacy. Today’s keel laying is a celebration to give thanks to our partner, American Petroleum Tankers.”
New MSP Ship Shows ‘Commitment’

MV Patriot Reflects Program Strength, Sealift’s Importance

The naming ceremony for the SIU-crewed MV Patriot proved suitably celebratory, but the featured speakers also cautioned that much work lies ahead in revitalizing the U.S. Merchant Marine.

The gathering took place Oct. 7 at the cruise terminal in Baltimore, very close to the roll-on/roll-off (RO/RO) ship that entered the U.S. Maritime Security Program (MSP) fleet earlier this year. Operated by Tot Services for vessel owner American Roll-On/Roll-Off Carrier (ARC), the Patriot was preparing to shove off for Bremerhaven the following day.

SIU Executive Vice President Augie Tellez (one of the speakers) and Vice President Atlantic Coast Joseph Foresti were among those in attendance, as was a group of apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education.

Alan Estevez delivered the keynote address. He’s the Principal Deputy Under Secretary of Defense for Acquisition, Technology and Logistics. The other speakers were ARC CEO Eric Ebeling and Maritime Administrator Chip Jaenichen.

Vessel tours preceded the naming ceremony – and visitors came away impressed with the state-of-the-art, 653-foot-long vessel. Built in 2006, the Patriot features 13 decks plus crew accommodations including a sauna, pool and gym.

Tellez set the tone for many of the other remarks when he said that while Patriot is an appropriate name, the ship might just as easily have been called the Commitment “because that’s what she truly represents.” Tossing aside his prepared speech, he said the RO/RO signifies commitment on the part of ARC to its commercial partners for reliable, on-time delivery, and it also reflects assurance to the Department of Defense that modern ships and reliable crews are available to help meet tactical and strategic military goals.

“It’s a commitment by this company and by this program to the fighting men and women of this country,” Tellez said, “that they’ll have the materiel and supplies when needed to get their jobs done and come back home safely. It’s a commitment to the men and women who are going to work on this vessel and to the khaki-clad apprentices of the Paul Hall Center that they will be offered an opportunity to attain their piece of the American dream.

“Our commitment is going to be that when the balloon goes up and when we’re needed, the men and women of the U.S. Merchant Marine are going to be there to answer the call,” he added.

He was lighthearted at times but turned serious in describing the teamwork needed to promote the U.S. Merchant Marine wherever needed, whether in the White House or Congress or any of the numerous agencies that affect the industry.

Estevez, whose wife sponsored the vessel, immediately picked up on that unofficial theme, addressing Tellez directly on the stage when he said, “You have my commitment to fight for mariners, to fight for sealift, to fight for this infrastructure like this port facility, because we in the United States cannot defend ourselves if we do not have that capability. We live in a dangerous world and it’s getting more dangerous.”

Estevez said the Defense Department “cannot do what we do on our own. We need commercial vessels; we need merchant mariners; and we need the infrastructure to go along with that, or we will not have the strategic capability that we need to support our forces.”

Like the other speakers, he credited civilian crews and commercial ships for sustaining U.S. forces in Operation Enduring Freedom and Operation Iraqi Freedom, and he also described the MSP as a huge bargain to the American taxpayer.

“We would break the bank if we had to go out and buy vessels to replace the capacity that we are fortunate to have (through MSP),” he said.

Jaenichen said the ship “is representative of what the MSP is all about. The MSP is a cost-effective tool. It provides that guaranteed access to commercial sealift and the intermodal capabilities that come with it, necessary to meet both U.S. wartime and also contingency requirements.”

He declared that American-flag capacity “is absolutely vital to our national security. It enables the nation to project and to sustain our armed forces. More importantly, they get there on U.S.-flag vessels, crewed by U.S. mariners.”

Jaenichen also pointed out that a benefit of the MSP is it encourages the replacement of older vessels with more modern, capable ships. There have been 62 such replacements in the program’s 20-year history, meaning the entire fleet...

Continued on Page 10
El Faro Memorial Dedicated in Jacksonville

**SIU Members at Sea and Ashore Observe Anniversary of Tragic Loss**

Editor’s note: During SUU election years, the Seafarers LOG normally refrains from publishing photos of anyone who is on the ballot. An exception is being made this month for the El Faro anniversary coverage, due to the important nature of the content and our desire to help ensure its historical accuracy.

SIU President Michael Sacco opened his speech at the SIU hall in Jacksonville, Florida, on Oct. 1 with a reminder: “One year ago, I promised that we will never forget the men and women of the El Faro’s final crew. Today, both here and in Piney Point, Maryland, the SIU is living up to that solemn pledge.”

In early October 2015, the maritime community was rocked with the loss of the 33 crew members of the roll-on/roll-off containership El Faro, operated by Tote Maritime. The vessel, crews in all unlicensed positions by SIU members, sank near the Bahamas during Hurricane Joaquin. (At that time, the exact date of the sinking wasn’t known, but it eventually was determined that the ship went down on Oct. 1.) One year later, many of the families and friends of those lost gathered at the Jacksonville hall for a time of remembrance, as well as the dedication of a memorial lighthouse built on the property. The lighthouse, adorned with 33 stars and paid for with a donation made by the union, serves as a daily reminder of the 17 SIU members who served aboard the El Faro, as well as many gifts donated by members.

During his remarks, Ware informed all those in attendance that, in the face of such personal tragedy, relatives of El Faro crew members James Porter and Frank Hamm will soon depart Florida and attend the SUU-affiliated Paul Hall Center for Maritime Training and Education as part of the apprentice program. Additionally, SIU members Jackie Jones, Jr.’s family are currently sailing as C-book SIU mariners, continuing a legacy of service under the U.S. flag.

Eventually, a similar lighthouse will be installed in Puerto Rico, with its beam pointed toward Jacksonville. Sacco, Heindel and Ware were in attendance.

The park includes a memorial walk, which will be decorated with personalized nameplates from each of the families. The path itself is aligned with the nautical route between Jacksonville and San Juan, the intended destination of the El Faro.

The SIU also conducted a brief ceremony in Piney Point, where a formal dedication had taken place earlier in the year. (The park will soon be decorated with personalized nameplates from each of the families. The path itself is aligned with the nautical route between Jacksonville and San Juan, the intended destination of the El Faro.)

Continued on next page
previous ceremony involved memorial bricks, a plaque and a bell inscribed with the ship’s name that is affixed to a miniature lighthouse.)

During the recent ceremony at the school, remarks were offered by SIU Executive Vice President Augie Tellez and Vice President Great Lakes Tom Orzechowski. Vice President Atlantic Coast Joseph Soresi read the “Sea-
men’s Prayer,” and Port Agent Pat Vandegrift read the 33 names as Apprentice William Cannon rang the bell.

A lifelong Seafarer who grew up in an SIU family, Tellez noted that the El Faro was the fourth Seafarers-crewed vessel lost that he has personally been involved with, one way or ano-
ther. “These are things that happen,” he said. “These are the perils of the sea…. It doesn’t happen often, but it does happen. We should be aware of it but we shouldn’t be afraid of it.”

He described the El Faro’s sinking as “one of those situations when everything converged to make a bad thing happen to good people.”

In addition to remembering the El Faro crew, he asked that everyone at the gathering also keep in mind all Seafarers whose lives have been lost at sea dating back to the union’s earliest years.

Meanwhile, many SIU members at sea on Oct. 1 also conducted memorial ceremonies, while moments of silence were observed at all SIU halls at 11 a.m. local time.

The NTSB’s investigation into the contributing factors of the loss is ongoing. The vessel’s voyage data recorder (VDR) was recovered, and the data is in the process of being analyzed. Once the final audio transcript has been pre-
pared, the NTSB will schedule a final Marine Board of Investigation hearing.

It is unknown whether the families will get to hear any of the audio recovered from the VDR. According to at least one published re-
port, after the agency has concluded its investiga-
tion, the VDR itself will be returned to Tote, who can decide whether or not to release the audio to the families.

The SIU members aboard the ship were Bosun Roan Lightfoot, ABs Carey Hatch, Jackie Jones, Jack Jackson, Brookie Davis and Frank Hamm, QEE Sylvester Crawford, RE1 Louis Champa, OMs Anthony Thomas, German Solar-Cortes and Joe Hargrove, GUDEs Mariette Wright, James Porter and Roosevelt Clark, Steward/Baker Theodore Quammie, Chief Cook Lashawn Rivers and SA Lonnie Jordan.

The American Maritime Officers (AMO) members were Capt. Michael Davidson, Chief Mate Steven Shultz, Second Mate Danielle Randolph, Third Mate Jeremie Riehm, Chief Engineer Jeffrey Mathias, Chief Engineer Richard Pusateri, First Assistant Engineer Keith Griffin, Second Assistant Engineer Howard Schoenly, Third Assistant Engineer Michael Holland, Third Assistant Engineer Mitchell Kuflik and Third Assistant Engineer Dylan Meklin.

The Polish riding gang consisted of Piotr Krause, Marcin Nita, Jan Podgorski, Andrzej Truszkowski and Rafal Zdobych.

Mariners and their fami-
lies (photo at left) enjoy a luncheon following the dedication. In the photo below at left, Chief Stew-
ad Adam Bucalo poses for a picture with Admin-
istrative Assistant Karen Shuford inside the Jack-
sonville hall. Jacksonville local Bob Hunt (photo immediately below) displays a commemorative plaque he made, which was presented to Presi-
dent Sacco.

See Pages 6 and 24
For Additional El Faro
Memorial Coverage

From left to right: SIU VP Gulf Coast Dean Corgey, Secretary-Treasurer David Heindel and President Michael Sacco greet USCG Capt. Jeffery Dixon.
El Faro Remembrances . . . Aboard the SIU-Crewed Perla Del Caribe

The ceremony on the Perla Del Caribe included readings of the Seamen’s Prayer and the poem ‘Down to the Sea in Ships.’ Crew members committed a wreath to the sea while underway from San Juan to Jacksonville, and Re-certified Bosun James Walker (speaking in group photo at the far right) explained that the monkey fist he created (bottom photo at far right) features 33 wraps (11 in each direction) and 17 red stitches for the SIU members of the El Faro. Walker is also pictured at left in photo below, with Oiler Fernandez Wilcox (right) and Jamie Torres sending off the wreath. The photo at the immediate right shows Recertified Bosun Noel Otero.

SIU hall in Oakland, California

SIU hall in San Juan, Puerto Rico

SIU hall in Philadelphia

SIU hall in Norfolk, Virginia

SIU hall in Jersey City, New Jersey
Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for this year. In the case of members eligible to who believe they will be at sea during the Nov. 1 through Dec. 31, 2016 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote.

Absentee Ballots Are Available for Members at Sea

Elections will be conducted by secret ballot. Ballots may be obtained at the following locations from 9 a.m. to noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2016 and shall continue through Dec. 31, 2016.

Voting Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algonac</td>
<td>520 St. Clair River Dr.</td>
<td></td>
</tr>
<tr>
<td>Anchorage</td>
<td>2721 Sesame Street, Suite 1C</td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>2512 Essex St.</td>
<td></td>
</tr>
<tr>
<td>Ft. Lauderdale</td>
<td>1221 South Andrews Ave.</td>
<td></td>
</tr>
<tr>
<td>Galveston</td>
<td>Clipper Office Ctr., Suite 103B, 22 West O’Brien Dr.</td>
<td></td>
</tr>
<tr>
<td>Honolulu</td>
<td>606 Kalihi St.</td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>730 Jefferson St.</td>
<td></td>
</tr>
<tr>
<td>Jacksonville</td>
<td>5100 Belfort Road</td>
<td></td>
</tr>
<tr>
<td>Joliet</td>
<td>10 East Clinton</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td>1640 Dauphin Island Pkwy.</td>
<td></td>
</tr>
<tr>
<td>New Orleans</td>
<td>5911 Lapaloo Blvd.</td>
<td></td>
</tr>
<tr>
<td>Jersey City</td>
<td>104 Broadway</td>
<td></td>
</tr>
<tr>
<td>New Orleans</td>
<td>115 Gravois St.</td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td>1127 St. J.</td>
<td></td>
</tr>
<tr>
<td>Philadelphia</td>
<td>2004 South Fourth St.</td>
<td></td>
</tr>
<tr>
<td>Piney Point</td>
<td>Seafarers Harry Landrung School of Seamen</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1057 Fernandez Juncos Ave., Stp 16</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>3581 Gravois</td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>3411 South Union St.</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>510 North Broad Ave.</td>
<td></td>
</tr>
</tbody>
</table>

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot was published in last month’s POC. The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 26 candidates had qualified to run for 25 positions. (The committee’s report was published in the September 2016 Seafarers LOG.) Subsequently, the union determined that 27 candidates were qualified. This finding was approved by the rank-and-file voting of the September membership meetings. The 25 posts for which Seafarers will cast their ballots are six presidents, six vice presidents, six executive vice presidents, and 10 port agents.

20 Voting Places

The election will be conducted by mail ballot as provided by the union’s constitution. Secret ballots, accompanied by envelopes marked “Ballot” and post-age-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 union halls around the country. (See list of voting locations on this page.) Eligible Seafarers may pick up their ballots and envelopes marked “Ballot” and marking envelopes at the above addresses at any time between 9 a.m. and 12:00 noon, Monday through Saturday, except legal holidays, from Nov. 1 to Dec. 31. Each member must present his or her book to the port agent or the agent’s designated representative prior to voting. In the absence of this procedure, the envelope, marked “Ballot” and the marking envelope, his or her book will be marked with the word “Voted” and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, he or she will receive a marking envelope of a different color marked with the word “Challenged.” His or her book will be stamped with the words “Voted Challenge” and the date. For members who believe they will be at sea during this time, a voting procedure is provided for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should forward their book to the union’s secretary-treasurer at SIU headquarters - 5201 Auth Way, Camp Springs, MD 20746.

Secret Ballots

Once a Seafarer has received his or her book and envelopes, he or she marks the ballots for the candidates of his or her choice and puts in the envelope marked “Ballot.” This envelope is sealed by the member and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union’s constitution, in Article XIII, details the procedures for voting in union elections. All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union’s constitutional parts. These committees will convene in early January 2017.

There are numerous alternative treatments believed to help in the management of high blood pressure. Evidence is strong that a diet low in saturated fats and salts, along with exercise, will help to reduce hyper- tension.

Eating complex carbohydrates such as vegetables, whole grains, legumes, fruits and low-fat dairy foods will help to keep the patient’s blood pressure down. Maintaining a healthy weight is also very important, as is cutting back on foods that are high in saturated fats and cholesterol.

It is also recommended to: eat more whole grains, fish, poultry and nuts; eat less red meat and fewer sweets; limit palm and coconut oil in the diet; limit salt; eat rich in magnesium, potassium, sodium and calcium. All of this will help you in the fight to keep your blood pressure at a health-ful level.

There’s a lot of evidence that shows men and women of all age groups who are physically active, have a decreased risk of developing high blood pressure. Exercise such as walking, jogging or any other exercise will help to keep your pres- sure down. Relaxation methods that included controlled breathing. When you breathe in, count to four; hold your breath for about 15 to 20 minutes.

Rigatoni with Hearty Lamb Sauce Ragù

Servings: 25

4-1/4 pounds rigatoni, medium shells, or other medium pasta shape, uncooked
3-1/4 pounds lamb leg. ground
4-1/4 cups canned Italian plum to
3-1/4 tablespoons olive oil
3-1/4 cloves garlic, peeled and finely chopped
4-1/4 medium onion, finely chopped
2 teaspoons dried rosemary
1 teaspoon dried thyme
1/2 teaspoon dried oregano
8-1/3 cloves garlic, peeled and finely chopped
1/2 teaspoon dried oregano
1/2 teaspoon dried thyme
1/2 teaspoon dried oregano
Salt and pepper, to taste
3-1/4 cups grated parmesan cheese

Heat oil in a medium saucepan over medium-high heat. Add the lamb and garlic and cook until the meat begins to brown, about three minutes. Add the onion, rosemary or in combination; cook one minute. Add the crushed garlic and stir. Add the tomatoes, wine, nutmeg, cloves and salt and pepper to taste. Heat to a boil and reduce the heat to simmering.

Enjoy!
ABOARD ISLA BELLA — The large group photo at left above was taken after a recent shipboard union meeting. The snapshot at right shows (from left) Chief Cook Bryan Alvarez, SA Sheila Daguio and Steward/Baker Bob Wilcox. The vessel is operated by Tote Services.

AT THE HALL IN PUERTO RICO — Port Agent Amancio Crespo is pictured with Seafarers at the union hall. With him in photo at left is Chief Cook Jesus Pacheco, preparing to ship out aboard the Green Lake. In the photo second from left AB Luis Ramos Rosa proudly displays a recently earned certificate from the Paul Hall Center. The remaining photos show AB Kemer Rojas (photo third from left) and Jr. Engineer Richard Vega receiving their respective A-seniority books.

ABOARD MAERSK WISCONSIN — Pictured from left are Steward/Baker Norman Bush, QEE Hector Solis, Patrolman J.B. Niday and Chief Cook Chris Coston.

CROWLEY CREWS VOTE — Port Agent Jeff Turkus submitted this photo of SIU members who work aboard Crowley tugs in the Los Angeles/Long Beach area. The Seafarers voted on a new contract, details of which will be featured in an upcoming edition of the LOG.

AT THE HOUSTON HALL — These snapshots (both including Patrolman J.B. Niday) show Chief Engineer Bruce Williams (photo at left above) picking up his first retirement check following a 23-year career at G&H Towing, and SA Delmis David (photo at right above) receiving her full book and B seniority.

NEW FERRY — NY Waterway recently added its newest boat, the Betsy Ross. Pictured aboard the luxury commuter ferry in mid-October are (from left) Deckhand Peter Capo, Capt. Thomas Jansen, Deckhand Vijay Jainauth and Deckhand Daniel Colon. Thanks to Patrolman Ray Henderson for the photo.
KUDOS FOR INDEPENDENCE II GALLEY GANG – During a recent servicing of the car carrier Independence II, vessel master Capt. Ken DeGroff (left in photo at left above, with Chief Steward Raul Napoles) raved about the performance of the entire steward department, which also includes SA Kipp Worthy (right) and Chief Cook Robert Maschmeier. Per the captain, not only is the food far beyond expectations, but also the morale in every department is boosted by the galley gang. The ship is operated by Tote Services.

SAFETY AWARD – AB Kosar Iqbal recently earned a safety award for his consistently outstanding work aboard the Crowley-operated USNS Victorious. Vessel master Capt. Peter A. Jorgensen nominated Iqbal for the recognition, citing (among other positives) the Seafarer’s “punctuality, hard work, conscientiousness, reliability and professionalism.”

At Sea and Ashore With the SIU

PREVENTIVE STEPS – Members recently prepped the Fort Lauderdale hall for severe weather. Picture are Seafarers Emanuel Paul, Ryan Boltz, Michael Bowen, Cielo Ojano and Vasil Cholakovski.

ABOARD MAERSK CHICAGO – Thanks to AMO Second Mate Michael Thomas for this photo of two longtime SIU members and the following note: “LAST TRIPS – AB James Coleman (left) and Rubin Mitchell are pictured Sept. 28 aboard the Maersk Chicago in Salalah, Oman. James started his sailing career in 1968, and Rubin acquired his sea legs in 1973. You can bet these two have some colorful sea stories! Catch them at their halls (Jersey City and Jacksonville, respectively).”

B-BOOK IN BALTIMORE – OMU Buzz Engelke (right) takes the union oath in Charm City as he picks up his full B-book from Port Agent Elizabeth Brown.

ABOARD RED CLOUD – Recertified Bosun Gerry Gianan sent this pic of the SIU steward department on the Patriot-operated USNS Red Cloud, which he described as a good feeder. From left: SA Emily Lepley, SA Howard Brooks, Chief Steward Rudy Lopez and Chief Cook Dennis Dizon.

WELCOME ASHORE IN JACKSONVILLE – Mario Morante (right) picks up his first pension check from Patrolman Joseph Koncul at the union hall. Morante sailed with Crowley Towing and Transportation for 21 years.
Continued from Page 3

has been turned over.

The administrator also discussed the overall decline in U.S.-flag tonnage in recent years and echoed Tellez’s point about “having to do this together” when it comes to advancing the industry.

Ebeling pointed out the Patriot will support U.S. sealift requirements around the globe, and added the ceremony occurred 15 years to the day “that Operation Enduring Freedom commenced in Afghanistan. We are still fighting there today, and the U.S. military is currently engaged in numerous other operations and exercises to protect human rights and to promote freedom and democracy around the world. This great ship will assist in that mission.”

He continued, “The U.S.-flag commercial fleet has long been and remains the most cost-effective means of sealift available, saving the nation billions in capital and operating costs. Most critically, the American mariners that sail aboard these ships are the most reliable and dedicated in the business.”

Several of the SIU and AMO mariners aboard the ship described the vessel appreciatively.

Chief Steward Jayne Peterson, for instance, who has been a Seafarer since 1988, said, “This is one of the nicest galleys I’ve had. I’m not used to having such a big galley.”

Paul Hall Center apprentices tour the vessel.

The ship reflaged earlier this year under the Stars and Stripes

**SIU-Crewed MSP RO/RO Vessel Renamed in Port of Baltimore**

**MSC Official Praises Crew Of Ocean Glory**

The SIU-crewed MV Ocean Glory, operated by Crowley, recently completed the final mission stop of Pacific Pathways 16-2, offloading military cargo in Pearl Harbor. An official from the U.S. Military Sealift Command (MSC) commended the crew’s performance, as did the vessel master.

During the last stop, the U.S. Army’s 599th Transportation Brigade partnered with Fleet Logistics Center Pearl Harbor to discharge 225th Infantry Division cargo and equipment off the Ocean Glory from September 7-9.

“This is our eighth of nine ports for Pacific Pathways 16-2,” said Christopher Hill, captain of the Ocean Glory since 2011. “It has been one of the best voyages of my entire career. The professionalism on display by the U.S. Army and how they helped our crew has been amazing.

“As Americans we are proud to do our part anyway, but this has been a pure pleasure,” Hill added. “I wish I could do this every day for the rest of my career. Working with the military hand in hand was a positive and unique experience.”

The captain and crew of the Ocean Glory received praise from Chris Thayer, Director of Contractor Operated Ships for MSC, in an official Bravo Zulu transmitted on Sept. 27. In the letter addressed to the captain and the owners of the vessel (Intermarine), Thayer said, “I wanted to take a moment to personally thank you and the crew of M/V Ocean Glory for your role in the delivery of critical PACIFIC PATHWAYS 16 exercise equipment while under charter to MSC. You delivered critical military exercise enablers to build and maintain relationships with our nation’s Pacific regional partners. During the performance of the mission, I often heard of the reliability of your ship and the professionalism of your crew. The superb level of service illustrates your company’s focus on customer fulfillment and your efforts did not go unnoticed.”

He concluded, “The performance of Captain Hill and the crew of M/V Ocean Glory was exemplary and fortifies the strong and honorable traditions of the U.S. Merchant Marine and the Military Sealift Command. The dedication, teamwork, and professionalism of all involved was extraordinary.”

The Ocean Glory is part of the Maritime Security Program (MSP), which features American-flag ships that are assets which the U.S. military can draw upon during contingencies. The vessel is a multi-purpose dry cargo ship equipped for carriage containers and strengthened for heavy cargo. She is equipped with three shipboard cranes.

Pacific Pathways 16-2 was a U.S. Army Pacific (USARPAC) mobility operation that supports three USARPAC exercises and links them into a single operation by using one commercial vessel to carry a designated task force and their force package equipment for the duration. PP16-2 was a combined operation between the U.S. Army and each of the armed forces of Thailand, Malaysia, and Indonesia – where the last of the U.S. Army’s equipment was back-loaded for return to Pearl Harbor and Tacoma, Washington.
Scholarships totalling $132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

**Seafarers Scholarships**

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

**Dependents Scholarships**

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

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet (PDF).

Please send me the 2017 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name..............................................................................................................................................................................................................................

Street Address..............................................................................................................................................................................................................

City, State, Zip Code...................................................................................................................................................................................................

Telephone Number (       ) ...........................................................................................................................................................................................

This application is for:  ☐ Self  ☐ Dependent

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

CS Dependable Crew Saves Indian Fishermen

The Indian Coast Guard vessel CS 201 is visible in the background, with another rescue boat in the foreground.

Editor’s note: Special thanks to the Dependable’s master, Capt. Yann Durieux, who provided the photos and details of the rescue.

The Brotherhood of the Sea came through again on Sept. 17 when the crew of the SIU-contracted CS Dependable saved the lives of 14 fishermen while travelling between two work sites off the Maharashtra Coast near Mumbai, India. The fishermen were clinging to floating debris — all that was left of their sunken vessel — when the Tyco-owned-and-operated cable ship arrived on the scene.

The crew sprang into action, spread out on every deck to keep watch on the distressed fishermen as the deck department and security team worked to bring the imperiled men aboard. All hands were busy tossing life rings to survivors in the water or manning radios to communicate the positions of the fishermen. Visibility was low due to rain, but a group effort resulted in the rescue of 14 men, with another man being rescued by the Indian Coast Guard.


The licensed crew is represented by the Seafarers-affiliated American Maritime Officers: Captain Yann Durieux, Chief Mate Tristan Schulz, First Officer Erick Antunes, Third Mates Allison Ludmer, Michael Sagripanti and John Lodico; Chief Engineer Lewis King, First Engineer Robert Carlstad, Second Engineers Isabelo Fernandez and John Crouse; and Chief Engineers Ryan Maiguen, Matthew Pastuszak and Gregory Thomas.

The rescued crew was attended to by the medical team on the cable highway, as mattresses were placed there to allow the fishermen to stay together. The men were given food and dry clothes, before getting some much-needed rest. As the weather continued to prove challenging, the men were transferred to the CS Dependable, which aided in the rescue operation of the crew of distressed Fishing boat CS Dependable, which aided in the rescue operation of the crew of distressed Fishing boat CS Dependable.

The entire crew of the CS Dependable gathers for a post-rescue photo.

A makeshift sick bay is set up aboard the ship. In the inset photo, GVA Peter Mensah, MDR Jack Ford and RODV Carl Stones help the fishermen recovering on the cable highway.

A father and son swim towards safety. In photo below, a survivor clings to a life ring as it is hauled in by the crew of the CS Dependable.

Pictured from left to right: AB Mohammed Salah, GVA Peter Mensah, AB Michael Pockat, AB Arsenio Breco, AB Ronnie Rodriguez, AB Joel Saul, MDR Jack Ford, Bosun Jerry Dingal and AB Alejandro Cusi.


The licensed crew is represented by the American Maritime Officers: Captain Yann Durieux, Chief Mate Tristan Schulz, First Officer Erick Antunes, Third Mates Allison Ludmer, Michael Sagripanti and John Lodico; Chief Engineer Lewis King, First Engineer Robert Carlstad, Second Engineers Isabelo Fernandez and John Crouse; and Chief Engineers Ryan Maiguen, Matthew Pastuszak and Gregory Thomas.

The rescued crew was attended to by the medical team on the cable highway, as mattresses were placed there to allow the fishermen to stay together. The men were given food and dry clothes, before getting some much-needed rest. As the weather continued to prove challenging, the men were transferred to the CS Dependable, which aided in the rescue operation of the crew of distressed Fishing boat CS Dependable, which aided in the rescue operation of the crew of distressed Fishing boat CS Dependable.

The entire crew of the CS Dependable gathers for a post-rescue photo.
Unions are the cornerstone of the American dream. And at Union Plus, we’re proud to provide programs designed specifically for hardworking union families. So for our 30th anniversary, we want to celebrate union members by giving away more than $100,000 in prizes for our American Dream Sweepstakes.

REGISTER 9/29/16 – 12/31/16 TO WIN:

$500 gift cards to 12 winners every week ★ $30,000 Grand Prize to 1 winner

HERE’S HOW IT WORKS:

1. Visit UnionPlusSweeps.com and provide a valid email address.
2. Complete the entry form.
3. Enter the sweepstakes up to 30 times per week.
### Dispatchers’ Report for Deep Sea

**September 16, 2016 - October 15, 2016**

<table>
<thead>
<tr>
<th>Port</th>
<th>Total Registered</th>
<th>Total Shipped</th>
<th>Trip Reliefs</th>
<th>Registered on Beach</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Groups A B C</td>
<td>All Groups A B C</td>
<td></td>
<td>All Groups A B C</td>
</tr>
<tr>
<td>Algonac</td>
<td>11 12 0</td>
<td>15 5 0</td>
<td>3</td>
<td>21 21 1</td>
</tr>
<tr>
<td>Anchorage</td>
<td>0 3 1</td>
<td>0 3 0</td>
<td>1 1</td>
<td>3 1 1</td>
</tr>
<tr>
<td>Baltimore</td>
<td>5 2 0</td>
<td>1 1 0</td>
<td>0 5</td>
<td>7 0</td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>13 7 3</td>
<td>17 9 2</td>
<td>2</td>
<td>28 16 1</td>
</tr>
<tr>
<td>Guam</td>
<td>2 3 0</td>
<td>0 0 0</td>
<td>0 4</td>
<td>4 0</td>
</tr>
<tr>
<td>Harvey</td>
<td>10 2 2</td>
<td>10 0 2</td>
<td>2 2</td>
<td>24 3 2</td>
</tr>
<tr>
<td>Honolulu</td>
<td>9 3 1</td>
<td>3 1 0</td>
<td>0 17</td>
<td>0 6 1</td>
</tr>
<tr>
<td>Houston</td>
<td>44 10 5</td>
<td>34 5 5</td>
<td>19</td>
<td>103 21 19</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>42 15 8</td>
<td>29 10 5</td>
<td>7 3</td>
<td>73 28 13</td>
</tr>
<tr>
<td>Jersey City</td>
<td>36 10 2</td>
<td>34 7 0</td>
<td>11</td>
<td>67 25 7</td>
</tr>
<tr>
<td>Joliet</td>
<td>3 2 1</td>
<td>3 1 0</td>
<td>0 7</td>
<td>5 1</td>
</tr>
<tr>
<td>Mobile</td>
<td>11 3 1</td>
<td>9 4 1</td>
<td>4 16</td>
<td>5 2</td>
</tr>
<tr>
<td>Norfolk</td>
<td>20 11 5</td>
<td>12 9 2</td>
<td>2 35</td>
<td>33 4</td>
</tr>
<tr>
<td>Oakland</td>
<td>13 1 2</td>
<td>6 4 0</td>
<td>2 36</td>
<td>8 2</td>
</tr>
<tr>
<td>Philadelphia</td>
<td>4 4 0</td>
<td>2 3 0</td>
<td>0 8</td>
<td>5 0</td>
</tr>
<tr>
<td>Piney Point</td>
<td>1 2 0</td>
<td>2 1 0</td>
<td>0 0</td>
<td>4 0</td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1 2 0</td>
<td>2 3 0</td>
<td>3 9</td>
<td>7 0</td>
</tr>
<tr>
<td>Tacoma</td>
<td>32 9 3</td>
<td>22 4 2</td>
<td>6 71</td>
<td>13 7</td>
</tr>
<tr>
<td>St. Louis</td>
<td>3 1 2</td>
<td>1 0 1</td>
<td>0 5</td>
<td>1 2</td>
</tr>
<tr>
<td>Wilmington</td>
<td>16 12 4</td>
<td>14 7 3</td>
<td>6 36</td>
<td>20 14</td>
</tr>
<tr>
<td>TOTALS</td>
<td>276 114 39</td>
<td>216 77 23</td>
<td>23 75</td>
<td>568 235 78</td>
</tr>
</tbody>
</table>

### Engine Department

<table>
<thead>
<tr>
<th>Port</th>
<th>Total Registered</th>
<th>Total Shipped</th>
<th>Trip Reliefs</th>
<th>Registered on Beach</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Groups A B C</td>
<td>All Groups A B C</td>
<td></td>
<td>All Groups A B C</td>
</tr>
<tr>
<td>Algonac</td>
<td>4 6 0</td>
<td>3 5 0</td>
<td>0</td>
<td>6 4 1</td>
</tr>
<tr>
<td>Anchorage</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>0 1 0</td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>1 7 3</td>
<td>0 7 1</td>
<td>1 7</td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>10 5 1</td>
<td>3 2 0</td>
<td>1 16</td>
<td></td>
</tr>
<tr>
<td>Guam</td>
<td>1 0 0</td>
<td>0 0 0</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Harvey</td>
<td>1 4 0</td>
<td>0 1 0</td>
<td>0 8</td>
<td></td>
</tr>
<tr>
<td>Honolulu</td>
<td>3 5 0</td>
<td>5 0 0</td>
<td>15 5</td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>16 8 2</td>
<td>15 6 0</td>
<td>8 26</td>
<td></td>
</tr>
<tr>
<td>Jacksonville</td>
<td>15 14 1</td>
<td>13 10 0</td>
<td>4 34</td>
<td></td>
</tr>
<tr>
<td>Jersey City</td>
<td>14 8 1</td>
<td>7 4 0</td>
<td>5 24</td>
<td></td>
</tr>
<tr>
<td>Joliet</td>
<td>1 3 0</td>
<td>2 0 0</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td>3 4 0</td>
<td>2 0 0</td>
<td>11 8</td>
<td></td>
</tr>
<tr>
<td>Norfolk</td>
<td>12 11 2</td>
<td>12 6 0</td>
<td>1 19</td>
<td></td>
</tr>
<tr>
<td>Philadelphia</td>
<td>12 5 2</td>
<td>6 6 1</td>
<td>4 22</td>
<td></td>
</tr>
<tr>
<td>Piney Point</td>
<td>3 2 0</td>
<td>0 0 0</td>
<td>0 4</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1 4 1</td>
<td>0 2 1</td>
<td>0 3</td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>1 2 0</td>
<td>1 3 0</td>
<td>0 5</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>1 1 0</td>
<td>1 1 0</td>
<td>0 3</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>16 13 0</td>
<td>8 7 0</td>
<td>6 30</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>129 114 15</td>
<td>92 67 3</td>
<td>38 255</td>
<td></td>
</tr>
</tbody>
</table>

### Steward Department

<table>
<thead>
<tr>
<th>Port</th>
<th>Total Registered</th>
<th>Total Shipped</th>
<th>Trip Reliefs</th>
<th>Registered on Beach</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Groups A B C</td>
<td>All Groups A B C</td>
<td></td>
<td>All Groups A B C</td>
</tr>
<tr>
<td>Algonac</td>
<td>3 1 0</td>
<td>2 1 0</td>
<td>0</td>
<td>1 5 2</td>
</tr>
<tr>
<td>Anchorage</td>
<td>0 1 0</td>
<td>0 0 0</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>2 1 0</td>
<td>0 0 0</td>
<td>0 4</td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>5 1 0</td>
<td>8 3 0</td>
<td>3 15</td>
<td></td>
</tr>
<tr>
<td>Guam</td>
<td>2 1 0</td>
<td>1 0 0</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Harvey</td>
<td>4 1 0</td>
<td>1 0 0</td>
<td>10 1</td>
<td></td>
</tr>
<tr>
<td>Honolulu</td>
<td>16 0 1</td>
<td>6 0 0</td>
<td>1 24</td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>14 4 0</td>
<td>11 2 0</td>
<td>4 28</td>
<td></td>
</tr>
<tr>
<td>Jacksonville</td>
<td>22 6 2</td>
<td>19 4 1</td>
<td>3 32</td>
<td></td>
</tr>
<tr>
<td>Jersey City</td>
<td>11 3 0</td>
<td>12 1 0</td>
<td>6 14</td>
<td></td>
</tr>
<tr>
<td>Joliet</td>
<td>0 1 1</td>
<td>0 2 0</td>
<td>0 0</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td>3 5 0</td>
<td>3 2 0</td>
<td>6 4</td>
<td></td>
</tr>
<tr>
<td>Norfolk</td>
<td>10 11 2</td>
<td>11 2 0</td>
<td>5 31</td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td>19 5 1</td>
<td>16 3 0</td>
<td>37 9</td>
<td></td>
</tr>
<tr>
<td>Philadelphia</td>
<td>3 0 0</td>
<td>4 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Piney Point</td>
<td>1 2 2</td>
<td>1 0 1</td>
<td>0 3</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>1 2 2</td>
<td>3 2 1</td>
<td>1 1</td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>9 2 0</td>
<td>2 2 0</td>
<td>1 24</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>3 0 0</td>
<td>1 0 0</td>
<td>0 4</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>22 8 1</td>
<td>11 4 0</td>
<td>4 32</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>150 55 12</td>
<td>113 28 3</td>
<td>43 274</td>
<td></td>
</tr>
</tbody>
</table>

### Entry Department

<table>
<thead>
<tr>
<th>Port</th>
<th>Total Registered</th>
<th>Total Shipped</th>
<th>Trip Reliefs</th>
<th>Registered on Beach</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Groups A B C</td>
<td>All Groups A B C</td>
<td></td>
<td>All Groups A B C</td>
</tr>
<tr>
<td>Algonac</td>
<td>3 1 0</td>
<td>1 7 3</td>
<td>1 1</td>
<td></td>
</tr>
<tr>
<td>Anchorage</td>
<td>0 1 1</td>
<td>0 0 1</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>0 1 0</td>
<td>0 0 1</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>0 3 4</td>
<td>0 3 0</td>
<td>1 1</td>
<td></td>
</tr>
<tr>
<td>Guam</td>
<td>0 1 0</td>
<td>0 1 0</td>
<td>0 1</td>
<td></td>
</tr>
<tr>
<td>Harvey</td>
<td>0 2 0</td>
<td>0 0 1</td>
<td>1 1</td>
<td></td>
</tr>
<tr>
<td>Honolulu</td>
<td>0 7 8</td>
<td>0 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Houston</td>
<td>2 8 5</td>
<td>3 4 2</td>
<td>10 20</td>
<td></td>
</tr>
<tr>
<td>Jacksonville</td>
<td>4 9 23</td>
<td>2 8 14</td>
<td>0 3</td>
<td></td>
</tr>
<tr>
<td>Jersey City</td>
<td>1 18 2</td>
<td>1 5 0</td>
<td>1 25</td>
<td></td>
</tr>
<tr>
<td>Joliet</td>
<td>0 1 0</td>
<td>0 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td>0 2 3</td>
<td>0 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Norfolk</td>
<td>0 14 6</td>
<td>0 5 7</td>
<td>2 30</td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td>10 3 1</td>
<td>1 6 2</td>
<td>5 14</td>
<td></td>
</tr>
<tr>
<td>Philadelphia</td>
<td>0 1 0</td>
<td>0 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Piney Point</td>
<td>0 2 0</td>
<td>0 0 0</td>
<td>0 2</td>
<td></td>
</tr>
<tr>
<td>Puerto Rico</td>
<td>0 0 0</td>
<td>0 0 0</td>
<td>0 9</td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>5 5 2</td>
<td>2 9 4</td>
<td>2 9</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>0 0 0</td>
<td>0 1 0</td>
<td>0 3</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>1 10 16</td>
<td>1 9 10</td>
<td>6 6</td>
<td></td>
</tr>
<tr>
<td>TOTALS</td>
<td>16 105 87</td>
<td>11 55 55</td>
<td>17 55</td>
<td></td>
</tr>
</tbody>
</table>

**GRAND TOTAL:** 571 388 153 432 227 84 173 1,152 689 334
Question: Where were you when you heard about the loss of the El Faro?

Carlos Otaszcoga
Chief Steward

I was on the Green Bay in the Virgin Islands when I heard the news. The El Faro was headed to San Juan, while we were headed around the world, through the Strait of Gibraltar. I knew every person on the El Faro, so the loss really hit home for me.

Brian Guiry
Bosun

I was on the USNS Williams in Saipan. I used to be a patrolman, and before then I shipped out of Jacksonville, so I knew all those guys. I shipped with some of those guys. It was devastating to me, and it’s still devastating.

Adam Bucalo
Chief Steward

I was in Japan, on the USNS Victorine. I ship out of Jacksonville, and I sailed with the Chief Cook (Lashawn Rivera) and the Chief Steward (Theodore Quammie) before – they’re great guys. The new lighthouse at the Jacksonville union hall serves as a reminder to carry the torch, and always keep the light on.

Allen Van Buren
Chief Cook

I was in Singapore, on the APL Cyprine. My chief cook at the time found out through Facebook, and then he told me. Then I started getting calls from home, checking on me, because I had just gotten off the El Faro on June 30.

José R. Morales
Chief Steward

I was talking with O&MU German Solar on the phone on the Thursday before they sailed, and he assured me that they were monitoring the storm. When I heard what had happened to my friend, I started coming to the hall regularly and getting more information. I knew all those guys.

This month’s question was answered by Seafarers at the Jacksonville hall on Oct. 1, the day the union christened the El Faro memorial there.

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
November 2016

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 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

BONNIE AGNO
Brother Bonnie Agno, 71, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. He was a steward department member. Brother Agno upgraded in 2001 at the Piney Point school. He last worked on the Green Ridge. Brother Agno lives in San Pablo, California.

LLOYD BETHEA
Brother Lloyd Bethea, 71, became an SIU member in 2001. He sailed in the engine department, most recently aboard the Benavides. Brother Bethea attended maritime training in 2001 and 2007 at the maritime training center in Piney Point, Maryland. He was born in Jersey City, New Jersey, and now calls Houston home.

PAULA BROOKSHIRE
Sister Paula Brookshire, 68, joined the SIU in 1987. Her first trip was aboard the Patriot. Sister Brookshire sailed in the steward department. She upgraded twice at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Sister Brookshire last worked on the USSN Invincible. She was born in Santa Monica, California, and now resides in Clyde, North Carolina.

GENE BUTSON
Brother Gene Butson, 65, started sailing with the union in 1996. He originally worked aboard the USSNS Silus Bent. Brother Butson upgraded his skills on two occasions at the Paul Hall Center for Maritime Training School. The deck department member last shipped on the Alaskan Legend. Brother Butson lives in Twentynine Palms, California.

RAMON CASTRO
Brother Ramon Castro, 63, became a union member in 1977. He initially worked on the Point Julie. Brother Castro sailed in the deck department. In 1996, and 1998, he took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. Brother Castro’s most recent voyage was 43 and 080. Evergreen State. He is a native of Honduras and now makes his home in New Orleans.

PASQUALE DIBIASE
Brother Pasquale DiBiase, 61, joined the SIU ranks in 1982. He originally sailed on the Constitution. Brother DiBiase shipped in the engine department. He upgraded twice at the Seafarers-affiliated school in southern Maryland. Brother DiBiase’s most recent ship was the Green Point. He is a resident of Portland, Maine.

FRANCISCO DIEGO
Brother Francisco Diego, 65, began sailing with the union in 1997. He first worked on the Clearview. Brother Diego was born in Honduras. He enhanced his skills in 2001 at the Paul Hall Center. The deck department member most recently worked aboard the Maersk Georgia. Brother Diego makes his home in Bronx, New York.

WILLIAM DRUMMOND
Brother William Drummond, 66, joined the union in 1978. His first ship was the Santa Magdalena. He last sailed aboard the Philadelphia Express. Brother Drummond worked mainly in the engine department. He last shipped at the Paul Hall Center. Brother Drummond resides in Jacksonville, Florida.

MOSTAFA FAHMY
Brother Mostafa Fahmy, 65, signed on with the Seafarers in 1980. His first trip was on the Brooklyn Ranger. In 1991 and 2001, Brother Fahmy took advantage of educational opportunities available at the maritime training center in Piney Point, Maryland. He was born in Egypt and sailed in the engine department. Brother Fahmy last sailed aboard the Liberty Star. He lives in Brooklyn, New York.

JAMES OTANI
Brother James Otani, 77, joined the union in 1982. He initially worked aboard the Constitution. A member of the steward department, Brother Otani’s most recent ship was the Independence. He lives in Honolulu, Hawaii, home.

RICHARD SABO
Brother Richard Sabo, 61, became a Seafarer in 2001. His first trip was on the Samuel L. Cobb. Brother Sabo upgraded twice at the Paul Hall Center and worked in the deck department. His last vessel was the Overseas Boston. Brother Sabo worked in Port Angeles, Washington.

RICHARD HINDSON
Brother Richard Hindson, 71, joined the Seafarers in 1993. He first sailed on the Atlantic, as a member of the deck department. Brother Hindson upgraded frequently at the union-affiliated school in Piney Point. He last shipped aboard the Torkyton Express. Brother Hindson is a resident of South Padre Island, Texas.

CHRISTOPHER HYATTE
Brother Christopher Hyatte, 65, signed on with the SIU in 1989. His first trip was on the Independencia. Brother Hyatte attended classes on three occasions at the Paul Hall Center. He worked in the steward department, most recently aboard the Liberty Promise. Brother Hyatte resides in Honolulu.

ANTONIO AMALFITANO
Brother Antonio Amalfitano, 65, started sailing with the union in 1984. He last worked aboard vessels operated by Crowley Towing & Transportation of Wilmington, North Carolina. Brother Amalfitano was born in Italy. The deck department member makes his home in San Pedro, California.

JOHN ASHLEY
Brother John Ashley, 62, joined the SIU in 2003. He originally shipped aboard the Green Mountain State. Ashley was a member of the engine department. He upgraded in 2014 at the Piney Point school. Brother Ashley most recently worked aboard the Vision. He lives in Adna, Washington.

MAGDALENO CASTILLO
Brother Magdaleno Castillo, 64, started his SIU career in 2002. He primarily worked aboard American Marine Corporation vessels. Brother Castillo worked in the engine department. He is a resident of Las Vegas.

ELOI DALTON
Brother Eloi Dalton, 64, first donned the SIU colors in 1973. He worked with Interstate Oil Transportation for the duration of his career. The engine department member upgraded twice at the union-affiliated school. Brother Dalton retired from the service.

CHARLES FOX
Brother Charles Fox, 65, joined in 1989. He originally shipped with Moran Towing of Philadelphia. Brother Fox worked in the deck department. He last worked for Crowley Liner Service. Brother Fox makes his home in Mount Royal, New Jersey.

LARRY PIERCE
Brother Larry Pierce, 66, started shipping with the SIU in 1977. He first worked with Devis Carriers. Brother Pierce sailed in the deck department. His final trip was with G&H Towing. Brother Pierce retired to San Leon, Texas.

LAWRENCE ROTH
Brother Lawrence Roth, 58, began his seafaring career in 1978. He initially shipped with Northern Towing Company. Brother Roth sailed as a member of the deck department. In 1993, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Roth’s most recent trip was with G&H Towing. He settled in Houston.

NATIONAL MARITIME UNION

STERLING ADAMS
Brother Sterling Adams, 61, joined the SIU in 1977, prior to the 2001 merger with the SIU. He resides in Minneapolis, Minnesota.

WILLIAM SHANNON
Brother William Shannon, 65, began his SIU career in 2001 when the NMU merged into the Seafarers International Union. He was a steward department member. Brother Shannon lives in Rocky Face, Georgia.
DEEP SEA

STEPHEN AKENS
Brother Stephen Akens, 89, died June 22. He joined the Marine Cooks and Stewards in 1978 in the port of San Francisco, the same year that union merged into the SIU. Brother Akens was born in Tennessee and shipped as a member of the steward department. He made his home in California.

JOSE DECASTRO
Brother Jose DeCastro, 68, passed away February 27. He became a union member in 2005. Brother DeCastro was born in the Philippines. The steward department member called Guan home.

ROBERT GUERRERO

JUNIOR HUGHES
Brother Junior Hughes, 90, passed away August 2. He signed on with the Marine Cooks and Stewards in 1971. Brother Hughes was a native of South Carolina. He worked in the steward department and lived in Mullins, South Carolina.

GEORGE KOULOURIS
Pensioner George Kououlouris, 81, died July 7. His seafaring career in 1990. Brother Kououlouris' first ship was the Cape Carthage; his last was the Producer. He sailed in the steward department. Brother Kououlouris began collecting his pension in 2001. He was born in Greece, and most recently resided in Florida.

MARIO LOPEZ
Pensioner Mario Lopez, 71, died July 6. He joined the SIU in 1966. Brother Lopez was born in Guatemala. He originally sailed on the Maiden Creek. Brother Lopez concluded his seafaring career aboard the Astrachem. A member of the engine department, he started collecting his retirement compensation in 2010. Brother Lopez continued to call Guatemala home.

HARRY PETERSEN
Pensioner Harry Petersen, 70, passed away July 6. Brother Petersen started sailing with the Seafarers in 1967. He was originally employed with Pringle Barge Lines. A member of the steward department, Brother Petersen last shipped on the Smt. Matej Kocak. He went on pension in 2011 and was a resident of Milwaukee.

JAMES RICHARDSON
Brother James Richardson, 76, died July 8. He became a union member in 1966 in San Francisco. Brother Richardson sailed in the steward department, most recently aboard the Cape Mohican in 1998. He was born in Mississippi and called Henderson, Nevada, home.

MARILYN SANTOS
Pensioner Marilyn Santos, 76, passed away June 29. She began her SIU career in 1989. Sister Santos was a steward department member. She primarily worked aboard the Independencia. Sister Santos started collecting her pension in 2004 and made her home in Kaneohe, Hawaii.

THOMAS SWANSON
Pensioner Thomas Swanson, 74, died July 26. He signed on with the Seafarers in 2001 when the NMU merged into the Seafarers International Union. Brother Swanson was born in New York and shipped as a deck department member. He was last employed on the Sulfur Queen. Brother Swanson lived in Florida.

GEORGE TELELAGAS
Pensioner George Telelagas, 83, passed away July 2. He became a union member in 1961. Brother Telelagas initially sailed in the deep sea division aboard the St. Titian. Prior to his retirement in 1978, he worked with JW Wescott. Brother Telelagas was a resident of Huntington Beach, California.

HARRY PETERSEN
Pensioner Harry Petersen, 70, passed away July 6. Brother Petersen started sailing with the Seafarers in 1967. He was originally employed with Pringle Barge Lines. A member of the steward department, Brother Petersen last shipped on the Smt. Matej Kocak. He went on pension in 2011 and was a resident of Milwaukee.

JAMES RICHARDSON
Brother James Richardson, 76, died July 8. He became a union member in 1966 in San Francisco. Brother Richardson sailed in the steward department, most recently aboard the Cape Mohican in 1998. He was born in Mississippi and called Henderson, Nevada, home.

MARILYN SANTOS
Pensioner Marilyn Santos, 76, passed away June 29. She began her SIU career in 1989. Sister Santos was a steward department member. She primarily worked aboard the Independencia. Sister Santos started collecting her pension in 2004 and made her home in Kaneohe, Hawaii.

THOMAS SWANSON
Pensioner Thomas Swanson, 74, died July 26. He signed on with the Seafarers in 2001 when the NMU merged into the Seafarers International Union. Brother Swanson was born in New York and shipped as a deck department member. He was last employed on the Sulfur Queen. Brother Swanson lived in Florida.

GEORGE TELELAGAS
Pensioner George Telelagas, 83, passed away July 2. He became a union member in 1961. Brother Telelagas initially sailed in the deep sea division aboard the St. Titian. Prior to his retirement in 1978, he worked with JW Wescott. Brother Telelagas was a resident of Huntington Beach, California.

INLAND

FRANCIS O’BRIEN

JOHN RICHARD
Pensioner John Richard, 80, passed away July 8. Brother Richard signed on with the union in 1963. He was employed with NVI/DE Marine for the duration of his career. Brother Richard was a deck department member. He began receiving his pension in 1994 and lived in Orange, Texas.

DARDEN HUDGINS
Pensioner Darden Hudgins, 88, died June 11. Brother Hudgins was born in Virginia. He started collecting his pension in 2003 and was a resident of Mathews, Virginia.

GEORGE HYNES

LEE KONG
Pensioner Lee Kong, 95, died June 12. He was born in China. Brother Kong started collecting his retirement pay in 1970 and lived in New York.

WILLIE BELL
Pensioner Willie Bell, 87, died July 17. Born in Maryland, Brother Bell started receiving his pension in 1984. He resided in Pikesville, Maryland.

BRIGIDO COFRESI
Pensioner Brigido Cofresi, 96, passed away June 2. He was a native of Puerto Rico. Brother Cofresi began collecting his pension in 1968. He lived in Palm City, Florida.

JACK DELANO
Pensioner Jack Delano, 91, died June 3. Brother Delano was born in California. He went on pension in 1987 and made his home in Santa Barbara, California.

CLINE GLIDDEN
Pensioner Cline Glidden, 91, passed away June 27. Born in the West Bay, Cayman Islands, Brother Glidden started receiving his pension in 1982. He was a resident of Grand Cayman.

PABLO GONZALEZ
Pensioner Pablo Gonzalez, 87, died June 1. Brother Gonzalez was born in Lares, Puerto Rico. He retired in 1986 and continued to reside in Puerto Rico.

HERMAN SCYPION
Pensioner Herman Scypion, 82, passed away June 14. He was born in Port Arthur, Texas, and became a pensioner in 1991. Brother Scypion continued to live in Texas.

WILLIAM WAGNER
Pensioner William Wagner, 90, died June 24. The Alabama native became a pensioner in 1995. He was a resident of Mobile, Alabama.

Name    Age    DOD
Barton, Thomas 92    July 18
Cahana, Miguel 94    July 27
Gomez, Joseph 94    July 6
Hernandez, Ben 91    May 31
Hurd, Harold 79    June 17
Kambur, William 91    May 29
King, Robert 85    May 15
Kramer, Samuel 78    June 25
Najar, Paul 89    June 10
Pavlin, Robert 84    June 7
Robles, Alejandro 98    July 11
Ryce, Byron 72    July 2
Silva, Israel 90    June 4
Taylor, Arthur 87    July 8
Thomas, Carlos 74    July 18
Valento, Santiago 90    July 27
Velasco, Antonio 92    June 16
Walker, Leon 92    July 18

Name    Age    DOD
Barton, Thomas 92    July 18
Cahana, Miguel 94    July 27
Gomez, Joseph 94    July 6
Hernandez, Ben 91    May 31
Hurd, Harold 79    June 17
Kambur, William 91    May 29
King, Robert 85    May 15
Kramer, Samuel 78    June 25
Najar, Paul 89    June 10
Pavlin, Robert 84    June 7
Robles, Alejandro 98    July 11
Ryce, Byron 72    July 2
Silva, Israel 90    June 4
Taylor, Arthur 87    July 8
Thomas, Carlos 74    July 18
Valento, Santiago 90    July 27
Velasco, Antonio 92    June 16
Walker, Leon 92    July 18
MAERSK IDAHO (Maersk Line, Limited), July 23 – Chairman Ronald Mena, Secretary Scott A. Opsahl, Educational Director David Vega, Steward Delegate Fernando Lopez. Chairman reported smooth sailing and thanked crew for their hard work. He reminded mariners to ask the captain for a completed tour of duty form. Secretary expressed gratitude for crew members helping keep lounge and mess hall clean. They were urged to leave rooms clean and supplied with fresh linen for relief. Educational director advised members to check expiration dates on documents and start renewal process early. He also advised mariners to take advantage of upgrading opportunities available at the Port of Center, Pennsylvania. Treasurer stated $3,000 in ship’s fund. No beefs or disputed OT reported. Suggestion was made to reduce the number of physical required and increase optical allowance. Requests were made for new chairs, mattresses and refrigerator. All aboard thanked the steward department for a job well done. Next port: Newark, New Jersey and Baltimore.

MAERSK KINLOSS (Maersk Line, Limited), July 16 – Chairman Ferdinand Gongora, Secretary Juan Vallejo, Educational Director Tijani Rashid, Deck Delegate Peter Wojtkowski, Engine Delegate Reynaldo Lacayo, Steward Delegate Stanford Draken. B pensioned due to importance of safety aboard vessel and urged mariners to keep documents up-to-date. Secretary expressed gratitude to SIU President Michael Suco and Executive Vice President Augie Tellez for their job defending the Jones Act. Educational director advised mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when renewing merchant mariner credential for STCW Basic Training when re- newing merchant mariner credential earlier than expiration. They listed many suggestions for enhancing skills at maritime training center in Piney Point, Maryland. No new beefs or disputed OT reported. Motion was made to increase pension benefits. Steward department was thanked for excellent food.

USNS FRED STOCKSTALM (Crowley), July 17 – Chairman Munassir H. Alame, Steward Delegate Walter Alame, Secretary Jamiel Flachbart. Chairman advised all to secure personal property. Secretary gave kudos to fellow crew members for successful exercise in San Diego. Educational director urged mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when re- newing merchant mariner credential earlier than expiration. They thanked galley gang for job well done. Next port: Jacksonville, Florida.

JEAN ANNE (Maersk Line, Limited), August 21 – Chairman Noel R. Camacho, Secretary Ingra L. Maddox, Educational Director Grayson W. Ross, Deck Delegate Dennis Bracamonte, Engine Delegate Somir Tarsha, Steward Delegate Adele Williams. Chairman reported smooth voyage with no injuries. Secretary discussed new BJT requirements and clarified that as long as your MMC is good past January 1, 2017 you can continue to sail without getting new BJT due to current MMC expires – but you must have a new MMC to renew it. Educational director urged members to enhance their skills at the Paul Hall Center to excel in their positions. He also mentioned there has been an issue with lashing gear in holds being a potential trip hazard. He advised members to report loose lashings to bosun or chief mate. No beefs or disputed OT reported. Discussion was held regarding importance of registering to vote and signing up for absentee ballot. Recommendations were made to increase vacation benefits. It was noted that money from recycling was used to purchase benefits. It was noted that money from recycling was used to purchase benefits. Secretary expressed gratitude for crew members helping keep lounge and mess hall clean. They were urged to leave rooms clean and supplied with fresh linen for relief. Educational director advised members to check expiration dates on documents and start renewal process early. He also advised mariners to take advantage of upgrading opportunities available at the Port of Center, Pennsylvania. Treasurer stated $3,000 in ship’s fund. No beefs or disputed OT reported. Suggestion was made to reduce the number of physical required and increase optical allowance. Requests were made for new chairs, mattresses and refrigerator. All aboard thanked the steward department for a job well done. Next port: Newark, New Jersey and Baltimore.

MAERSK CAROLINA (Maersk Line, Limited), August 21 – Chairman Kokelaal Demir, Secretary Alexander Banxby III, Educational Director Kevin M. Cooper, Engine Delegate James Sieger. Under old business, it was mentioned that there’s still some unresolved disputed OT involving deck and steward departments. Chairman reported safe trip and announced upcoming payoff in Norfolk, Virginia. Secretary reminded everyone to vote in general election and also contribute to SPAD, the union’s voluntary political action fund, because it causes workers. Educational director encouraged fellow mariners to take advantage of upgrading opportunities at union-affiliated school in Piney Point, Maryland. No new beefs or disputed OT reported. Crew noted current issue of Seafarers LOG is available online (as are back issues). They discussed efforts to recruit new mariners and offered candid assessments of some of the challenges, including requirements for documentation and numerous physical exams. Crew thanked steward department for good meals. They listed many suggestions for the next contract and (separately) proposed changes to the medical, pension, and vacation plans.

MAERSK KENTUCKY (Maersk Line, Limited), August 28 – Chairman Albert C. Williams, Secretary Emmanuel F. Lauberta, Educational Director Karen T. Wright, Deck Delegate Arleta Jones, Engine Delegate Arnold Williams, Steward Delegate Teresito Reyes. Chairman thanked all departments for work- ing safely. Secretary encouraged fellow members to upgrade at Paul Hall Center. Educational director reminded everyone to keep documents and physicals current. No new beefs or disputed OT reported by deck or engine delegates; steward delegate reported disputed OT. Crew wished for increase in vacation benefits. They thanked galley gang for job well done. Next port: Houston.

OVERSEAS NIKISKI (OGS), August 8 – Chairman Arctiste M. Padua, Secretary Richard R. Sanderson, Educational Director Benjamin E. Matthews, Deck Delegate Obaid Ali, Steward Delegate Jason Beckford. Chairman reported every- thing running smoothly. Secretary discussed improved dental benefits, news of which was well-received by crew. Educational director encour- aged everyone to upgrade and re- minded them to keep all documents and paperwork up-to-date. No new beefs or disputed OT reported. No new beefs or disputed OT reported. Crew was encouraged to ask questions if they have any issues. They made suggestions pertaining to shuttles, retirement benefits and STCW Basic Training. Steward department was thanked for excellent trip.

With Seafarers in Hawaii

Seafarers aboard the Marjorie C

Chief Cook Frank Ramones, Recertified Steward Gerald Figg, ACU David Hilarrio

ACU Ruben Sicloet, Chief Cook Marcelo Rodriguez

OS Mark Baclayon picks up his full B book at the union hall.
The Merchant Marine Exposition Medal includes, but is not limited to, the delivery of cargo and supplies for use by deployed United States military, Allied and United Nations (UN) forces in Somalia, as well as support for any associated humanitarian care, either on personnel movements, and to the Port of Mogadishu and/or other Somalia port facilities utilized for support of operations during the period cited. It also includes the re-supply of U.S. and allied ships in Somalia’s national and proximate waters engaged in direct support of the above operations during the stated period.

For purposes of awarding the MMM to mariners, MARAD designated the area of Operations cited for award to U.S. military personnel of the Armed Forces Exposition Medal for direct support to United Nations Operations Restore Hope and United Shield. This area, to be used as a point of reference in awarding the MMM, extends from approximately 62 degrees Latitude North, to 62 degrees Latitude South, and from approximately 45 degrees Longitude East to 63 degrees Longitude West. However, this definition is intended to cover some, but not all of the instances of, direct support to United States and United Nations operations in Somalia.

Civilian U.S. Merchant Marine applicants who seek the medal but have not performed the work described above must explain in their application how the merchant maritime work they performed and why it constituted "direct support." Such applications will be evaluated to determine whether the work described provides an alternate basis for direct support. Personnel aboard U.S.-flag commercial vessels sailing in the designated area of hostilities but not rendering direct support will not be eligible for this award.

In order to validate their service, mariners seeking award of the MMM for Somalia must submit a copy of their Certificate of Discharge from foreign ocean going vessels to MARAD. The Certificate of Discharge time period must be between December 5, 1992 and March 31, 1995. The application form for a Certificate of Discharge (Form CG-714A) may be downloaded from the US Coast Guard website at https://www.uscg.mil/forms.

Letter to the Editor

Retiree Has Fond Memories, Still Strong SIU Pride

Dear Union Brothers:

I am retired Seafarer Matthew (Matt) Carroll, C1054. My last ship was in December 1984. I have been enjoying my SIU pension since 2009. On the beach I have been a shopkeeper and zinc worker, plant operator and a text writer. I have a name just a few.

I am proud of my service on ships contracted with the SIU, one of the few unions that still believe in the brotherhood of workers everywhere, and backs this belief with actions.

When participating in my city’s Cesar Chavez Day activities, I remember everyone of the SIU’s role in supporting my mission. I have run for mayor of El Paso and served on many city boards and commissions. I current hold the office of Beto O’Rourke (D-Texas), a champion of veteran- and issues, programs, projects, and policies which would preserve a key section of the mountain overlooking El Paso.

Even as a retiree living in a remote corner of a blood-red state, I can be an advocate of the SIU’s policies and principles of organized labor.

Fraternally yours,

Matt Carroll
1011 N. Saint Vrain St.
El Paso, TX 79902-4510

SPAD is a separate segregated fund. Its primary purpose is to fund SIU related activities, including, but not limited to, furthering the political, social and economic interests of Seafarers, professionals and workers, the preservation and furthering of the American maritime profession, and providing opportunities for seamen and boaters 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 pressure, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by unlawful conduct, the union, the member shall 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 shall 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 the President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Strong SIU Pride

Seafarers LOG

Attn: Con revive your过去 on the rights and other information.

With your past experience, I am am even more impressed by the evolution of our union and reports fully their findings and recommendation. Members of this committee may make any contributions or other provisions of the SIU Constitution 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 violation of their or officer in attempting to properly to the nearest SIU port agent.

EDITORIAL POLICY — THE SEA-FARERS LOG. The Sea-Farers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1969 meetings in all its appropriate bodies. The responsibility for Sea-Farers LOG is vested in the executive board which consists of the executive board of the union. The executive board may make any contributions or other forms and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official failed to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

EQUAL RIGHTS. All members are entitled to 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 ethnic 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 any union headquarters.

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 any reason unless he is given such receipt, or if a member is required to make any 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. Members of the SIU have the right to be notified of changes in the union's policies and to be given access to union records or information, the member should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Camp Springs, MD 20746

The Merchant Marine Expeditionary Medal includes, but is not limited to, the delivery of cargo and supplies for use by deployed United States military, Allied and United Nations (UN) forces in Somalia, as well as support for any associated humanitarian care, either on personnel movements, and to the Port of Mogadishu and/or other Somalia port facilities utilized for support of operations during the period cited. It also includes the re-supply of U.S. and allied ships in Somalia’s national and proximate waters engaged in direct support of the above operations during the stated period.

For purposes of awarding the MMM to mariners, MARAD designated the area of Operations cited for award to U.S. military personnel of the Armed Forces Expedition Medal for direct support to United Nations Operations Restore Hope and United Shield. This area, to be used as a point of reference in awarding the MMM, extends from approximately 62 degrees Latitude North, to 62 degrees Latitude South, and from approximately 45 degrees Longitude East to 63 degrees Longitude West. However, this definition is intended to cover some, but not all of the instances of, direct support to United States and United Nations operations in Somalia.

Civilian U.S. Merchant Marine applicants who seek the medal but have not performed the work described above must explain in their application how the merchant maritime work they performed and why it constituted “direct support.” Such applications will be evaluated to determine whether the work described provides an alternate basis for direct support. Personnel aboard U.S.-flag commercial vessels sailing in the designated area of hostilities but not rendering direct support will not be eligible for this award.

In order to validate their service, mariners seeking award of the MMM for Somalia must submit a copy of their Certificate of Discharge from foreign ocean going vessels to MARAD. The Certificate of Discharge time period must be between December 5, 1992 and March 31, 1995. The application form for a Certificate of Discharge (Form CG-714A) may be downloaded from the US Coast Guard website at https://www.uscg.mil/forms.

FULLY DISCLOSURE — SPAD.

In the name of the union. The executive board may determine to cover some, but not all of the instances of, direct support to United States and United Nations operations in Somalia.

Civilian U.S. Merchant Marine applicants who seek the medal but have not performed the work described above must explain in their application how the merchant maritime work they performed and why it constituted “direct support.” Such applications will be evaluated to determine whether the work described provides an alternate basis for direct support. Personnel aboard U.S.-flag commercial vessels sailing in the designated area of hostilities but not rendering direct support will not be eligible for this award.

In order to validate their service, mariners seeking award of the MMM for Somalia must submit a copy of their Certificate of Discharge from foreign ocean going vessels to MARAD. The Certificate of Discharge time period must be between December 5, 1992 and March 31, 1995. The application form for a Certificate of Discharge (Form CG-714A) may be downloaded from the US Coast Guard website at https://www.uscg.mil/forms.

Important Notice For Mariners

Mariners are urged to avoid making a index in the name of the union. The executive board may determine to cover some, but not all of the instances of, direct support to United States and United Nations operations in Somalia.

Civilian U.S. Merchant Marine applicants who seek the medal but have not performed the work described above must explain in their application how the merchant maritime work they performed and why it constituted “direct support.” Such applications will be evaluated to determine whether the work described provides an alternate basis for direct support. Personnel aboard U.S.-flag commercial vessels sailing in the designated area of hostilities but not rendering direct support will not be eligible for this award.

In order to validate their service, mariners seeking award of the MMM for Somalia must submit a copy of their Certificate of Discharge from foreign ocean going vessels to MARAD. The Certificate of Discharge time period must be between December 5, 1992 and March 31, 1995. The application form for a Certificate of Discharge (Form CG-714A) may be downloaded from the US Coast Guard website at https://www.uscg.mil/forms.

Additionally, if at any
The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welding</td>
<td>November 26</td>
<td>December 16</td>
</tr>
<tr>
<td>Steward Department Courses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Galley Ops</td>
<td>December 3</td>
<td>December 30</td>
</tr>
<tr>
<td>Certified Chief Cook</td>
<td>December 31</td>
<td>January 27</td>
</tr>
<tr>
<td>Chief Steward</td>
<td>November 5</td>
<td>December 24</td>
</tr>
<tr>
<td>ServSafe</td>
<td>November 19</td>
<td>November 25</td>
</tr>
<tr>
<td>Basic Training w/16hr FF</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Basic Training Revalidation</td>
<td>December 9</td>
<td>December 24</td>
</tr>
<tr>
<td>Basic Training/Adv. FF Revalidation</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Combined Basic/Advanced Firefighting</td>
<td>November 26</td>
<td>December 2</td>
</tr>
<tr>
<td>Government Vessels</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Tank Ship Familiarization - DL/LG</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>Tank Ship Familiarization - LG</td>
<td>November 19</td>
<td>December 2</td>
</tr>
</tbody>
</table>

**Engine Department Upgrading Courses**

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advanced Refer Containers</td>
<td>January 14</td>
<td>February 10</td>
</tr>
<tr>
<td>BAPO</td>
<td>January 7</td>
<td>February 3</td>
</tr>
<tr>
<td>FOWT</td>
<td>February 25</td>
<td>March 24</td>
</tr>
<tr>
<td>Junior Engineer</td>
<td>January 7</td>
<td>March 3</td>
</tr>
<tr>
<td>Machinist</td>
<td>November 12</td>
<td>December 2</td>
</tr>
<tr>
<td>Marine Electrician</td>
<td>January 21</td>
<td>March 17</td>
</tr>
<tr>
<td>Marine Refer Tech</td>
<td>March 18</td>
<td>April 7</td>
</tr>
<tr>
<td>Pumpman</td>
<td>December 3</td>
<td>December 16</td>
</tr>
</tbody>
</table>

**Gap Closing Courses**

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering Resource Management</td>
<td>November 26</td>
<td>December 16</td>
</tr>
<tr>
<td>Leadership and Managerial Skills</td>
<td>November 26</td>
<td>December 2</td>
</tr>
<tr>
<td>ARPA</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>ECDSI</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>GMNSS</td>
<td>January 28</td>
<td>February 10</td>
</tr>
<tr>
<td>Lifeboat</td>
<td>November 19</td>
<td>December 2</td>
</tr>
<tr>
<td>RFPNW</td>
<td>January 7</td>
<td>February 3</td>
</tr>
<tr>
<td>Radar Observer</td>
<td>November 19</td>
<td>December 2</td>
</tr>
<tr>
<td>AB to Mate Modules</td>
<td>February 25</td>
<td>March 24</td>
</tr>
<tr>
<td>Basic Training/Adv. FF Revalidation</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Basic Training w/16hr FF</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Combined Basic/Advanced Firefighting</td>
<td>November 26</td>
<td>December 2</td>
</tr>
<tr>
<td>Government Vessels</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Tank Ship Familiarization - DL/LG</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>Tank Ship Familiarization - LG</td>
<td>November 19</td>
<td>December 2</td>
</tr>
</tbody>
</table>

**Deck Department Upgrading Courses**

<table>
<thead>
<tr>
<th>Title of Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Able Seafarer Deck</td>
<td>February 4</td>
<td>March 3</td>
</tr>
<tr>
<td>AB to Mate Modules</td>
<td>Module dates vary throughout the year. Students will be advised of dates once accepted.</td>
<td></td>
</tr>
<tr>
<td>ARPA</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>ECDSI</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>GMNSS</td>
<td>January 28</td>
<td>February 10</td>
</tr>
<tr>
<td>Lifeboat</td>
<td>November 19</td>
<td>December 2</td>
</tr>
<tr>
<td>Radar Observer</td>
<td>December 2</td>
<td>January 27</td>
</tr>
<tr>
<td>RFPNW</td>
<td>January 7</td>
<td>February 3</td>
</tr>
<tr>
<td>Radar Observer</td>
<td>December 2</td>
<td>January 27</td>
</tr>
<tr>
<td>AB to Mate Modules</td>
<td>February 25</td>
<td>March 24</td>
</tr>
<tr>
<td>Basic Training/Adv. FF Revalidation</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Combined Basic/Advanced Firefighting</td>
<td>November 26</td>
<td>December 2</td>
</tr>
<tr>
<td>Government Vessels</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Tank Ship Familiarization - DL/LG</td>
<td>December 3</td>
<td>December 9</td>
</tr>
<tr>
<td>Tank Ship Familiarization - LG</td>
<td>November 19</td>
<td>December 2</td>
</tr>
</tbody>
</table>

**Important Notice**

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

**UPGRADING APPLICATION**

Name ________________________________________
Address ______________________________________
Telephone (Home) ____________________________ (Cell) ____________________________
Date of Birth ________________________________
Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐
If the following information is not filled out completely, your application will not be processed.
Social Security # ____________________________ Book # ____________________________
Seniority _______________________ Department ________________________
Home Port ____________________________ E-mail ____________________________
Endorsement(s) or License(s) now held ____________________________

Are you a graduate of the SHLSS/PHC trainee program? ☐ Yes ☐ No
If yes, class # and dates attended ____________________________

Have you attended any SHLSS/PHC upgrading courses? ☐ Yes ☐ No

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic through course date.

<table>
<thead>
<tr>
<th>COURSE</th>
<th>START DATE</th>
<th>DATE OF COMPLETION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welding</td>
<td>November 26</td>
<td>December 16</td>
</tr>
<tr>
<td>Steward Department Courses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advanced Galley Ops</td>
<td>December 3</td>
<td>December 30</td>
</tr>
<tr>
<td>Certified Chief Cook</td>
<td>December 31</td>
<td>January 27</td>
</tr>
<tr>
<td>Chief Steward</td>
<td>November 5</td>
<td>December 24</td>
</tr>
<tr>
<td>ServSafe</td>
<td>November 19</td>
<td>November 25</td>
</tr>
<tr>
<td>Basic Training w/16hr FF</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Basic Training Revalidation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Training/Adv. FF Revalidation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combined Basic/Advanced Firefighting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Vessels</td>
<td>November 12</td>
<td>November 18</td>
</tr>
<tr>
<td>Tank Ship Familiarization - DL/LG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tank Ship Familiarization - LG</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

The Seafarers Harry Lundberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Signed: ____________________________ Date: ____________________________

11/16
Apprentice Water Survival Class #815 – The following Phase I apprentices (above, in alphabetical order) graduated from this course Sept. 9: Adam Brundage, William Cannon, Dion Cheeseborough, Neil Donegan, Kevin Franklin, Will Jordan, Robert Lanier and Kyle Williamson.

Tank Ship Familiarization – Nine Phase III apprentices graduated from this course Sept. 2. Completing their requirements (above, in alphabetical order) were: Saleh Al Almatari, Alexander Ayers, Toby Blunt, Todd Colabella, Andrew King, Joshua Lux, Mark Smith II, Matthew Szczepaniak and Brandon Yednoroz. Upon the completion of their training, each plans to sail in the deck departments aboard SIU-contracted vessels.

Tank Ship Familiarization – The following Phase III apprentices (above, in alphabetical order) graduated from this course Sept. 2: Marquez Fields, Gabriel Freeman, Deondre Gardner, Ryan Howard, Paul Ianni, Marcus Jimenez, Mason McGowan, Daniel Joshua Ramos Resultian, Dequan Jamal Rivera, Jesse Sigurdson and Daniel Lowie Rivera Surell. Each plans to sail in the engine department on union-contracted vessels once they complete their training.

Tank Ship Familiarization – Four Phase III apprentices (above, in alphabetical order) graduated from this course Sept. 2: Dorothea Fabrizius, Antonio Holmes, John Jewell and Todd Pryor. Once their apprentice training is completed, each plans to work in the steward department on SIU-contracted vessels.

Basic Firefighting – Seafarer Nilza Manazia, above center, completed the enhancement of her skills and graduated from this course Sept. 9. Celebrating the achievement with her are instructors Mike Roberts and Wayne Johnson Jr., who are situated at the far left and far right, respectively.
Paul Hall Center Classes

ECDIS – Eight upgraders completed this course Sept. 30. Graduating (above, in alphabetical order) were: Roy Carey, Jonathan Omar Chaparro Lorenzo, John Clare, Adolf Lopez Floresco, Bud Sok Khuth, Clayton Lupton, Jarred Moylan and Julio Enrique Perez. Patrick Schoenberger; their instructor, is at the far left.

OL (Basic Motor Plant) – The following Seafarers (above, in alphabetical order) graduated from this course Sept. 9: Antonio Griffin, Letwan Jackson and Joseph Ritchey. Class instructor Keith Adams is at the far right.

Medical Care Provider – Seven upgraders enhanced their skills by graduating from this course Sept. 9. Completing their requirements (above, in alphabetical order) were: Yoslervy Baro Laza, Alex Canada, Kevin Chenaiu, James Felis, Valentine Ogherewegba Okie, John Reyes and Jonny Gayo Zema. Their instructor, Wayne Johnson Jr., is at the far left.

Tank Ship Familiarization LG – Fourteen Seafarers improved their skills by finishing this course Sept. 9. Graduating (above, in alphabetical order) were: Derrick Alexander, Tyesha Boyd, Jose Armando Chumpitaz, James Davis Jr., Archie Eldridge Jr., Juan Ramon Iglesias, Jonas Paul Pangulhan Libang, Anecito Taladua Limboy, David Martinez, Patrick Ray Jr., Walenda Reynolds, Anthony Rutland, Anthony Sumlar and Daniel Tennant.

Tank Ship Familiarization LG – The following upgraders (above, in alphabetical order) graduated from this course Sept. 30: Arthur Bailey, Patrick Brill, Lonnie Carter, Daniel Coffman, Donell Criswell, Kirk Fisher, Barney George, Antonio Griffin, Lawrence Hernandez Jr., Steven Horta Jr., Luis Guillermo Ramos Rosa, Stephen Roell, Tyrell Nasheed Thabit, Hector Ivan Triado-Surillo and Charlie Wescott III. (Note: Not all are pictured)

Government Vessels – Nineteen upgraders graduated from this course Sept. 23. Completing all of their requirements (above, in alphabetical order) were: Daniel Coffman, Donell Criswell, Antonio Cummings, Michael Curtis, Belamino Da Rosa, Afolamaka Egeiton Wakama, Lee Eludo Jr., Shantita Flashbart, Barney George, Corey Hill, Christopher Hunnings, Clauds Letts, Nilsa Manaiza, Patrick McCarthy, John Mendez, Stephen Roell, Nicholas Sampson, Tirso Diaz Sarmiento and Steven Supplee. Class instructor Stan Beck is at the far right.

Junior Engineer (Basic Electricity) – The following Seafarers (above, in alphabetical order) graduated from this course Sept. 23: Carlos Eduardo Amaya-Avila, Alvin Cabahit, Kenneth Cabrera, Rodrigues Antwan Carson, Jonathan Collier, Adrian Darden, Domingos Dos Anjos Ferreira, Michael Flynn, Cortney Gant, Noah Hughes, Lucian Lepadatu, Mark Menton, Martin O’Brien, Yuri Adrian Oliveros, Russell Pilcher IV, Luis Alberto Sepulveda, William Sharp, Marijan Strk, Derrick Sullivan and Jeffrey Thrash. John Wiegman III, their instructor, is at the far left.
El Faro Remembrances . . . At the SIU-affiliated Paul Hall Center in Piney Point, Maryland

The photos on this page and on Pages 4-6 show some of the many observances conducted Oct. 1 for the final crew of the El Faro. Pictured at the Paul Hall Center in Piney Point, Maryland: Apprentice William Cannon (photo at right) rings the El Faro memorial bell; (in photo below) attendees stand for a moment of silence; and officials (photo above, from left, on stage) VP Atlantic Coast Joseph Soresi, VP Great Lakes and Inland Waters Tom Orzechowski, Executive VP Augie Tellez and Port Agent Pat Vandegrift start the ceremony.

Aboard the SIU-Crewed Isla Bella

Mariners aboard the Isla Bella gather for remembrance en route to Puerto Rico.

Tote Lighthouse

Tote dedicated this memorial lighthouse in Jacksonville.

SIU hall in Tacoma, Washington