

# SEAFARERS



# LOG

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

## Three Jones Act Ships Launched

As March wound down, three new SIU-contracted vessels were in the news following launch ceremonies at various shipyards across the country. Those ships, which will sail in the Jones Act trade, are the *Palmetto State* (photo at right), the *El Coqui* (second photo below) and the *American Freedom* (immediately below). Featured in the group photo at the bottom of the page

are *American Freedom* crew members (standing, from left) OMU Harlan Ouellette, SA Abdulla Quraish, Chief Cook David Dingman, AB Dennis Saggese, Pumpman Felix Garcia, Chief Steward Stephen Avallone, AB Brandon Albro, Bosun Joshua Mensah, AB Arsenio Malunes, (kneeling, from left) AB Julius Thomas, Oiler Benjamin Stanley and AB John McElhane. Page 3. (Ship photos, as listed above, courtesy of General Dynamics NASSCO, Crowley, and Philly Shipyard, respectively)



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# President's Report

## Jones Act Remains Vital

Look no further than the front page of this month's *LOG* to see some of the continuing positive effects of the Jones Act. As reported there and elsewhere in this edition, three new SIU-contracted vessels recently were launched at shipyards on all three sea coasts.

There's no way companies would make those kinds of investments in domestic American-flag shipping without the Jones Act – a law that has served our nation extremely well for nearly a century. Old salts probably know the essentials of America's freight cabotage law, but for any newcomers, the Jones Act requires that cargo moving between domestic ports is carried aboard ships that are crewed, built, flagged and owned American.



Michael Sacco

One of the oddities about this law is that while it has always enjoyed strong bipartisan support, it also regularly comes under attack, normally by individuals and organizations with no regard for the U.S. Merchant Marine or for America's security. Those attacks range from calling for outright elimination to chipping away

at isolated components such as the U.S.-build requirement or the application of the law in Puerto Rico.

Fortunately, the facts are on our side. And those facts include that the Jones Act helps account for almost 500,000 American jobs. It helps maintain a pool of U.S. mariners who are available to sail on American military support ships in times of need. It pours billions of dollars per year into the domestic economy. It is nothing short of critical in helping our nation maintain its shipbuilding capability. In summary, the Jones Act is essential to America's national, economic and homeland security.

It's also worth noting that most other industrialized nations maintain cabotage laws. (Our brothers and sisters in Canada have been successfully fighting efforts to weaken that nation's cabotage laws.) Basically, it's just sound policy and good common sense. For us, cabotage is an investment in America.

Although the vessels shown on our front page this month are deep sea ships, we shouldn't overlook the point that the Jones Act ensures that vessels plying America's inland waterways are truly domestic. Crews are carefully screened before receiving their credentials, and vessel owners work with the U.S. Coast Guard and other federal law enforcement agencies.

Another way to look at it was illustrated earlier this year during the Maritime Trades Department executive board meeting. One of the guest speakers, Michael Hebert, is in charge of the U.S. Customs and Border Protection's Jones Act Division of Enforcement. He described the law as "critical" and added: "Without the Jones Act, we would have issues in our inland river systems with national security. Our national security is a layered approach.... There's no way that we could enforce our national security laws without the Jones Act. We have 95,000 miles of coastline in the United States. When we look at the southern border, that's 1,900 (miles), and we're really concerned about the southern border. But we (also) need to be concerned about our coastline and our river systems. Without the Jones Act, we would be inundated with foreign-flag vessels and non-coastwise-qualified vessels doing business at our critical infrastructures. They would have unfettered access to our refineries and more, and that's an issue to me. Along with the vessels, the foreign crew that are on these vessels...."

Those are wise words from someone outside the labor movement who is very well-informed on the subject, and they reflect even more reasons why the Jones Act is good for America.



SIU President Michael Sacco addresses the crowd as Secretary Chao looks on.

## SIU President Speaks at DOT Event Outing Welcomes Sec. Chao, Acclaims Agency's 50th Year

Even in a town with no shortage of recognizable names, the speaker lineup for the March 29 event at U.S. Department of Transportation (DOT) headquarters was noteworthy.

The list included SIU President Michael Sacco, one of seven speakers featured at a gathering in the nation's capital that served as both a formal welcoming of DOT Secretary Elaine Chao and an observance of the department's 50th anniversary.

In addition to Sacco and Chao, the other speakers were (in order) Sen. John Thune (R-South Dakota), former DOT Secretary Elizabeth Dole, Virginia Gov. Terry McAuliffe (D), U.S. Rep. Bill Shuster (R-Pennsylvania) and Sen. Mitch McConnell (R-Kentucky), who is married to Chao. CNBC reporter Ylan Mui served as master of ceremonies.

SIU Executive Vice President Augie Tellez and SIU Legislative

Director Brian Schoeneman were among those in attendance. Crowd estimates varied, but were as high as 400-plus.

Sacco told the audience that although the SIU has worked with Chao since the mid-1980s (starting during her time at the Maritime Administration), their friendship blossomed when she took over as Secretary of

*Continued on Page 8*

## Trumka: Time to Change Economy That is Rigged Against Workers

"The future is truly ours to shape."

With these words, AFL-CIO President Richard Trumka told the National Press Club in Washington, D.C., on April 4 that the national labor federation would be active in pushing its agenda for working people and their families.

"Everybody deserves (an opportunity for) a good job," he declared, adding that the AFL-CIO would fight for all workers whether they belong to a union or not. He said the federation holds its fidelity to working people and not to a particular political party.

In discussing the 2016 election, he said people were "crying out for new economic rules" that work for them, which is something that applied to both Donald Trump and Hillary Clinton union voters.

Trumka stated the union movement would stand with President Trump if what he proposes is good for workers, but if the White House "pulls the bait-and-switch, you are going to fail." He addressed the administration's \$1 billion infrastructure idea as a good start but asked how the money will be spent. He acknowledged he is worried when presidential executive orders roll back actions whose original intentions were to help workers at their

job sites and at their banks.

Trumka told the audience of several hundred that the AFL-CIO would be watching what the president does if legislation recently passed by the House of Representatives eliminating project labor agreements on federal projects clears the Senate and reaches the Oval Office. "Will he sign or will he veto? Our job will be to get the facts out."

He talked about being a third-generation coal miner, growing up in southwestern Pennsylvania with good public schooling and affordable college "because of union contracts. Now mineworkers are lobbying Congress for their health care and pensions.

"Unionism gave us the ladder to the middle class," he continued. "For too many people, that ladder's gone. We have to rebuild it rung by rung."

To emphasize his point, he introduced Michael Smith, who lost his union job at the Chicago Nabisco factory last year when the company's owner, Mondelez, moved production to Mexico. "These (U.S.) factories should not be a thing of the past," Trumka avowed.

In his opening, Trumka pointed out that April 4 is Equal Pay Day – and that, on average, women have to work an extra 100 days to get the



AFL-CIO President Richard Trumka outlines the fight to bring the nation's economy closer to the values of workers during an address at the National Press Club.

same salary as men. He called this wrong and said the "economy is out of balance, tilted toward the corporations."

"Bring the jobs home and invest in America," he proclaimed. "When we stand together, we win."

The AFL-CIO has 55 affiliates (including the SIU) which represent 12.5 million workers. SIU President Michael Sacco is the federation's longest-serving executive council member.

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



SIU VP West Coast Nick Marrone (left in photo at left, with NASSCO VP/General Manager Kevin Graney) represented the union at the launch. In photo directly above, Graney and ship sponsor Mrs. Linda Rankine are pictured before the ceremony. Employees at General Dynamics NASSCO (above) – a union shipyard – pose under the tanker's bow. (Second and third photos courtesy General Dynamics NASSCO)

## Three New Vessels Entering Jones Act Service Two Tankers, One ConRo Signal New Jobs for SIU Members

The month of March ended with a flurry of news about tonnage entering the American-flag domestic fleet.

Three vessel launches – for the *El Coqui*, the *Palmetto State* and the *American Freedom* – mean new jobs for SIU members as well as state-of-the-art additions to the Jones Act fleet.

The *El Coqui* is a combination container and roll-on/roll-off (ConRo) ship built for Crowley Maritime at VT Halter Marine in Pascagoula, Mississippi. It was launched March 21.

The *Palmetto State* and *American Freedom* are tankers constructed for American Petroleum Tankers (APT). The *Palmetto State*, built at General Dynamics NASSCO in San Diego, was celebrated in a March 25 ceremony, while the *American Freedom* was welcomed March 29 at Philly Shipyard.

The LNG-powered *El Coqui*, slated to enter service in the second half of 2017, will now proceed through the final topside construction and testing phase, Crowley reported.

“This was a special day for Crowley, VT Halter Marine and all of the men and women who designed, and who are constructing, this world-class ship,” said Tom Crowley, company chairman and CEO. “We are extremely appreciative of all the work that has been accomplished so far and look forward to the successful delivery of *El Coqui* later this year and her sister ship, *Taino*, in the first half of next year.”

The ships will be 720 feet long and 106 feet wide, and each able to transport up to 2,400 twenty-foot-equivalent container units (TEUs) and a mix of nearly 400 cars



The *American Freedom* is a new addition to the SIU-crewed fleet. (Photo courtesy Philly Shipyard)

and larger vehicles in the enclosed, ventilated and weather-tight Ro/Ro decks. A wide range of container sizes and types can be accommodated, ranging from 20-foot standard, to 53-foot by 102-inch-wide, high-capacity units, as well as up to 300 refrigerated containers, Crowley noted.

They will be able to travel at 22 knots and are planned for service between Puerto Rico and Jacksonville, Florida.

Meanwhile, the 610-foot-long *Palmetto State* is the final ship in an eight-vessel class built by NASSCO for APT.

U.S. Rep. Susan Davis (D-California) served as the principal speaker for the christening and launch. As the ship's sponsor, Mrs. Linda Rankine christened the vessel with the traditional break of a champagne

bottle on the tanker's hull. She is the wife of Bill Rankine, manager of marine chartering and operations for CITGO. Thousands of shipbuilders, their family and friends, and members of the community attended the celebration.

The 50,000-dwt product carrier is LNG-conversion ready and will carry 330,000 barrels of cargo. With a specialized ECO design, the tankers are quite energy efficient and incorporate environmental protection features, including a ballast water treatment system, NASSCO reported.

Finally, Philly Shipyard (PSI) delivered the *American Freedom*, the second of four next-generation 50,000 dwt product tankers that it is building for APT. It's the twenty-sixth vessel built by PSI.

“We are proud to deliver another vessel to our partners at American Petroleum Tankers,” remarked Steinar Nerbovik, Philly Shipyard's president and CEO. “This vessel, like its predecessor, is delivered [on time], and with the same resolute focus on quality and safety that our customers depend on. On the cusp of the shipyard's 20-year anniversary, we are proud of each and every one of our deliveries and honored to serve some of the very best owners in the U.S. maritime industry.”

The *American Freedom* is based on a proven Hyundai Mipo Dockyards (HMD) design that also incorporates numerous fuel efficiency features and flexible cargo capability while meeting the latest regulatory requirements, the shipyard reported. The vessel has received “LNG Ready Level 1” approval from the American Bureau of Shipping (ABS). The 600-foot tanker has a carrying capacity of 14.5 million gallons of crude oil or refined products.

American's freight cabotage law, the Jones Act, requires cargo moving between U.S. ports to be carried on vessels that are crewed, built, flagged and owned American. Stipulations such as these are not unique in the world, nor are they new to the United States (the Jones Act has been the law of the land for nearly a century). Cabotage principles in part are designed to guarantee the participation of a country's citizens in its own domestic trade. These laws foster the development of a merchant marine and give preference to local labor and industry. More importantly, they support national security and protect the domestic economy.

According to a study by PricewaterhouseCoopers, the Jones Act helps maintain nearly 500,000 American jobs (both shipboard and related shore-side positions) while contributing billions of dollars each year to the domestic economy. The law has always enjoyed strong bipartisan support, though it also regularly comes under attack, usually by foreign-flag interests.



Philly Shipyard, formerly Aker Philadelphia, is a union facility that has produced 26 vessels. (Photo courtesy Philly Shipyard)



Port Agent Bobby Selzer is pictured in 2014 (photo at right) at the Jersey City hall and in an older, undated file photo (above) taken in Brooklyn.

## Accomplished Port Agent Bobby Selzer Retires

A longtime SIU fixture and dedicated union employee has called it a career.

Bobby Selzer most recently served as the port agent in Jersey City, New Jersey, but his SIU tenure spanned 56 years. He was, at different times, an employee of the *Seafarers LOG* and the creator and supervisor of an SIU print shop, though most remember him fondly as the port agent in Brooklyn, New York.

Brooklyn is still home for Selzer, 78, who retired late last year.

"He is a dear friend," said SIU Executive Vice President Augustin Tellez, "who introduced me to fine wine. He yelled at everybody – but that was just his way. If he didn't yell at you, that meant he didn't like you. But he has a big heart, a very generous soul, and a bellowing laugh. He is a loyal friend."

Selzer joined the union in 1960, and then-SIU President Paul Hall told him to start an in-house print shop. This was just the first of many tasks he would dutifully perform over his career.

Selzer recalled, "Paul Hall asked me

to start up a print shop in the old days, the *LOG* Press, before I worked the counter at the Brooklyn hall as a patrolman. I worked in three different locations, including the Jersey hall after the move. I went wherever they needed me, even working in the *LOG* office with Herb Brand for a time."

Selzer became the port agent in Brooklyn in 1984, and it's a job title he held until his retirement.

Reflecting on his years of service, he said the maritime industry has undergone many modifications.

"The government involvement is probably the biggest change," he said. "As far as union, I'd say the changes in shipping rules and regulations are very different than they used to be. But all the changes are for the best, of course."

SIU Vice President West Coast Nick Marone fondly remembered working with Selzer: "Bobby was a mentor to me very early on in my career as a patrolman in Brooklyn. He was very articulate on how our dispatching duties were to be handled. He was always available and very helpful and patient

through my learning process and always had you look into his eyes when he was explaining things to you so he would know you were understanding everything he said. I thought it was silly back then, but now, almost 40 years later I have come to understand how beneficial that is when communicating directly with someone.

"I appreciate Bobby for all he has done for me and all his dedication in maintaining and supporting our union objectives," Marone added. "I will always appreciate him and I am sending my warmest regards to him in his retirement."

SIU Vice President Government Services Kermett Mangram also wished Selzer well in his retirement and added, "I've known Bobby for 36 years; he was one of my closest friends. He's a great guy to be around with a great sense of humor."

Good-naturedly, Mangram added, "Until I met him, I never knew one person could eat a whole chicken."

"Bobby Selzer was truly one of the major building blocks of the SIU. If you doubt it, just ask him," said Philadelphia Port Agent

Joe Baselice. "He would remind you daily of his part in the no-nonsense days in New York, which shaped what the SIU is today. But underneath his brash exterior, Bobby has a heart of gold. He loves the membership, and cares about not only their livelihood but their personal lives. He was a great teacher and friend to me, and I owe him a ton more gratitude than I could ever give him. He's a great man and will be missed by all of the SIU."

Jersey City Port Agent Mark von Siegel remembered, "They broke the mold when they made Bobby. When I came to work for the SIU as a patrolman in Brooklyn, he was my port agent and my mentor, and he would do anything for the membership. He would always quote (the late SIU Vice President Contracts) Red Campbell, saying, 'The rules are there for a reason.' He instilled those values in everyone, to follow the rules and contracts to the letter.

"I wish him well in his retirement – he certainly earned it," von Siegel concluded. "And I'd thank him for teaching me as well as he did, in the hopes that I could try and fill his shoes."

## Union Financial Committee OKs SIU's 2016 Records

Each year, in accordance with the union's constitution, a group of rank-and-file members (elected by fellow Seafarers) reviews the SIU's financial records for the prior calendar year.

This process most recently took place in early April, and the committee of seven SIU members reported that the union's financial records for 2016 are in good order. Their report, filed with the secretary-treasurer's office, will be read in all ports and presented for approval at the union's May membership meetings.

Serving on the committee were Recertified Bosun **Gerard Costello** (chairman), Recertified Bosun **Brian Fountain**, QMED **Jason Eric Young**, Chief Cook **Marilou Toledo**, Recertified Bosun **Adrian Jones**, Recertified Bosun **Dan Marcus** and QMED **Riley Donahue**. They were elected April 3 at the monthly membership meeting in Piney Point, Maryland. They finished their work later in the week at the union's headquarters building, which is located in Camp Springs, Maryland, near the nation's capital.

The members handled their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the

annual financial committee along with rules and procedures for electing the group.

The report reads in part, "We have examined the procedure for controlling of the funds of the union and have found that the system of internal control is adequate to safeguard them properly.... We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer David Heindel also worked with the committee "and made himself and the records of his office available" to the group, according to the report.



Pictured from left to right in the photo above are (seated) Recertified Bosun Adrian Jones, Chief Cook Marilou Toledo, QMED Jason Eric Young, Recertified Bosun Brian Fountain, (standing) QMED Riley Donahue, Recertified Bosun Dan Marcus, Recertified Bosun Gerard Costello, Secretary-Treasurer David Heindel and Assistant VP Ambrose Cucinotta. In the photo below, committee members wrap up their work.



# General, Congressmen Support Merchant Marine

Widespread support for the U.S. Merchant Marine and American-flag shipping was voiced in a joint hearing of the Subcommittee on Readiness and Seapower and the Projection Forces Subcommittee of the House Armed Services Committee on March 30.

General Darren McDew, commander of the U.S. Transportation Command (TRANSCOM), testified before members of the House of Representatives including: Readiness Subcommittee Chairman Joe Wilson (R-South Carolina); Chairman of the Seapower and Projection Forces Subcommittee Rob Wittman (R-Virginia); Ranking Member of the Seapower and Projection Forces Subcommittee Joe Courtney (D-Connecticut); John Garamendi (D-California); Austin Scott (R-Georgia); Colleen Hanabusa (D-Hawaii); Bradley Byrne (R-Alabama); A. Donald McEachin (D-Virginia); Duncan Hunter (R-California); Donald Norcross (D-New Jersey); Martha McSally (R-Arizona); Vicky Hartzler (R-Missouri) and Elise Stefanik (R-New York).

Chairman Wilson opened the hearing, which focused on the current state of TRANSCOM, by saying, "This hearing follows a series of hearings and briefings highlighting the individual readiness challenges of each military service, which further confirms that our services are indeed in a readiness crisis. The cornerstone of the U.S. military is its service members; underpinning their success is the ability of our soldiers,

military assets and commercial partners makes a powerful combination that must be carefully managed and sustained," he stated. "And while I believe that TRANSCOM remains ready today to fulfill its important mission, I'm concerned about some of the longer-term challenges it will face without action by Congress. For example, while the emerging build-up of our Navy fleet has received significant attention in recent months, the state of our sealift capabilities is just as important."

**"Our nation cannot presume that a foreign-owned maritime sealift component will be available during times of conflict to deploy into contested waters. Our nation needs U.S. mariners on U.S.-flagged ships." - Congressman Rob Wittman (R-Virginia)**

He continued, "America's Ready Reserve Fleet and the vessels within the Maritime Security Program are strategic and irreplaceable national assets. And like other strategic assets, we must ensure that we do all we can to maintain, support, and replace the ships that comprise them. I'm deeply concerned, however, that we have not paid enough attention as a nation to the health and viability of our pool of vessels or the mariner pipeline needed to crew them. As we look at addressing some of the more urgent near needs facing our sealift capability, it is important as well to have a clear and long-term path towards fully recapitalizing our sealift fleet and the mariners needed to man them. In the near term, I believe we need to take action to ensure that the MSP has the resources and support it needs."

Wittman noted his concern over the availability of trained U.S. mariners, saying, "The Maritime Administration has indicated that our commercial sector does not have sufficient mariners to sustain a prolonged mobilization of our Ready Reserve forces. Our nation cannot presume that a foreign-owned maritime sealift component will be available during times of conflict to deploy into contested waters. Our nation needs U.S. mariners on U.S.-flagged ships."

In his opening statement, Gen. McDew said in part, "I wanted to emphasize the vital role that you mentioned, that our commercial industry, who I call our fourth component, plays in our success."

He went on to express his alarm about the current states of U.S. airlift and sealift capabilities, citing a recent war game in which planners were forced to account for transportation's vital role – and potential loss.

"I'm concerned about our national strategic sealift capability," he stated. "A delay in recapitalizing our military sealift fleet creates risk in our ability to deploy forces across the globe. These concerns are compounded further by merchant mariner shortages and the reduction of U.S.-flagged vessels. Today, our resources make us capable of meeting today's logistics needs. However, if we don't take action soon, many of our Military Sealift Command vessels will begin to age out by 2026. A significant portion of the DOD's wartime cargo capability moves on these ships."

In his testimony, McDew further explained TRANSCOM's view of commercial sealift: "Historically, nearly 90 percent of wartime transportation requirements are delivered through strategic organic and U.S.-flagged commercial sealift. In fact, our strategic sealift fleet provides the ability to deliver a decisive force over great distances. Our U.S. Navy component, the Military Sealift Command (MSC), provides sealift capabilities through ship chartering, prepositioning, and sustainment operations while also executing operational command over the Maritime Administration's (MARAD) Ready Reserve Force ships during contingencies. Without a healthy and viable U.S. commercial sealift fleet, MSC surge fleet, and MARAD's Ready Reserve Force, our nation's military may not be able to deploy as quickly and efficiently as it can today."

He then explained the great value of the Voluntary Inter-



Gen. Darren McDew  
Commander, U.S. Transportation Command

of trained merchant mariners and sealift capacity. It does this, and contributes to national defense, by [supporting] a robust, domestic maritime industry including U.S. industrial shipyard infrastructure for building, repairing, and overhauling U.S. vessels." When asked by Courtney about a diminished merchant mariner pool, McDew responded, "As you know, the merchant mariner force is the bedrock to how we move the force in our country. It makes the difference between

and the capacity of the mariners." After asking McDew about the status of the RRF vessels, Garamendi used his time to speak to his fellow members, saying, "We can expand the American commercial maritime fleet by requiring that the export of oil and gas be on American-built ships. And we can start at 10 percent, 15 percent, and then ramp it up. That would give us an opportunity for mariners to be trained and ready for the [RRF] or the MSP." Among his questions for the

**"If we don't take action soon, many of our Military Sealift Command vessels will begin to age out by 2026. A significant portion of the DOD's wartime cargo capability moves on these ships." - Gen. Darren McDew, Commander, U.S. Transportation Command**

**"I'm deeply concerned that we have not paid enough attention as a nation to the health and viability of our pool of vessels or the mariner pipeline needed to crew them." - Congressman Joe Courtney (D-Connecticut)**

sailors, airmen and Marines to go where they are needed and have fully operational equipment ready to be used.

"While I firmly believe the United States military remains the world's best, I'm concerned about shortfalls in readiness and the trend lines that we see," he continued. "U.S. Transportation Command enables our military to deliver an immediate and powerful force against U.S. adversaries anywhere in the globe, through airlift, air refueling and our strategic sealift."

Ranking Member Courtney echoed those concerns. "Under TRANSCOM, the mix of organic

dal Sealift Agreement (VISA) and the related Maritime Security Program (MSP).

"Over time, MSP has provided access to required commercial U.S.-flag shipping assets, while also supporting the pool of merchant mariners needed to operate MSC's surge and Ready Reserve Fleet," McDew said. "In this way, the MSP significantly contributes to the supply of merchant mariners available to serve on U.S. vessels in time of war while mitigating future risk to our national commercial capacity. Along with MSP, The Merchant Marine Act of 1920, also known as the Jones Act, provides an additional pool

us being the most powerful military in the world and us not being the most powerful military in the world. There are nations around the world that wish they had the power projection ability we have. The mariner force we have today is insufficient to go to war for an extended period of time."

Wittman asked about the RRF and whether the nation could sustain an activation. McDew replied, "We believe we have the numbers of ships to be able to start the initial deployment and maybe the second round of deployments. But maybe beyond that we're starting to be hurt by how available these ships will be

general, Hunter asked about the importance of the Jones Act for the maritime industrial base. McDew replied, "There are several pieces of U.S. law that are part of the industrial base and it's not just one. The Jones Act is probably the anchor for it, but without the Jones Act, without the Maritime Security Program, without cargo preference, our maritime industry is in jeopardy and our ability project the force is in jeopardy. If we think we need to project our force with U.S.-flagged vessels, with U.S. mariners on board, we need all of those things right now to secure that."



U.S. Rep. Joe Wilson



U.S. Rep. Rob Wittman



U.S. Rep. Joe Courtney



U.S. Rep. John Garamendi



U.S. Rep. Duncan Hunter

## With Seafarers Aboard Maersk Michigan



The photo above was captured by Captain Pham while the vessel was docked at Port Fujairah, UAE. Pictured from left to right are QMED Jason Young, Steward Devalence Smiley, QMED Ted Gonzales, AB Kareem Baxter, AB Tomas Robinson, AB Osei Baffoe (wearing protective gear due to wind and high temperatures), AB Greg Baker, GVA Alex Domadigo, AB Jose Argueta and Chief Cook Cecil Husted.

## Governor Reappoints SIU Port Agent To Position on Louisiana Authority

SIU Port Agent Chris Westbrook recently was reappointed by the governor to serve another term as a commissioner on the Louisiana International Deep Water Gulf Transfer Authority (LIGTT).

Westbrook, based at the SIU hall in Harvey, Louisiana, has worked on the commission since 2008. He was nominated for reappointment by the Louisiana State AFL-CIO, where he serves on the executive board as special assistant to the president on maritime.

The LIGTT is working to facilitate construction of what some have described as an “offshore megaport.” The organization describes the project as “envisioned to be America’s first deep water transfer terminal designed to accommodate the demands of Post-Panamax and larger Cape Size vessels.... The centerpiece of the system is a deep water transfer terminal to be located just east of the mouth of the Mississippi River where the Southwest Pass meets the Gulf of Mexico. It is anticipated the terminal will be equipped to handle bulk cargo, petro-



SIU Port Agent Chris Westbrook

leum products, and containers. The 2,238-acre site, with depths up to 108 feet, is owned by the State of Louisiana.”

Westbrook came up through the ranks, sailing on vessels operating in the Mississippi River and in the Gulf of Mexico. He worked his way up to chief engineer during a five-year shipboard career.

Both as a rank-and-file mariner and as a union official, he has completed numerous maritime safety courses. He graduated from a number of those classes at the Maryland-based Paul Hall Center for Maritime Training and Education, a highly regarded facility that is affiliated with the SIU.

Westbrook is the president of the AFL-CIO Maritime Trades Department’s Port Council of Greater New Orleans and Vicinity. He is a member of the nominating committee for the Port of New Orleans, Jefferson and St Bernard Parish board of commissioners. Additionally, he has served on the U.S. Coast Guard’s New Orleans Area Maritime Security Committee.

## New SHBP Documents Available on SIU Website

The Seafarers Health and Benefits Plan (SHBP) recently updated its Guide to Your Benefits for Participants at the Core-Plus and Core Benefit Levels. The new version, dated February 2017, contains the most current information about health benefits for employees and their dependents who are eligible for Core-Plus or Core health benefits. It is available online at [www.seafarers.org](http://www.seafarers.org), under the Member Benefits tab, Seafarers Health and Benefits Plan.

The SHBP and the other Seafarers Plans post all information about changes in benefits and general notices about the Plans on [www.seafarers.org](http://www.seafarers.org) in order to keep participants informed about their ben-

efits. Currently, the SHBP and the other Plans also mail these documents to participants.

The Seafarers Plans will soon send participants a letter requesting consent to receive these, and other non-confidential Plan documents electronically only. Since the electronic versions are always available regardless of an individual’s location, it is generally more convenient to view the electronic documents. It also avoids using resources on printing and mailing thousands of copies of documents. The Seafarers Plans encourages participants to read this consent form, and send it back to the Plans as soon as possible.

## ‘Turtle Ops’ Result In Reptilian Freedom

*Editor’s note: Many thanks to USNS Invincible vessel master Capt. Bradford Collins for the photos and write-up that follows. The Invincible is operated by Crowley.*

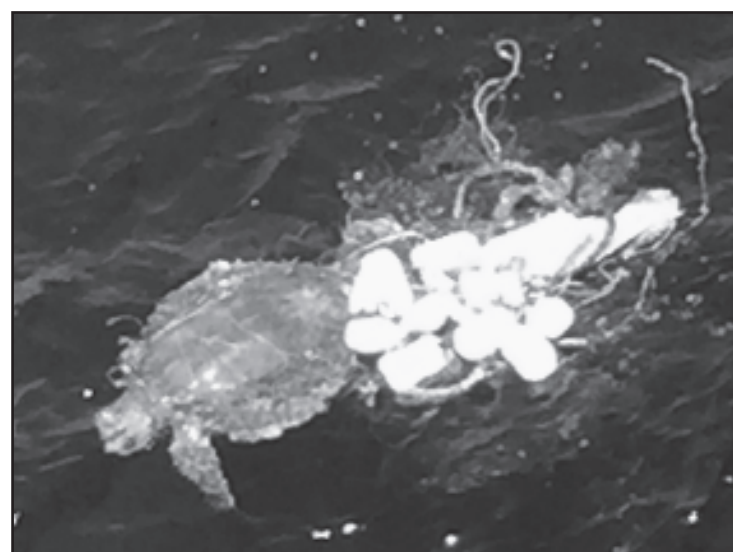
On March 29, the USNS Invincible’s bridge team spotted a turtle in trouble. A large turtle was badly entangled in nets and fishing line. With no pending operations, we immediately commenced “Turtle Ops.” – rescue that turtle!

The bow thruster was brought online and the ship was maneuvered to bring the turtle alongside and on board. The Invincible’s personnel – from Crowley, U.S. Navy Security, USAF and Raytheon – responded and carried out this rescue.

With the turtle aboard, via the side port, the nets and fishing lines were cut away. The no-longer-distressed turtle was released back overboard.

The quick response of the ship’s crew to a life in distress, and the maneuvering of the vessel to facilitate the safe shipboard recovery of a life, albeit a turtle, is indeed a demonstration of an unannounced “man overboard” rescue.

The Invincible’s diligent crew and teams responded beautifully as a cohesive unit.



These images show the tangled turtle, the mess it was caught in, and the glorious moment of initial freedom.

# Maersk Honors Recertified Steward Juan Hernandez

An enthusiastic Seafarer recently received recognition for his consistently excellent work.

Recertified Steward **Juan Vallejo Hernandez** earned a letter of commendation and a chef's knife set from Maersk Line, Limited (MLL). The letter cited the mariner's "consistently top-notch performance and dedication to duty while aboard the *Maersk Kinloss* and other Maersk vessels. Your professional skills, dedication to those you serve and department leadership is an inspiration to all."

Signed by MLL Vice President of Labor Relations Ed Hanley and MLL Port Steward Rich Fellone, the letter (presented March 29 in Norfolk, Virginia) also credited Vallejo Hernandez for helping generate "the highest crew satisfaction scores in food service" for two consecutive years in the company's employee engagement survey.

"As a true professional, you manage to balance quality, quantity, wellness and creative menu planning while remaining within budget," the letter continued. "[Even though] you make it look easy, we know it is not."

In a separate communication, Hanley described the recertified steward as "a skilled and dedicated professional whose pride and passion for his craft is uplifting and inspiring."

Vallejo Hernandez joined the union in 2001, and he completed the Paul Hall Center's steward recertification course in 2012. At that time, he stated, "The SIU has been a true blessing not only for me, but also for everyone else who has stepped forward and accepted the challenge of becoming a highly trained maritime professional.... The SIU provides job security for its members and secures a future in the maritime industry for generations to come."



Seafarer Juan Vallejo Hernandez (left) accepts a chef's knife set from MLL Port Steward Rich Fellone.

## Important Notices

### Avoid Mishaps When Enrolling for Direct Deposit

SIU members are encouraged to be meticulous when signing up for direct deposit of vacation checks.

As previously reported in the *LOG* and elsewhere, Seafarers can sign up for direct deposit by entering the appropriate banking information through the member portal account (linked on the union's home page). However, a recent development prompted Seafarers Plans Administrator Maggie Bowen to note, "Please keep in mind that we do not see your banking information, so you need to verify that you have entered the correct information. We send

a test file to the bank the first time; however, if you enter a valid bank account number, even if it is not yours, the bank will not notify us of an error. We recently had this problem occur and are working with the bank to fix it, but it takes a long time. So, double check your information before submitting your application, and (monitor) your account afterwards if you are expecting a deposit."

The case in question involved inadvertent entry of the wrong account number – and it happened to be another person's account, so that's where the deposit went.

### Drug Testing for MMC Renewal

### National Maritime Center Issues Release Which Outlines Options for Mariner Credential Applications

*Editor's note: The National Maritime Center issued the following news release on March 22.*

46 Code of Federal Regulations (CFR) Part 10 requires that all applicants for the original issuance or renewal of a Merchant Mariner Credential (MMC) and applicants seeking certain raises in grade or new endorsements must provide evidence of having passed a chemical test for dangerous drugs or meet the requirements for an exemption from testing in accordance with 46 CFR 16.220. If an applicant fails to meet this requirement, the Coast Guard will not issue the MMC. To meet this requirement, applicants may submit one of the following:

(1) A completed drug test form (Federal Drug Testing Custody and Control Form or CG-719P) signed by the Medical Review Officer (MRO) showing the applicant has passed a chemical test for dangerous drugs. Passing a chemical test for dangerous drugs means that the result of a chemical test conducted according to 49 CFR part 40 was reported as "negative" by an MRO. The National Maritime Center will not accept any other chemical test result including "negative – dilute".

(2) A letter on company or consortium stationery signed by an authorized official that administers the drug testing program stating that the applicant passed a test for dangerous drugs within the previous six months with no subsequent positive drug tests during the remainder of the six-month period.

(3) A letter on company or consortium stationery signed by an authorized official that administers the drug testing program stating that the applicant has been subject to random drug testing for at least 60 days during the previous 185 days, has not failed any tests, and has not refused to participate in any required test.

(4) Active duty or reserve military members may provide a letter from their command stating that they have passed a required chemical test for dangerous drugs within the previous six months. Active duty military members may also provide a letter from their command stating that they have been subject to random drug testing for the past six months and have not failed any tests. Random testing letters are not accepted for reserve military members.

(5) Civilian government mariners with the Military Sealift Command, U.S. Army Corps of Engineers, and National Oceanic and Atmospheric Administration may provide a letter from their command or headquarters as proof that they have been enrolled in a bona fide drug testing program and have been subject to random drug testing for at least 60 days during the previous 185 days. The letter must also certify that the mariner has not failed or refused participation in a chemical test for dangerous drugs.

Have questions or comments? Contact the NMC by using our Online Chat or Ticketing System, by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-1-ASK-NMC (427-5662).

## ITF, AMP Praise Jones Act

The Jones Act recently was defended by domestic and international allies, as both the American Maritime Partnership (AMP) and the International Transport Workers' Federation (ITF) made strong statements in support of America's freight cabotage law.

The SIU is affiliated with both organizations.

On April 4, during a panel discussion at the U.S. Navy League's Sea-Air-Space Exposition near the nation's capital, Thomas A. Allegretti, chairman of AMP, called the industry's relationship with the U.S. Coast Guard and the Customs and Border Protection "one of our most important partnerships" because of the role they play in U.S. homeland security.

The event brought together the U.S. defense industrial base, private-sector U.S. companies and key military decision makers. Allegretti was joined by current and former officials from the U.S. Coast Guard (USCG) and U.S. Maritime Administration (MARAD) for the panel: "Maritime Transportation: Partnerships in Preserving U.S. Commerce."

The panel presented an opportunity for Allegretti and fellow participants, including RADM Paul F. Thomas of the USCG, Jim Caponiti of the American Maritime Congress, and Anthony Fisher of MARAD, to discuss the importance of working together in the U.S. marine transportation system. Allegretti's remarks focused on the collaboration between and among America's commercial maritime industry, the Coast Guard and CBP to strengthen economic, national and homeland security and provide critical training and safety programs to support the U.S. Merchant Marine.

"The absence of a Jones Act would leave a huge, gaping security hole in American homeland security," said Allegretti. "This partnership between our American companies, crews, and government is valuable almost beyond measure. It is a partnership that is smart, efficient and, most important, makes our nation more secure."

He added, "Today there is an array of maritime training institutions and programs that produce American mariners – the best mariners in the world. The symphony of training programs is interconnected and coordinated under the oversight of our primary federal partner, the U.S. Coast Guard, along with the Maritime Administration. This partnership is the reason American mariners are the most competent, the most proficient and the best trained in the world."

Fisher noted, "Beyond the tactical

concerns that inland waterway access would provide, without the Jones Act ... there is a strategic concern over the potential loss of control of U.S. commerce to a foreign economy."

During his keynote remarks at the event, Admiral Paul Zukunft, USCG commandant, succinctly stated, "I do not advocate for the repeal of the Jones Act. We will lose our mariners. We will lose our shipyards."

Earlier that week, while speaking on the "Sea Services Update" panel discussion, Joel Szabat, executive director of MARAD, highlighted the importance of the Jones Act to maintaining military shipbuilding capacity and sustaining a qualified U.S. Merchant Marine base.

"The Jones Act ensures a U.S.-flagged fleet and domestic trade, including large tankers that employ the qualified mariners we need," said Szabat. "[It] supports a peacetime shipbuilding industry so our shipyards and superbly trained workforce stay in business during lulls in military shipbuilding."

A few days later, on April 6, while the ITF Cabotage Task Force was meeting in Oslo, Norway, they applauded the United States Department of Justice's announcement that the company Furie Operating Alaska LLC has agreed to pay \$10 million "to satisfy a civil penalty originally assessed against it by US Customs and Border Protection for violating the Jones Act."

As reported by the Department of Justice (DOJ), the company was penalized for transporting a jack-up drill rig from the Gulf of Mexico to Alaska in 2011 using a foreign-flag vessel without acquiring a Jones Act waiver. This is believed to be the largest Jones Act penalty in the nearly century-long existence of the law.

While the task force's preference is for proper adherence to individual nations' respective cabotage laws, it's critical that when regulations are violated, those breaking the rules are held accountable, they said.

Speaking from the Oslo meeting, the task force's chair and SIU of Canada President James Given said, "This is a really momentous decision. The size of the fine, the decisiveness and resolution of the decision and commitment to future action are the strongest possible markers of the importance and value of the Jones Act."

David Heindel, chair of the ITF Seafarers' section and SIU secretary-treasurer, added, "Once again the Jones Act has been rightly used to defend safe and lawful maritime operations in American waters. This is the right decision at the right time."



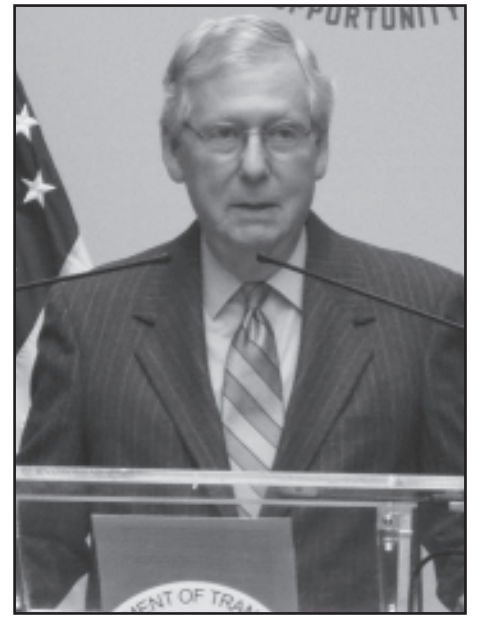
U.S. Rep. Bill Shuster  
(R-Pennsylvania)



Elaine Chao  
U.S. Transportation Secretary



Elizabeth Dole  
Former U.S. Senator/  
Transportation Secretary



U.S. Sen. Mitch McConnell  
(R-Kentucky)

## Sacco Addresses Audience During DOT's 50th Anniversary Event

Continued from Page 2

Labor during the George W. Bush administration beginning in 2001.

"During those years," Sacco stated, "whether we were meeting here in the nation's capital, or at a ship christening, or at our affiliated school in Maryland for a convention or a graduation, I got to know not only Secretary Chao the leader, but also Elaine the person. That's when I realized she's so compassionate and caring. That's when I really got a taste of how energetic she is. That's when I heard her speak to our students at the school, and to our crew members on our ships. I saw how much she wanted them to succeed."

He also described the widespread, positive reaction in the SIU when Chao was nominated to her current post last November.

"At that time, I heard from so many people in my organization, I couldn't believe it," Sacco recalled. "The calls and messages were nonstop. The reason for all those messages was because everyone in my organization was excited.... A big reason for that reaction is because we know Elaine is not only a tremendous leader, but also someone we respect; someone we admire; and someone we trust."

He continued, "She has valuable experience

with our industry, and she always pushes to come up with positive solutions to the challenges we face. I know that her door is always open, and that's all anyone can ask.... There is simply no one better qualified for this job."

Chao focused her remarks on emerging technology, safety, and the evolution of related American jobs.

"When I first came to the department so many years ago, smart phones and drones were part of the Star-Trek universe," she said. "Well, they're not science fiction anymore! Today, we are seeing a technological revolution that will change the way we work, live, travel, and conduct commerce. And this department has an unprecedented opportunity to help shape that future for our country."

The secretary said that technology like what's being used for self-driving cars "has the potential to change our lives in ways we can't imagine. The trend of ownership of personal vehicles is evolving. Many people may choose ride sharing in self-driving cars over personal ownership. Design and construction of future buildings, therefore, will not need as much parking space as they do today."

"Self-driving cars and trucks will talk to each other – vehicle to vehicle communication – and

keep a safe distance, reducing the number of highway fatalities," she continued. "Our infrastructure will be 'smart' – like our phones – so it can talk to and direct all the vehicles around it. Around the world, drones are already in the air inspecting agriculture, delivering packages and improving railway, pipeline and shipping safety. And new, satellite-based guidance systems will make aviation more reliable and safer. Long delays at the airport will become the exception rather than the rule."

New challenges accompany change, she pointed out: "And the Department of Transportation will be at the forefront of shaping this change, by focusing on the three priorities at the heart of our mission: enhancing safety, refurbishing infrastructure and preparing for the future."

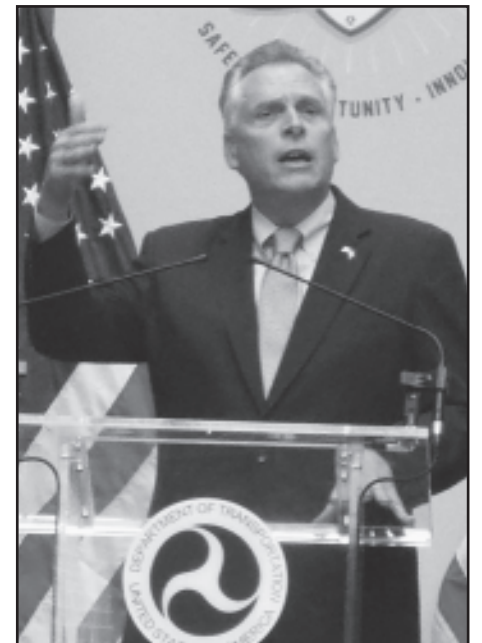
Chao also said, "As the former Secretary of Labor, I am concerned about the impact of technology on workers and jobs. Smart technology will still require human interaction to function at its best. But the new jobs being created will require higher skills and digital literacy. So, education and skills training will be more important than ever before. We need to help ease the transition. The changes and challenges we face today are opportunities to work together."



U.S. Sen. John Thune  
(R-South Dakota)



Among those pictured on the dais during the National Anthem are (from left, starting second from left) CNBC reporter Ylan Mui, former U.S. Sen./Transportation Secretary Elizabeth Dole, U.S. Sen. Mitch McConnell and U.S. Sen. John Thune.



Gov. Terry McAuliffe  
(D-Virginia)





# WWII Mariner Highlights Heroic History

## Legislation Would Honor Remaining Seafarers from 'Greatest Generation'

*Editor's note: The following message and the accompanying sidebar were written by Dave Yoho, a member of the American Merchant Marine Veterans (AMMV) who - as a member of the NMU - served on a T/2 tanker during World War II. He now works as a public speaker, and was inspired to write the letter by the introduction of H.R. 154, the Honoring Our WWII Merchant Mariners Act of 2017.*

*Yoho submitted the letter to Christopher Edyvean, the president of the AMMV, who passed it along to the Seafarers LOG. As stated in the organization's constitution, "The American Merchant Marine Veterans is a not-for-profit pro-American organization established to gain recognition for what the men of the American Merchant Marine have accomplished for our country in war and peace."*

*More than 1,200 SIU members gave their lives during World War II. The union fought for decades to secure veterans' status for WWII mariners; the recognition finally came in 1988, though it wasn't until 1996 that the cutoff date for seamen was extended to match the one used for the armed services.*

We are like grains of sand on the vast seashore of life. We are part of a rapidly eroding station of life. We are old and Veterans of World War II.

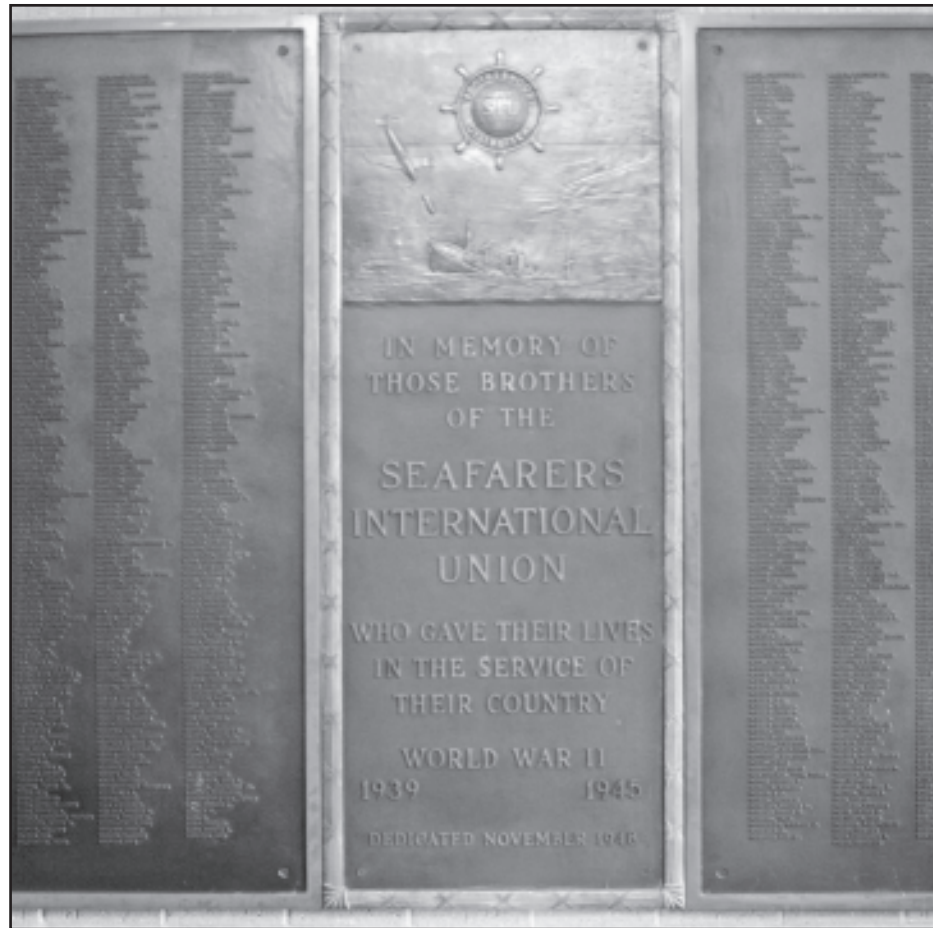
There were 16 million U.S. service men in uniform - from a population of about 130 million. Our special group represented 250,000 of those Veterans. Now, less than 2,500 of us remain.

We were called to service by a great president (Franklin D. Roosevelt), and legislation was enacted for the creation of this special group.

We were issued and required to wear uniforms, trained and marched in a military manner; we had to go through guards to get in to our base and we could not leave without special documentation. We were taught wartime techniques, the use of anti-aircraft guns, and each day our regimentation was supervised in a military manner with penalties for the violation of good-conduct rules or military dress.

We were all volunteers; we were present on all five continents on which that war was fought. We were wherever allied fighting forces were called upon, at every invasion, on every sea and ocean.

The Coast Guard administered our records and training and the U.S. Navy controlled the scheduling, departure and destination for those ships on which we served. In the seven months which followed our entry into war, many of us served on ships which sailed through hostile waters



Located at the main entrance to the Paul Hall Memorial Library in Piney Point, Maryland, this monument honors the more than 1,200 SIU members who gave their lives during World War II.

off our eastern seaboard.

From Nova Scotia down to Florida and further, these ships traveled without special armament, guns or ammunition and without convoy - following the routes and going to ports mandated by the U.S. Navy.

In those first seven months of World War II, 300 ships were sunk and 3,000 seamen died right off that eastern coastline of the United States.

In a distant place called Murmansk, Russia, American and allied ships were called upon to deliver the goods of war. These ships, laden with tanks, trucks, planes, ammunition, fuel, clothing and food, sailed through ice and seas so cold that those who were forced to abandon ship survived for less than 10 minutes before going to their watery grave. No ships were permitted to stop or slow down to rescue survivors. On one occasion, supporting combat ships were withdrawn from merchant ships and their crews were left to face German ships and

submarines, which rapidly diminished their numbers.

The beautiful World War II Memorial in Washington, D.C., pays tribute to Murmansk as a critical battlefield of that war. Yet, this is but one of those bloody, life-destroying encounters in which we participated and for which we paid dearly with our lives.

The majority of us were very young when we enlisted; many under the age of 18; some were 16 or 17 years of age. We were trained in a military environment and put on ships at graduation.

When the war ended, we had the highest casualty rate of any of the services. Even then, President Harry Truman implored us to remain in service to bring home the troops from five continents, to transport and bring supplies, machinery and other equipment of peace to the needy world. At war's ending, we were eager to return to our homes and families, yet most of us re-

sponded to the call to continually serve our country.

On June 22, 1944, President Roosevelt signed into law the "G.I. Bill," which was presented to him by both houses. On that date, and for the record, he stated: "I trust Congress will soon provide similar opportunities to the members of the Merchant Marines who have risked their lives time and time again during the war for the welfare of their country."

Unfortunately, President Roosevelt died in April of 1945 and his desires and intent were not fulfilled. It took 43 years (till 1988) of struggle through our own medical bills, getting further education or buying a home. These rights were finally given to us in 1988 when we were in our mid 60s; some over 70.

We served as we were called upon to do. We were volunteers who pledged our lives and service for this great country. We gave up our youth and our maturing years. Three-and-a-half percent of us died in that service. Many thousands more carried their injuries both physical and psychological through their post war lives. Ever proud of our country, we stand as able when our national anthem is played and when our flag is presented.

At functions where the military services are honored we applaud as each service hears their music played. Ours (heave ho) is seldom, if ever rendered.

We support our country, yet in our pain and remembrance, we hear that our earnings far exceeded those in the other services, which was not true. A boatswain mate in the Navy made approximately \$2,250 per year and received tax exemption of \$1,500. A Merchant Marine equivalent (an able seaman) was paid approximately \$2,600 per year all subject to income tax. If perchance, his ship was sunk or he became a prisoner of war, his pay stopped while the Army or Navy veteran received full pay, medical attention for dependents and medical benefits post-war. We received \$1 per day if taken prisoner and no access to the benefits afforded to Army, Navy, Coast Guard and Marines.

We suffered post-war injuries to both mind and body including but not limited to malaria, ulcers, H-Pylori and post-traumatic stress. For 43 years (until 1988) we were denied those health care benefits, which were made available to all other Veterans.

We waited patiently as others affected by World War II were acknowledged and were given both kudos and compensation. We mourn our brother Mariners who have "passed" and their families who cry out for recognition and ask you to support HR. 154.

## Facts & Fables

**Fact:** Our war ended 72 years ago. Our life began anew. We licked our wounds. We bound our emotional hurts and moved our lives forward. Today, in our twilight years, we experience the continuing loss of our comrades, the dimming of our senses and the discomfort that comes from disappointment. We've read and heard the rumors and the misinformation. Only we, or those who faced World War II in like circumstances, can cause reflection on these implications. So, we look to you and pray that you will support our plea. Give us hearing and an opportunity to dispel misinformation. Let your actions speak to our plea. Let us be remembered for what we did and how we fulfilled our oath.

**Fable:** The U.S. Merchant Marine was a harbor for those trying to avoid the draft.

**Fact:** The original wartime draft was for those 18 years or older. Some volunteers might have opted out of the U.S. Army. That was also probably true of some Navy and Coast Guard volunteers.

The highest percentage of maritime service recruits were under 19 years of age. Some were unable to meet the physical requirements of the other services. Some over the age of 35 were draft exempt and still volunteered to do their part. African-American recruits may have opted in because we were the only totally integrated service.

**Fable:** The U.S. Merchant Marine received inordinate benefits when in combat zone.

**Fact:** There were bonuses if the ship were bombed or sunk and limited bonuses if your ship was in a combat zone. In my earlier example, the coastline of the eastern United States and a vast part of the Pacific Ocean were not considered combat zones (no bonus).

**Fable:** The U.S. Merchant Mariner was well rewarded for all his risk.

**Fact:** If the ship was sunk, disabled or if a mariner was taken as a prisoner of war (approximately 800 were) their pay stopped and no benefits were extended prior to or during captivity.

**Fable:** Once in the U.S. Merchant Marine, you could no longer be drafted.

**Fact:** If after a hazardous voyage or otherwise, you waited for another ship for more than 30 days, you could be drafted.

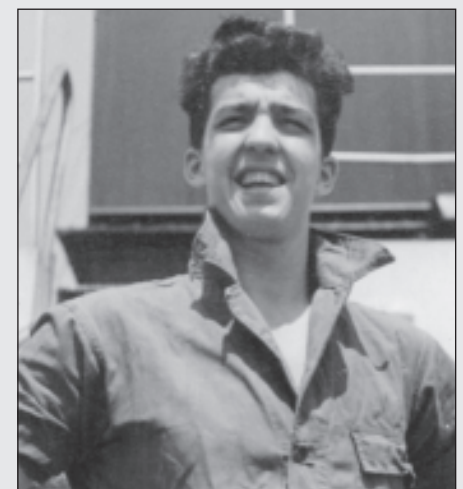
**Fable:** An injured U.S. Merchant Mariner had the right to sue and require the owners of the ship to compensate for medical bills and loss of income.

**Fact:** In many cases, the ships were owned by the U.S. government. One example would be W.E.T. (War Emergency Tankers) built by the government, sometimes leased but always regulated in terms of usage by the U.S. Navy. The concept of suing for justifiable injuries, lingering diseases or loss of compensation is complicated and largely unmanageable.

**Fable:** Granting U.S. Merchant Mariners access to the G.I. Bill (in 1988) compensated them for any inequities they might have experienced.

**Fact:** Forty-three years after the war ended the average mariner was over 60, sometimes 70 years of age. Any need for a mortgage or college education had long

since passed. U.S. Merchant Mariners were, and still are in many cases, denied burial in military cemeteries. In many cases, the American Legion and the VFW do not permit membership.



The author of both of the foregoing pieces is Dave Yoho. The photo above of him was taken during World War II.



**WELCOME ASHORE IN HOUSTON** – Tugboat Captain Jack Hays (right) of G&H Towing picks up his first pension check at the new hall. He is pictured with SIU VP Dean Corgey, who described Hays as “a well-respected tug captain, family man and stand-up SIU guy.” Hays joined the union in 1987.



**ABOARD THE GREEN COVE** – ABs Anak Raja (left) and Jonas Libang are pictured aboard the Central Gulf Lines vessel in Livorno, Italy.

## *At Sea and Ashore With the SIU*



**ATC SHIP'S FINAL FRONTIER** – Port Agent Jeff Turkus submitted these photos from Alaska Tanker Company's *Alaskan Frontier* just before the vessel went into a deep lay-up. Pictured from left to right (photo at lower right) are Capt. Kevin Trivitt, Recertified Bosun Carlos Loureiro and ATC Marine Superintendent Capt. Bill Gould. Pictured from left in the galley (photo at upper right) are SA Leroy Jenkins, Chief Cook Justo Reyes and Chief Steward Jeffrey Badua. Pictured in the large group photo above are (seated) GUDE Ramzi Jinah and (standing) Loureiro, QE4 Marion Collins, Reyes, Badua, GUDE Enrique Ampil, Bosun Chris Rosado, AB Saleem Mohamed, QE4 Cory Hann and AB Augusto Barbareno. The *Alaskan Frontier* is pictured below.





**FULL BOOKS IN PINEY POINT** – Picking up their respective full membership books from Port Agent Pat Vandegriff (right in each photo) are Chief Cook Israel Coronel photo at immediate left ) OMU Wilfredo Lopez (above, center) and QEP Oscar Cordero (above, right).

## At Sea and Ashore With the SIU



**ABOARD GREEN LAKE** – Chief Cook Jesus Pacheco (left) greets longtime friend Capt. Bill Joyce aboard the Central Gulf vessel. They previously sailed together on Horizon Lines ships.



**JOB WELL DONE** – Houston-area SIU personnel recently received an award from the Texas Gulf Coast Area Labor Federation (ALF) for dedication to phone banking and other support of pro-worker candidates in last year's elections. Pictured at the labor event are (from left) SIU Patrolman Joe Zavala, Linda Morales of the ALF and SIU Safety Director Kevin Sykes.



**FULL BOOK IN FLORIDA** – AB Rosy Zahariev (left) picks up her full book at the hall in Fort Lauderdale, Florida. She's pictured with Port Agent Kris Hopkins.



**ABOARD M/V NORFOLK** – Pictured aboard the vessel during a recent passage from Saguenay, Quebec, to Charleston, South Carolina are Steward/Baker Mark Brooks (left) and ACU Edwin Sebastian. A cargo superintendent on board the Argent Marine ship during the voyage noted the following: "It has been my pleasure to have been a working guest aboard the ship for a period of about two weeks; in that time, these two men not only impressed me with their individual dedication to high standards and the conscientious accomplishment of their duties, but they're fine shipmates who work together to form a cooperative, harmonious, and co-active team. Mark and Ed are a credit to their ship and their union."



**WELCOME ASHORE IN PHILADELPHIA** – Longtime Seafarer Don Perry (left) picks up his first pension check at the union hall. Congratulating him is Patrolman Andre MacCray.



**ABOARD CABLE SHIP DECISIVE** – Deck department Seafarers are pictured March 23 aboard the Tycos vessel just before arrival at Portsmouth, New Hampshire. Up top is Splicer-Joiner Keithan Bland, while in front are (from left) Bosun's Mate Jerry Dingal, AB Thomas Flores, AB Eric Collier, AB Alex Reyes, Splicer-Joiner Justice Agha-Kuofie, Bosun Victor Nunez, Splicer-Joiner Emilio Abreu, (rear) AB Santos Contreras, and Splicer-Joiner Alan Lumansoc. Thanks to Chief Officer Tim McDonald for the photo.

**ABOARD PHILADELPHIA EXPRESS** – QEE Lionel Rivera submitted this photo (at immediate right) of the entire SIU crew aboard the Marine Personnel and Provisioning vessel.



**ABOARD PERLA DEL CARIBE** – Sharing a laugh during a coffee break aboard the Tote-operated vessel are Bosun John Cedeno (left) and AB Jorge Corrales Barrantes.

# Opportunity Found

## Recertified Stewards Reflect on SIU Career Advancement

They come from different backgrounds and various parts of the country, but for the union's newest class of recertified stewards, one unmistakable commonality involves capitalizing on the career opportunities they've found via the SIU and its affiliated school in Maryland.

In keeping with tradition, those eight class members recently described their respective journeys and also offered insights to the apprentices in the audience during the April membership meeting in Piney Point, Maryland – home of the Paul Hall Center for Maritime Training and Education (PHC). Graduating from the three-week recertification program April 3 were **Verleshia Robinson, Richard Jones, Sedell Mitchell Reynolds, Arturo Rodriguez, Gilbert Louis, Joseph Welle, Lionel Packnett** and **Ernest Carlos**.

The course is considered the school's top steward department curriculum. It covers a wide range of topics including computer technology, social responsibilities, leadership, Coast Guard updates, baking skills and other department-specific workshops on sanitation, nutrition and more. The course also offers insights to collective bargaining agreements, functions of the various departments within both the SIU and the Seafarers Plans, and the union's affiliations with the Maritime Trades Department and its parent group, the AFL-CIO.

Following are highlights of the graduation speeches (in chronological order), supplemented in some cases by written comments submitted to the *LOG*.

### Verleshia Robinson

A Seafarer since 2005 but a mariner for the last 28 years, Robinson said the union "has been important in my life because it has helped me improve my learning abilities, financially support and invest in my family members' education at some of the most prestigious universities in the United States, and because of continuous employment."

She thanked the union's headquarters officials ("President Mike Sacco, you are the best") along with PHC instructors and staff for their hard work and encouragement. Like her classmates, she also came away from the course with a renewed appreciation for why the SIU is politically active, and she pointed out the corresponding need for strong participation in SPAD, the union's voluntary political action fund.

A frequent upgrader who ships from the Houston hall, she noted, "Each time I return to Piney Point, the school is continuously improving all throughout the campus. The school is always building on educational programs for all members in all departments to help ensure that we continue to be the best."

### Richard Jones

Jones is a 1999 graduate of the apprentice program who now sails from Jacksonville, Florida. He cited steady employment and schedule flexibility as two of the main reasons he's glad to be an SIU member.

"I'd also like to thank the instructors and staff here at the school for all they do," he continued. "And I thank the union leadership for all their hard work in protecting and securing our jobs. It's a different ballgame behind the curtain at headquarters – our union leadership is always at work protecting our jobs. Now I can finally say I understand the importance of SPAD and why it's so important for all of us to donate."

Another frequent upgrader, Jones said, "I've always appreciate the opportunity to attend the school, and needless to say, it has always worked to my advantage. My overall experience at Piney Point was great, as usual."

### Sedell Mitchell Reynolds

Kicking off her speech on a spiritual note, Reynolds went on to say she joined the union in 2005 and currently ships

from a few different halls. She thanked union and school officials as well as her family for being supportive.

"I've seen the world three times and made outstanding money through the years," she continued. "I was (previously) a bartender for 27 years. I went from the tail and made the head – I stand before you today a recertified steward."

Reynolds said she found the computer lab especially useful. She also thanked SIU officials for "fighting to protect our jobs."

### Arturo Rodriguez

"I started sailing in 1987, and the SIU changed my life," stated Rodriguez, who ships from Houston. "It took a lot of work, courage, purpose and faith, but I have humbly reached the last stage of my professional career. I am so blessed to be in an institution like the SIU to give me purpose and so many opportunities."

He thanked the instructors not only for their guidance but also for their friendship.

Rodriguez also said that he previously had upgraded nine different times at the PHC, "but this class was the best experience in all my time with the SIU, partly because I learned about every aspect of the union. This class definitely will help us when we return to the ships."

### Gilbert Louis

Louis described joining the union in 2001 as "one of the best decisions I ever made." He said he has earned a good living, supported his family, travelled and "experienced things most people only dream about."

Louis also initially drew good-natured laughs when he cited "time off" as one of the benefits of his career, but the chuckles quickly gave way to nods of agreement as he explained that extended breaks allow for "quality time" with family and friends.

Currently sailing from Norfolk, Virginia, Louis said he enjoyed learning about the union's structure "and what it takes to keep the industry in the United States. It is vital to keep our coalitions and reach out to our congressional representatives to support us.... I thank our union officials. I saw firsthand their work on our behalf."

### Joseph Welle

For Welle, who graduated from the apprentice program in 1996, the union not only has offered a career path but also helped him recover from a tragedy, he said.

"I stand before you today to testify how great this union is to me and my family," said Welle, who sails from Wilmington, California. "When I lost my son six years ago, this union helped me stand back on my feet to provide for my family, and I will be forever thankful."

As for the recertification course, he thanked the school instructors and staff and added, "If there is one thing I've learned in this industry, it's that in order to be relevant and competitive, you need to arm yourself with knowledge and skills that only school can provide."

"I would like to give my personal thanks to the union's leadership for all their hard work on our behalf to promote the common interest of this union in protecting our industry and our jobs," he continued. "In return, our officials need our help."

### Lionel Packnett

"I have been part of the SIU since 1989 and I'm still going strong," Packnett said as he began his graduation speech. "The union has been an important part of my life because it has helped me to be a strong provider for my family and gave



Ernest Carlos



Pictured from left to right following the April membership meeting in Piney Point, Maryland, are SIU VP Tom Orzechowski, Joseph Welle, Arturo Rodriguez, Executive VP Augie Tellez, Verleshia Robinson, Port Agent Georg Kenny, Richard Jones, Sedell Mitchell Reynolds, (rear) VP Contracts George Tricker, President Michael Sacco, Ernest Carlos, Gilbert Louis and Lionel Packnett.

me a career opportunity."

He thanked all the chefs and academic instructors at the school for their help both during the class and throughout his career.

Packnett concluded, "We need to continue to donate to SPAD and participate in union activities. I would like to thank the union leadership for their hard work protecting our jobs and keeping us working."

### Ernest Carlos

Wrapping up the graduations, Carlos, who sails from Jersey City, New Jersey, said he has "sailed to many ports all over the world" since joining the union in 2000.

"I've been to Beijing, China, where I visited the Great Wall," he stated. "I also went to Japan, to Hiroshima, and the list goes on. There aren't many places I haven't been to, and that is just part of what this job has done for my life."

Similarly, Carlos said his time in Piney Point "has been wonderful to say the least. The instructors here are the best." Recalling a challenging upbringing, he continued, "If it weren't for this union, I don't know where my life would be. I used to work for corporations like the American Bureau of Shipping, Samsung Electronics, and Avis just to name a few, but we had layoffs at all of those companies. I can tell you this: I have never worried about finding a job since I joined this union."



Verleshia Robinson



Students brush up on their computer skills for use in menu planning, inventory tracking, recipe filing and more.



Gilbert Louis



Sedell Mitchell Reynolds

### Stewards Share Words of Wisdom With Paul Hall Center Apprentices

Here's a sampling of advice given to Paul Hall Center apprentices by the union's newest class of recertified stewards. The comments were made during graduation speeches at the school.

"Study hard and learn from your instructors. Work together with your classmates. Have a positive attitude and stay focused. When you go to sea, work hard, be responsible, enjoy your work and do it with style and class. Never be afraid to ask questions, and always remember, where there is unity there is strength."

**Verleshia Robinson**

"Do what you're told and work diligently, always as a team."

**Richard Jones**

"Study, work hard, keep your faith and hang onto the promise. At the end, it will be an exciting, rewarding experience. Donate to SPAD and don't forget to upgrade."

**Sedell Mitchell Reynolds**

"Work hard and put effort in all that you do. When I started, I spoke only a few words of English. I had to work hard in the kitchen and at my language, and now I am able to communicate easily with my crew. Anything can

be accomplished through clear goals and hard work."

**Arturo Rodriguez**

"Upgrade regularly and you will give yourself the best chance for advancement. Also remember you are ambassadors for our industry and our union."

**Gilbert Louis**

"Study hard while you are here. Learn from your instructors and don't be afraid to ask questions. Always have a positive attitude and a willing heart to learn. When you get out to sea, work hard, carry your load, enjoy every moment and most of all, MYUP – make your union proud!"

**Joseph Welle**

"When you go out to the ships, have some confidence in what you were trained to do by your instructors. Work hard and do your best. Don't be afraid to ask questions."

**Lionel Packnett**

"You have a great opportunity here at Piney Point. You are here to become a United States Merchant Mariner, and that is something to be proud of.... You will make good money, you will see the world and you will make new friends all over the world. This career will take you far."

**Ernest Carlos**



# Spotlight on Mariner Health

## Information Regarding Irregular Heartbeats (Arrhythmias)

An irregular heartbeat (arrhythmia) has to do with rate and rhythm. In an arrhythmia, the problems are with the rate of the rhythm (either too fast or too slow) and the regularity of that rhythm.

We've all had times where we have felt our heart skip a beat, or a fluttery feeling in our chest. Usually this is not something to be concerned about. Most arrhythmias are not harmful. However, if it continues to happen, or if you start to feel fatigued, dizzy, lightheaded, short of breath, or have

chest pain, check with your doctor.

When the irregular heartbeat happens, it can affect the pumping ability of the heart and how much blood is ejected with each contraction of the heart muscle. The heart has an electrical system that controls the rate and rhythm of the heartbeat. The heartbeat originates in the upper part of the heart muscle, and the signal to contract the heart muscle runs down the inside of the heart itself.

The problem arises when the heart

beat becomes irregular, such as in atrial fibrillation and atrial flutter. Whenever there is an interruption of the electrical pathway of the heart, blood will not be ejected into the circulation for proper cardiac output. Your body must have enough circulation blood to carry oxygen in order for cells to survive.

If you do see your doctor for a problem like this, the physician will do an EKG to check the status of your heart. He or she may even want

to do a stress test and echocardiogram to be sure the pumping action of the heart is okay, and that you have good cardiac output.

When a Seafarer goes into a clinic for exams, the doctor will listen to the heartbeat for just this reason. If it is very irregular, too fast or too slow, the doctor will have the Seafarer follow up with his cardiac physician.

Remember that arrhythmias are extremely common and do occur as a person gets older.

### Healthy Recipe

#### Hawaiian Shrimp (Servings: 25)

- 10 pounds shrimp, 31-40 count peeled and deveined
- 6 cups fresh pineapple, chopped
- 3 tablespoons Mrs. Dash seasoning
- 2 tablespoons olive oil
- 4 cups red peppers, chopped
- 1 cup cilantro leaves, whole, chopped

#### Sauce Recipe

- 1 quart apple juice

- 1 quart pineapple juice, frozen concentrate
- 1 quart water
- 5 tablespoons honey
- 4 tablespoons cornstarch
- 1/2 cup cold water

- Season the shrimp with the Mrs. Dash and let marinate overnight.
- To make the sauce heat all the liquids together with the honey in a large pot. Bring to a low boil and then add a cornstarch slurry slowly, until desired thickness is reached. Set aside; keep warm.
- Grill the pineapples, keep warm, set aside.

- Grill the shrimp in batches with the red peppers. Add the grilled pineapples evenly to each 2" hotel pan.
- Add the chopped cilantro and some of the prepared sauce to each pan of shrimp evenly.

**Nutrition Information** - Per serving (excluding unknown items): 346 calories; 4g Fat (11.7 percent calories from fat); 38g protein; 37g carbohydrate; 1g dietary fiber; 276 mg cholesterol; 274mg sodium. Exchanges: 0 grain (starch); 5 lean meat; 0 vegetable; 2 fruit; 0 fat; 0 other carbohydrates.

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

## Millions of Americans Have Diabetes; 1 in 4 Are Totally Unaware They Have it

More than 29 million people in the United States have diabetes, up from the previous estimate of 26 million in 2010, according to a 2014 National Diabetes Statistics Report released to the Centers for Disease Control and Prevention. One in four people with diabetes doesn't know he or she has it.

Another 86 million adults – more than one in three U.S. adults – have prediabetes, where their blood sugar levels are higher than normal but not high enough to be classified as type 2 diabetes. Without weight loss and moderate physical activity, 15 percent to 30 percent of people with prediabetes will develop type 2 diabetes within five years.

Key findings from the report (based on health data from 2012), include:

- 29 million people in the United States (9.3 percent) have diabetes.
- 1.7 million people aged 20 years or older were newly diagnosed with diabetes in 2012.
- Non-Hispanic black, Hispanic,

and American Indian/Alaska Native adults are about twice as likely to have diagnosed diabetes as non-Hispanic white adults.

■ 208,000 people younger than 20 years have been diagnosed with diabetes (type 1 or type 2).

■ 86 million adults aged 20 years and older have prediabetes.

■ The percentage of U.S. adults with prediabetes is similar for non-Hispanic whites (35 percent), non-Hispanic blacks (39 percent), and Hispanics (38 percent).

Diabetes is a serious disease that can be managed through physical activity, diet, and appropriate use of insulin and oral medications to lower blood sugar levels. Another important part of diabetes management is reducing other cardiovascular disease risk factors, such as high blood pressure, high cholesterol and tobacco use.

For more information about diabetes and CDC's diabetes prevention efforts, visit [www.cdc.gov/diabetes](http://www.cdc.gov/diabetes).

## Discovering Discounts



Check out the values online at our all new website at [unionplus.org/benefits](http://unionplus.org/benefits)

Visit [unionplus.org/benefits](http://unionplus.org/benefits)



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

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### Attention Seafarers

#### Another New Ship!



Contribute to the Seafarers Political Activities Donation

# SPAD

SPAD Works For You!

## May & June Membership Meetings

Piney Point.....	Monday: May 8, June 5
Algonac.....	Friday: May 12, June 9
Baltimore.....	Thursday: May 11, June 8
Guam.....	Thursday: May 25, June 22
Honolulu.....	Friday: May 19, June 16
Houston.....	Monday: May 15, June 12
Jacksonville.....	Thursday: May 11, June 8
Joliet.....	Thursday: May 18, June 15
Mobile.....	Wednesday: May 17, June 14
New Orleans.....	Tuesday: May 16, June 13
Jersey City.....	Tuesday: May 9, June 6
Norfolk.....	Thursday: May 11, June 8
Oakland.....	Thursday: May 18, June 15
Philadelphia.....	Wednesday: May 10, June 7
Port Everglades.....	Thursday: May 18, June 15
San Juan.....	Thursday: May 11, June 8
St. Louis.....	Friday: May 19, June 16
Tacoma.....	Friday: May 26, June 23
Wilmington.....	Monday: May 22, June 19

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

## Personal

Dennis Ahearn would like to have his old friend Terry McGauven contact him at (757) 678-7466 or denmara@out-drs.net. They both lived in Long Island in the 1980s. Dennis taught scuba diving and Terry was in his class.



"15 yard penalty for wearing a uniform made by a Third World sweatshop."



Contribute to

**SPAD**

(Seafarers Political Activities Donation)

## Dispatchers' Report for Deep Sea

March 16, 2017 - April 15, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
<b>Deck Department</b>										
Algonac	9	5	2	23	11	0	3	13	12	1
Anchorage	1	1	0	2	3	0	1	3	1	1
Baltimore	6	5	2	4	3	2	4	6	4	1
Fort Lauderdale	17	10	4	14	3	2	8	28	26	7
Guam	4	2	0	2	0	0	0	4	2	0
Harvey	15	1	6	11	2	3	6	22	0	8
Honolulu	10	3	1	7	3	1	2	20	7	3
Houston	45	6	11	32	6	4	13	106	21	23
Jacksonville	44	12	9	30	10	8	15	69	24	20
Jersey City	43	7	3	24	8	0	13	64	20	3
Joliet	1	0	2	4	1	1	0	1	2	1
Mobile	10	3	3	14	2	2	8	16	3	4
Norfolk	18	15	1	16	15	1	9	24	26	3
Oakland	15	4	4	10	3	1	0	34	9	3
Philadelphia	2	6	1	4	5	0	1	7	10	3
Piney Point	1	0	0	1	1	0	1	2	0	0
Puerto Rico	6	3	0	1	3	0	2	13	12	0
Tacoma	40	9	3	27	6	2	13	63	16	8
St. Louis	2	1	0	0	0	1	0	3	5	2
Wilmington	26	9	4	20	6	1	3	40	16	4
<b>TOTALS</b>	<b>315</b>	<b>102</b>	<b>56</b>	<b>246</b>	<b>91</b>	<b>29</b>	<b>102</b>	<b>538</b>	<b>216</b>	<b>95</b>
<b>Engine Department</b>										
Algonac	0	4	0	4	3	1	1	2	6	1
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	2	5	0	1	3	0	0	3	5	0
Fort Lauderdale	6	4	1	6	2	1	2	16	2	2
Guam	0	1	0	0	1	0	0	1	2	0
Harvey	2	2	1	2	2	0	1	3	3	2
Honolulu	6	6	0	7	4	0	3	16	7	0
Houston	15	5	1	17	4	1	8	34	9	3
Jacksonville	24	11	3	20	9	2	5	35	18	1
Jersey City	12	13	0	7	5	0	4	21	13	1
Joliet	1	1	0	2	1	0	1	0	1	0
Mobile	7	4	1	3	0	0	2	7	5	1
Norfolk	8	12	4	7	8	0	4	16	16	5
Oakland	11	4	1	7	3	0	3	17	6	1
Philadelphia	2	2	0	1	2	0	1	4	1	0
Piney Point	1	12	1	0	2	1	0	0	12	1
Puerto Rico	1	3	0	2	0	1	0	5	8	6
Tacoma	15	5	2	8	3	2	4	29	14	1
St. Louis	3	0	0	1	0	0	0	3	1	0
Wilmington	10	6	1	13	5	1	3	17	29	5
<b>TOTALS</b>	<b>126</b>	<b>100</b>	<b>17</b>	<b>108</b>	<b>57</b>	<b>10</b>	<b>42</b>	<b>229</b>	<b>158</b>	<b>31</b>
<b>Entry Department</b>										
Algonac	0	2	3	2	9	2	1	0	10	6
Anchorage	0	1	1	0	1	1	1	0	1	2
Baltimore	1	3	3	1	1	2	0	0	2	1
Fort Lauderdale	1	6	3	1	0	4	1	2	11	6
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	0	1	1	1	1	0	0	1	3	2
Honolulu	1	5	5	0	3	1	0	3	7	9
Houston	4	8	6	4	4	1	1	4	25	8
Jacksonville	3	6	30	2	7	23	4	5	16	51
Jersey City	3	17	6	1	6	4	3	6	28	13
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	0	0	1	1	1	0	0	0	1	4
Norfolk	1	16	12	2	11	14	0	0	17	17
Oakland	1	7	10	1	6	4	3	2	15	11
Philadelphia	0	1	1	0	0	0	0	0	2	1
Piney Point	0	0	3	0	1	1	1	0	2	2
Puerto Rico	1	0	0	0	0	0	0	1	0	2
Tacoma	5	1	8	3	8	5	5	4	20	17
St. Louis	0	0	0	0	0	0	0	0	1	0
Wilmington	4	5	15	1	5	9	0	8	20	57
<b>TOTALS</b>	<b>25</b>	<b>80</b>	<b>108</b>	<b>20</b>	<b>65</b>	<b>71</b>	<b>20</b>	<b>36</b>	<b>183</b>	<b>209</b>
<b>Steward Department</b>										
Algonac	2	1	0	2	2	0	2	7	2	0
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	0	1	0	1	1	0	0	3	0	0
Fort Lauderdale	8	5	0	15	3	0	7	17	2	1
Guam	0	1	0	0	0	0	0	2	1	0
Harvey	3	1	0	4	0	0	2	8	1	0
Honolulu	11	0	1	3	0	0	1	20	0	1
Houston	15	3	1	19	2	0	9	36	6	2
Jacksonville	24	7	0	13	2	1	6	32	16	0
Jersey City	6	2	0	4	2	0	1	14	5	0
Joliet	1	1	0	1	1	0	0	2	1	0
Mobile	4	1	1	1	0	0	0	6	2	1
Norfolk	14	11	0	9	9	1	2	28	17	1
Oakland	12	3	2	9	5	0	3	32	3	3
Philadelphia	0	1	0	3	1	1	2	2	0	1
Piney Point	3	1	0	5	2	0	0	2	0	0
Puerto Rico	2	1	1	0	3	0	2	2	5	1
Tacoma	13	2	1	11	0	1	3	20	4	2
St. Louis	1	0	0	2	0	0	0	4	0	0
Wilmington	14	5	5	9	2	0	6	28	9	8
<b>TOTALS</b>	<b>133</b>	<b>48</b>	<b>12</b>	<b>111</b>	<b>35</b>	<b>4</b>	<b>46</b>	<b>266</b>	<b>75</b>	<b>21</b>
<b>GRAND TOTAL:</b>	<b>599</b>	<b>330</b>	<b>193</b>	<b>485</b>	<b>248</b>	<b>114</b>	<b>210</b>	<b>1,069</b>	<b>632</b>	<b>356</b>

## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

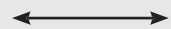
**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

2315 Essex St., Baltimore, MD 21224  
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Cliffline Office Ctr. Bldg., Suite 103B  
422 West O'Brien Dr., Hagatna, Guam 96910  
(671) 477-1350

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(201) 434-6000

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

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(251) 478-0916

### NEW ORLEANS

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(504) 328-7545

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16  
Santurce, PR 00907  
(787) 721-4033

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

*This month's question was answered by apprentices at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland.*

**Question: What are some parts of the world you hope to see in your work-related travels and why?**



**Devin DeVecchio**  
*Phase I*

I really want to visit Barcelona to see the Gothic architecture, France for the food, and Dubai to take in the culture. I'd also love to go to Scotland, for the landscapes and scenery.



**Kevin Franklin**  
*Phase III*

Italy is pretty high on my list of places I want to visit, right up there with Ecuador. I've previously been to Belgium, Germany and the UK, and I'd love to go back to those places as well.



**Scott Forrer**  
*Phase I*

I'd like to see Thailand, and really experience the different culture. I'd also love to visit New Zealand someday. I've been to Mexico, Japan and South Korea, and I would revisit those countries any day. I actually have family in South Korea, and it would be nice to visit them.



**Kyle Savage**  
*Phase III*

Australia is my number one, followed by Singapore and Italy – anywhere I can meet interesting people and experience new cultures. I was on the *Pride of America* in Hawaii, and that was great, but I'd love to see more of the world.



**Dion Cheeseborough**  
*Phase III*

I really want to visit Dubai. It's such an exciting place, with a vibrant, opulent culture. I've previously visited Egypt through working on a ship, and I'd gladly go back.



**Austin Bobo**  
*Phase I*

Off the top of my head, Italy, Australia and New Zealand are my top choices. I want to experience the food and cultures of those places, as well as the scenery and to visit the Great Barrier Reef. I've been to the Caribbean, and I'd love to go back.

## Pic From The Past



In this photo from Nov. 3, 1968 in New Orleans, crew members from the SIU-contracted *New Yorker* receive a plaque for winning that year's "Safest Ship" award for Sea-Land fleet. Pictured from left to right are Chief Engineer James Prendergast, Chief Mate Fred Boer, SIU Patrolman Tom Gould, Sea-Land Safety Engineer Bob Snow, vessel master Capt. Adam Torres, and Seafarers Ramon Benitez (BR) and Isadore Henry (messman).

*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](mailto:webmaster@seafarers.org)*

# Welcome Ashore

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



## DEEP SEA

### HAROLD BRYAN

Brother Harold Bryan, 69, became a Seafarer in 2004. The engine department member initially sailed with Maersk Line, Limited. In 2002, Brother Bryan upgraded at the Paul Hall Center. He last shipped aboard the *USNS Watson*. Brother Bryan was born in Seattle and now calls Poulsbo, Washington, home.



### JOHNNY CARSON

Brother Johnny Carson, 65, joined the union in 1998. He first shipped aboard the *USNS Invincible*. Brother Carson attended classes in 2001 at the union-affiliated school in Piney Point, Maryland. He worked in the engine department. Brother Carson concluded his career on the *Global Sentinel*. He settled in Bellingham, Washington.

### RONALD CHARLES

Brother Ronald Charles, 61, began sailing with the SIU in 1979. He originally was employed by Cove Shipping Company. Brother Charles enhanced his skills often at the SIU-affiliated school in Piney Point, Maryland. He was born in New Orleans and sailed in the deck department. Brother Charles' last vessel was the *Resolve*. He lives in Harvey, Louisiana.



### ALPHONSO DIXON

Brother Alphonso Dixon, 60, joined the union in 1986. He was initially employed on the *USNS Dutton*. Brother Dixon worked in the steward department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Dixon's most recent trip was aboard the *Mau*. He is a resident of San Leandro, California.

### MARK LANCE

Brother Mark Lance, 65, signed on with the SIU in 1974. He originally worked on a vessel operated by Hudson Waterways Corporation. Brother Lance upgraded twice at the maritime training center in Piney Point, Maryland. He was a member of the deck department. Brother Lance's last trip was on the *Liberty Glory*. He makes his home in Chico, California.



### PAUL LIGON

Brother Paul Ligon, 65, donned the union colors in 1973. His first ship was the *Overseas Evelyn*; his most recent, the *OMI Columbia*.

Brother Ligon enhanced his skills on two occasions at the Piney Point school. He worked in the engine department and resides in Seattle.



### RUBIN MITCHELL

Brother Rubin Mitchell, 65, started sailing with the SIU in 1973. He first shipped with Transeastern Shipping. Brother Mitchell attended classes on several occasions at the Paul Hall Center. He sailed in the deck department. Brother Mitchell's final trip to sea was on the *Maersk Chicago*. He continues to live in his native state, Florida.



### GEBAR OGBE

Brother Gebar Ogbe, 65, began his seafaring career in 1982. He initially sailed aboard the *Overseas Boston*. Brother Ogbe upgraded frequently at the maritime training center in Piney Point, Maryland. He worked in the engine department. Brother Ogbe's last ship was the *USNS Mendonca*. He is a resident of Seattle.



### FRANK OVERSTREET

Brother Frank Overstreet, 67, became a union member in 1968. He started his career working aboard the *Dauntless*. Brother Overstreet sailed in the engine department. In 1968, he took advantage of educational opportunities available at the Piney Point school. Brother Overstreet's most recent trip was on the *Consumer*. He resides in Jacksonville, Florida.

### RODULFO PARDILLA

Brother Rodolfo Pardilla, 66, joined the SIU ranks in 2000. His first ship was the *Lt. Col. Calvin P. Titus*; his last, the *USNS Curtiss*. Brother Pardilla, a native of the Philippines, was a member of the steward department. He attended classes often at the maritime training center in Piney Point, Maryland. Brother Pardilla lives in National City, California.



### WAGNER PELLERIN

Pensioner Wagner Pellerin, 67, began shipping with the union in 1982. He originally worked aboard the *Independence*. Brother Pellerin upgraded frequently at the maritime training center in Piney Point, Maryland. He sailed in the steward department. Prior to his retirement,



Brother Pellerin shipped on the *Horizon Enterprise*. He calls Pearl City, Hawaii, home.

### JAMIE QUINONES

Brother Jamie Quinones, 65, donned the SIU colors in 1973. He enhanced his skills numerous times at the Piney Point school. A member of the steward department, Brother Quinones initially worked aboard the *John B. Waterman*. He was born in Puerto Rico. Before his retirement, Brother Quinones sailed on the *Panama*. He makes his home in Bronx, New York.



### OSMAN RAJI

Brother Osman Raji, 69, signed on with the SIU in 1978. His first ship was the *Cove Engineer*; his last, the *Lt. John U.D. Page*. Brother Raji was a member of the deck department. He attended classes twice at the Piney Point school. Brother Raji resides in New York.



### JIMMIE REDDICK

Brother Jimmie Reddick, 65, became an SIU member in 1992. His first trip was aboard the *USNS Capella*. A member of the steward department, Brother Reddick upgraded often at the Paul Hall Center. He last shipped on the *Observation Island*. Brother Reddick is a resident of Jacksonville, Florida.



### PETER SCHMITT

Brother Peter Schmitt, 63, started shipping with the union in 1985. Brother Schmitt initially worked in the inland division with Crowley Towing & Transportation of Jacksonville. He sailed in the steward department and enhanced his seafaring skills frequently at the SIU-affiliated school. Brother Schmitt last shipped aboard the *Maersk Denver*. He lives in Paradise, California.



### DAVID WERDA

Brother David Werda, 57, joined the Seafarers in 1978. He first shipped on the *USNS Potomac*. Brother Werda attended classes in 2007 at the union-affiliated school in Piney Point, Maryland. He worked in the engine department. Brother Werda concluded his career aboard the *Buffalo*. He continues to reside in his native state, Michigan.



## ROGELIO YBARRA

Brother Rogelio Ybarra, 58, began his seafaring career in 1978. He initially sailed with Connecticut Transport Inc. Brother Ybarra upgraded numerous times at the maritime training center in Piney Point, Maryland. He worked in the engine department. Brother Ybarra's final ship was the *Overseas Chinook*. He is a resident of Texas City, Texas.



## INLAND

### DAVID ANDRISEK

Brother David Andrisek, 65, started sailing with the SIU in 1994. He was primarily employed with G&H Towing. Brother Andrisek sailed in the deck department. He makes his home in Texas City, Texas.



### ALBERT BURNS

Brother Albert Burns, 62, signed on with the union in 1973. He mostly shipped with Interstate Oil Transportation Company. Brother Burns worked in the deck department. In 1976, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother Burns lives in Pocono Lake, Pennsylvania.



### HENRY GAMP

Brother Henry Gamp, 67, joined the SIU in 1974. He initially sailed with Delaware River Barge. Brother Gamp worked in the deck department. He upgraded often at the Seafarers-affiliated school. Brother Gamp's final trip was aboard a Penn Maritime Inc. vessel. He calls Harrison, Tennessee, home.



### EDWIN GARCIA NEGRON

Brother Edwin Garcia Negron, 62, donned the SIU colors in 1976. He was mainly employed with Crowley Puerto Rico. Brother Garcia Negron sailed in the deck department. He is a resident of Kissimmee, Florida.



### DONALD JEROLLEMAN

Brother Donald Jerolleman, 66, started shipping with the union in 1980. He primarily sailed with Crescent Towing & Salvage of New Orleans.



Brother Jerolleman worked in both the engine and deck departments. He lives in his native state, Louisiana.

### BOBBY KIRK

Brother Bobby Kirk, 62, donned the SIU colors in 1974. He spent most of his career aboard G&H Towing vessels. Brother Kirk was a deck department member. He makes his home in Montgomery, Texas.



### GREGORY LABEL

Brother Gregory Label, 63, signed on with the union in 1979. He first sailed with Interstate Oil Transportation Company. Brother Label was a deck department member; he upgraded on two occasions in Piney Point, Maryland. Prior to his retirement, he worked aboard a Penn Maritime vessel. Brother Label resides in Phippsburg, Maine.



### MICHAEL MAIN

Brother Michael Main, 62, began his SIU career in 1978. He initially shipped in the deep-sea division on the *Del Oro*. Brother Main attended classes twice at the Paul Hall Center. He last sailed on a Crowley Towing and Transportation of Wilmington vessel. Brother Main was a member of the engine department. He lives in San Pedro, California.



### JOHN SARTOR

Brother John Sartor, 53, became an SIU member in 1986. He originally worked with Dixie Carriers. Brother Sartor shipped in both the deck and engine departments. He was last employed on the *Innovation*. Brother Sartor calls Nederland, Texas, home.



## GREAT LAKES

### FLOYD LARSON

Brother Floyd Larson, 56, signed on with the SIU in 1979. One of his first ships was the *Delta Venezuela*. Brother Larson attended numerous classes at the Paul Hall Center. The engine department member finished his career on the *Burns Harbor*. Brother Larson is a resident of Superior, Wisconsin.





# Final Departures



## DEEP SEA

### JONES ARD

Pensioner Jones Ard, 77, died February 20. Born in Michigan, he became a union member in 1996. Brother Ard's first trip was aboard the *Del Mundo*. He finished his career working on the *Ambassador*. Brother Ard began collecting his pension in 1996. The deck department member called Nancy, Kentucky, home.



### EUGENIO CABRAL

Brother Eugenio Cabral, 64, passed away November 16. Born in the Philippines, he joined the SIU in 1994. Brother Cabral shipped as a member of the steward department. His first vessel was the *Independence*; his last, the *Midnight Sun*. Brother Cabral made his home in Bellevue, Washington.

### HECTOR DUARTE

Pensioner Hector Duarte, 94, died November 10. He started shipping with the Seafarers in 1951. Brother Duarte initially worked with Cabin Tanker Industries. He sailed in the engine department. Brother Duarte last shipped aboard the *Bayamon*. He became a pensioner in 1984 and lived in Jarrettsville, Maryland.



### PETER FRIGOLETTI

Brother Peter Frigoletti, 68, passed away September 7. He joined the SIU in 2001 during the SIU/NMU merger. Brother Frigoletti was born in New York. He was a deck department member. Brother Frigoletti's final ship was the *Courage*. He settled in Richmond Hill, New York.

### JOSEPH GIARDINA

Pensioner Joseph Giardina, 89, died December 9. Brother Giardina was born in Italy. He sailed in the engine department. Brother Giardina retired in 1970 and continued to reside in Italy.



### LEE GILLAIN

Pensioner Lee Gillain, 74, passed away December 28. Brother Gillain signed on with the SIU in 1960, when he sailed on the *Twin Falls*. He worked in the engine department and was a native of Florida. Prior to Brother Gillain's retirement in 2013, he sailed

aboard the *Point Judy*. He was a resident of Jacksonville, Florida.

### AUDLEY GREEN

Pensioner Audley Green, 78, died January 29. He began his seafaring career in 1980. Brother Green's first ship was the *Cove Ranger*; his last was the *Consumer*. He sailed in the steward department. Brother Green started receiving his pension in 2003. He resided in Honduras.



### SANTOS GUILTY

Pensioner Santos Guity, 72, passed away December 29. He started sailing with the union in 1998. Brother Guity initially sailed on the *USNS Wright*. The Honduras native worked in the steward department. Brother Guity's final vessel was the *Green Cove*. He retired in 2015 and settled in New York.

### LEE HARMASON

Pensioner Lee Harmason, 84, died December 23. Brother Harmason became an SIU member in 1994. His first trip was aboard the *USNS Potomac*. Brother Harmason concluded his seafaring career working on the *Sealift Atlantic*. He began collecting his pension in 1997. The steward department member made his home in Port Arthur, Texas.

### WILLIAM HAWKINS

Pensioner William Hawkins, 93, passed away January 5. He joined the union in 1979. Brother Hawkins was born in Missouri and first sailed on the *Del Oro*. Brother Hawkins concluded his seafaring career aboard the *Spirit*. A member of the steward department, he started collecting his retirement compensation in 1992. Brother Hawkins called San Francisco home.

### JOHN HIGGINS

Pensioner John Higgins, 89, died February 1. Brother Higgins signed on with the SIU in 1952, initially working in the inland division with Blidberg Rothchild Company. He sailed in the deck department and was a native of Massachusetts. Prior to Brother Higgins' retirement in 1987, he sailed aboard the *Economy*. He was a resident of Stoneham, Massachusetts.



### JOHN KNOX

Pensioner John Knox, 69, passed away January 20. Brother Knox first donned the SIU colors in

2001 when the NMU merged into the Seafarers International Union.



He was born in Galveston, Texas, and shipped in the deck department. Brother Knox last worked on the *Seakay Spirit*. He became a pensioner in 2016 and lived in Channelview, Texas.

### JOHN MORRIS

Pensioner John Morris, 84, died November 20. He began sailing with the SIU in 1986. Brother Morris initially sailed aboard the *USNS Assurance*. The New York native worked in the deck department. Brother Morris's final vessel was the *USNS Assertive*. He retired in 1997 and settled in St. Petersburg, Florida.

### OMER OMER

Pensioner Omer Omer, 76, passed away December 29. Brother Omer became a Seafarer in 1968. He originally worked on the *Alcoa Explorer*. Brother Omer was a Yemen native and shipped in the engine department. His last ship was the *Horizon Hawaii*. Brother Omer went on pension in 2004 and made his home in Brooklyn, New York.

### MURRAY ROBBERSON

Pensioner Murray Roberson, 64, died December 10. Brother Roberson joined the SIU in 1972. He originally sailed on the *Walter Rice*. Brother Roberson concluded his seafaring career aboard the *APL Pearl*. A member of the engine department, he started receiving his retirement compensation in 2015. Brother Roberson called Washington, North Carolina, home.

### HUGH WELLS

Pensioner Hugh Wells, 90, passed away January 2. He signed on with the union in 1951. Brother Wells initially worked with Sprogue Steamship Company. He was born in Gulfport, Mississippi, and shipped in the engine department. Prior to his retirement in 1988, Brother Wells sailed aboard the *Newark*. He was a resident of Little Elm, Texas.



## INLAND

### NELSON BREAUX

Pensioner Nelson Breaux, 79, died January 29. He began his SIU career in 1962, originally sailing with Coyle Lines Inc. Brother Breaux was an engine department member and a native of Rayne, Louisiana. He most recently



shipped on a G&H Towing company vessel. Brother Breaux starting collecting his pension in 1997. He lived in Houston.

### ALEJO COLLAZO

Pensioner Alejo Collazo, 84, passed away January 29. He became a union member in 1976. Brother Collazo primarily sailed in the steward department with Crowley Puerto Rico. The Puerto Rico-born mariner went on pension in 1994. Brother Collazo resided in Coconut Creek, Florida.



### MICHAEL DOWNEY

Pensioner Michael Downey, 73, died December 7. Brother Downey started sailing with the SIU in 1979. He was initially employed with Mariner Towing. Brother Downey sailed in the deck department. He last worked with Penn Maritime Inc. Brother Downey became a pensioner in 2005 and made his home in St. Petersburg, Florida.



### LEROY DURRANCE

Pensioner Leroy Durrance, 81, passed away January 5. He joined the union in 1981. Brother Durrance mainly shipped with Great Lakes Dredge & Dock as a member of the steward department. The Florida-born mariner retired in 1998. Brother Durrance called Ellabell, Georgia, home.



### JOHN HYSLOP

Pensioner John Hyslop, 93, died January 24. Born in Virginia, he joined the SIU in 1961. Brother Hyslop worked as a member of the engine department. He initially was employed with Pennsylvania Railroad Port of Norfolk. Brother Hyslop was last employed with Penn Central Transportation. He began receiving his pension in 1984 and was a resident of Exmore, Virginia.

## GREAT LAKES

### ROBERT HAMMER

Pensioner Robert Hammer, 75, passed away December 26. Brother Hammer signed on with the SIU in 1962 and primarily worked with Great Lakes Towing Company.

He was an engine department member. Brother Hammer started collecting his retirement pay in 2008. He lived in Tonawanda, New York.



## NATIONAL MARITIME UNION

### STEPHEN BOHNE

Pensioner Stephen Bohne, 74, passed away December 14. Brother Bohne was born in Los Angeles. He went on pension in 2007 and called Florida home.

### JUAN CABREJA

Pensioner Juan Cabreja, 82, died December 13. Born in the Dominican Republic, Brother Cabreja became a pensioner in 1993. He settled in Islip, New York.

### EARL CHAPITAL

Pensioner Earl Chapital, 92, passed away December 21. Brother Chapital was a native of Louisiana. He began collecting his retirement pay in 1986. Brother Chapital resided in Atlanta.

### ESTEBAN CLEMENTE

Pensioner Esteban Clemente, 91, died December 27. He was born in Puerto Rico. Brother Clemente started receiving compensation for his retirement in 1967. He was a resident of Arverne, New York.



### JOSEPH LAWRENCE

Pensioner Joseph Lawrence, 91, passed away December 1. The Iota, Louisiana, native went on pension in 1968. Brother Lawrence made his home in Beaumont, Texas.

### PHELIX SIMS

Pensioner Phelix Sims, 84, died December 10. He was a native of Nebraska. Brother Sims began collecting his pension in 1984. He lived in Long Beach, California.

Name	Age	DOD
Alvarado, Daniel	90	Oct. 16
Chevere, Jose	84	Nov. 15
Cruz, Purification	85	Dec. 13
Georgopoulos, Peter	91	Oct. 20
Harris, Hanson	76	Oct. 18
Henriquez, Elias	78	Nov. 22
Lowery, Ernest	89	Nov. 28
Montgomery, Austin	88	Sept. 26
Navilio, Anthony	93	Nov. 6
Rigsby, Rufus	90	Nov. 21
Washington, Fred	92	Nov. 12



# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**EVERGREEN STATE** (Crowley), February 19 – Chairman **Robert Pagan**, Secretary **Robert M. Mensching**, Educational Director **Marcus Gramby**, Steward Delegate **Nathalie Norie**. Chairman reminded crew members that everyone is responsible for vessel sanitation. Educational director urged mariners to check expiration dates of all documents. Members were encouraged to enhance their skills at Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, to excel in their positions. Treasurer reported \$500 in ship's fund. No beefs or disputed OT reported. It was noted that small drier was not working properly. Request was made for internet aboard vessel. Steward department was thanked for great food. Next ports: Valdez, Alaska and Nikiski, Alaska.

**HOUSTON** (USS Transport), February 17 – Chairman **Carlos A. Arauz**, Secretary **Velicia D. Williams**, Educational Director **Jorge A. Lawrence**, Deck Delegate **Octavio Ruiz**, Steward Delegate **Abdulla Gobah**. Bosun reiterated need for members to keep an eye on document expiration dates and upgrade at the Piney Point school. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and posted. Crew members were reminded to help keep vessel clean.

**SBX-1** (TOTE), February 19 – Chairman **Weldon J. Hebllich**, Secretary **Larry D. Pugh**, Educational Director **David L. Garrett**, Deck Delegate **Nathan C. Shuford**, Engine Delegate **Crescenico Gonzalez**, Steward Delegate **Regie Ignacio**. Chairman reminded crew that SPAD (Seafarers Political Activity Donation) was voluntary. He discussed upcoming crew change and what needed to be done before-

hand. He also talked about STCW requirements, and use of member portal for direct deposit, medical information and more. Secretary encouraged mariners to update beneficiary cards and pay dues at union halls. No beefs or disputed OT reported. Correspondence from George Tricker, vp of contracts, was read and discussed. Suggestion was made to increase pension benefits. Chairman went over safety protocols involving x-band radiation. New TV and sofas are in crew lounge. Next port: Honolulu.

**HORIZON KODIAK** (Matson), March 21 – Chairman **Garry D. Walker**, Secretary **Lovie L. Perez**, Educational Director **Donald D. Williams**, Deck Delegate **Shawn M. Strand**, Engine Delegate **Jan Haidir**. Chairman urged members to pay union dues on time and contribute to SPAD. Secretary talked about SIU portal and reminded Seafarers that vacation checks can now be direct deposited. Educational director advised mariners to enhance skills at union-affiliated maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read. Recommendations were made to increase wages and pension benefits. Request was made for internet service for all crew members. Next ports: Tacoma, Washington; Anchorage, Alaska; and Kodiak, Alaska.

**LIBERTY EAGLE** (Liberty Maritime), March 5 – Chairman **Lionel Rivas**, Secretary **Teresito Reyes**, Deck Delegate **Albert Konning**, Engine Delegate **Roldan Dela Rosa**, Steward Delegate **Henry Commager**. Chairman announced expected arrival in port March 7. He reminded members to prep rooms and leave keys. Secretary noted smooth operations in depart-

ment. No beefs or disputed OT reported. Crew made suggestions for next contract and also discussed protocols for informing people about time off.

**OVERSEAS ANACORTES** (OSG), March 3 – Chairman **Felsher Beasley**, Secretary **Dana Paradise**, Educational Director **Cary Pratts**, Engine Delegate **Julio Zapata**. Chairman noted new tonnage due out soon and also mentioned Paul Hall Center upgrading courses are listed in *LOG*. He reiterated importance of shipboard safety and complimented crew for doing a good job in that regard. Secretary noted availability of various forms. Educational director reminded everyone to keep up with STCW requirements as well as expiration dates on documents. He also encouraged fellow mariners to upgrade. No beefs or disputed OT reported. Vessel needs new mattresses. Next port: Corpus Christi, Texas.

**OVERSEAS CHINOOK** (OSG), March 1 – Chairman **Allan Oculam**, Secretary **Jack Hart**, Educational Director **Rickey Yancey**, Deck Delegate **George Godiciu**, Engine Delegate **Darwin Pike**, Steward Delegate **Wilfred Lambey**. Chairman announced payoff at sea. He thanked everyone for job well done and keeping ship safe. Secretary thanked crew for helping keep house and rooms clean. Educational director reminded everyone to keep up with expiration dates on documents, and also go to Piney Point to upgrade. No beefs or disputed OT reported. Crew reacted positively to SIU President Michael Sacco's *LOG* column reporting new tonnage entering American-flag fleet. Still need coffee machines in both mess halls.

**OVERSEAS LOS ANGELES** (OSG), March 8 – Chairman **Ken-**

## With Seafarers Aboard the Isla Bella



Pictured in mid-April aboard the Tote-operated *Isla Bella* are (from left) QEE Angel Hernandez, SIU Asst. VP Archie Ware and Bosun John Cedeno.

**neth Abrahamson**, Secretary **Glenn Toledo**, Educational Director **Criseldo Espinosa**, Deck Delegate **Adel Shaibi**, Engine Delegate **Sebastian Krowicki**, Steward Delegate **John Bennett**. Chairman talked about various document renewals and availability of one-day BT revalidation class that's available. He emphasized importance of shipboard safety. Secretary noted plentiful job opportunities and also

stressed need to keep paperwork updated. Educational director recommended upgrading in Piney Point for job security. No beefs or disputed OT reported. Washing machine has been repaired. Crew thanked steward department and OS for good work. They made suggestions for improving medical benefits and reducing co-pays and deductibles. Next port: Richmond, California.

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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

## Paul Hall Center Upgrading Course Information

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.

Title of Course	Start Date	Date of Completion
<b>Gap Closing Courses</b>		
Engineroom Resource Management	June 3	June 9
Leadership and Managerial Skills	June 10 October 28	June 16 November 3
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	June 17 August 12 October 7	July 14 September 8 November 3
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Meteorology	August 26	September 1
Advanced Shiphandling	August 5	August 18
Advanced Stability	August 19	August 25
ARPA	June 3 September 30	June 9 October 6
Bosun Recertification	July 15	August 7
Crane Familiarization	August 26 October 21	September 1 October 27
ECDIS	July 1 August 26 October 14	July 7 September 1 October 20
Fast Rescue Boat	May 20 June 24	May 26 June 30
GMDSS	September 2	September 15
Lifeboat	June 3 July 1 July 29	June 16 July 14 August 11
Radar Observer	May 20 September 16	June 2 September 29
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	May 20 July 15 September 9	June 16 August 11 October 6

Title of Course	Start Date	Date of Completion
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	July 22	August 4
BAPO	May 20 July 15	June 16 August 11
FOWT	June 17 August 12	July 14 September 8
Junior Engineer	July 15 October 7	September 8\1 December 1
Machinist	September 9	September 29
Marine Electrician	August 5	September 29
Marine Refer Tech	September 30	November 10
Pumpman	September 30	October 6
Welding	June 10 August 19	June 30 September 8
<b>Steward Department Courses</b>		
Advanced Galley Ops	June 19	July 14
Certified Chief Cook	Modules run every other week. The next class will start May 15.	
Chief Steward	July 15	September 8
Galley Operations	May 20	June 16
Galley Assessment Program (GAP)	May 27	June 23
ServSafe	June 3	June 9
<b>Safety Upgrading Courses</b>		
Basic Training w/16hr FF	May 27 June 10	June 2 June 16
Basic Training Revalidation	June 2	June 2
Basic Training/Adv. FF Revalidation	June 24	June 30
Combined Basic/Advanced Firefighting	June 10	June 16
Government Vessels	May 13 May 20	May 19 May 26
Medical Care Provider	June 17	June 23
Tank Barge - DL	October 21	October 27
Tank Ship Familiarization - DL/LG	June 3	June 16
Tank Ship Familiarization - LG	June 17	June 23

### 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 seetime 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.*

*I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which might become due to me.*

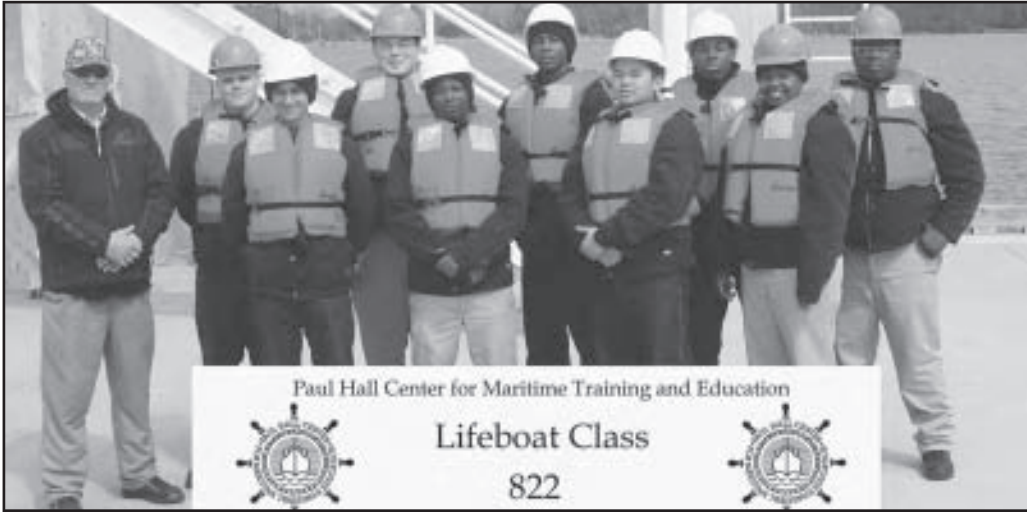
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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_____	_____	_____
_____	_____	_____

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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 Lundeberg 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.*

# Paul Hall Center Classes



**Water Survival Class #822** – The following Phase I apprentices (above, in alphabetical order) graduated from this course March 24: Alberto Luis Alvarez-Gonzalez, Melvin Cousin, Paul Hudgins, Dave Paler, Marcus Reed, Dontrell Riddick, Deroyce Roquemore, Isaiah Thomas and Renita Walker. Stan Beck, their instructor, is at the far left.

**Welding** – Three upgraders finished their requirements in this course March 17. Graduating (above, in alphabetical order) were: Derek Chestnut, Roy Porfiro Martinez and Charles Toliver. Their instructor, Chris Raley, is at the far right.



**Tank Ship Familiarization** – Five Phase III apprentices completed their requirements in this course March 17. Graduating (above, in alphabetical order) were: Neil Donegan, Kevin Franklin, Morgan Hayes, Victor Manuel Rios Rodriguez, and Jose Javier Santos Montalvo. Upon the completion of their apprentice training, each plans to work in the deck department of union-contracted vessels.

**Tank Ship Familiarization** – The following Phase III apprentices (above, in alphabetical order) graduated from this course March 17: Adam Brundage, William Cannon, Dion Cheeseborough, Micah Ferreira, Arsenio Jenkins, Kyle Savage, Arlen Vernimo Jr., Hayden Vogt and Kyle Williamson. Each plans to work in the engine department of SIU-contracted vessels once they complete apprentice training.



**Tank Ship Familiarization** – Two Phase III apprentices, who hope to work in the steward department aboard SIU-contracted vessels when they complete their training, graduated from this course March 1 and February 1 respectively. They are Andres Brown (above) and VanNessa Curd (below).

**Tank Ship Familiarization** – Thirteen Phase III apprentices (above, in alphabetical order) graduated from this course Feb. 1: Eduardo Yesier Centeno-Rosario, Timothy Chestnut, Nestor Antonio Costas Lugo, Kaila Foster, Madigan Gilligan, Frank McCracken, Christian Pagan-Villanuava, Joseph Parr, Ryan Raynor, Randy Shaw Jr., Edward Voskamp, Derek Willis and Mehdi Youssaf. Each plans to work in the deck department aboard union-contracted vessels once their training is completed.



**Tank Ship Familiarization** – The following Phase III apprentices (photo at left, in alphabetical order) graduated from this course Feb. 1: Francois Doucet III, Tarrell Jones, Clarence Kinson Jr., Gavin Kuehn Jr., Ross Morgan, Robert Thomas, and Jason Upshaw. Each plans to work in the engine department aboard SIU-contracted vessels after they complete their training.



# Paul Hall Center Classes



**GMDSS** – Five upgraders enhanced their skills by completing this course Feb 2. Graduating (above, in alphabetical order) were: Joshua Jayson Gonzalez, Edward Melvin Jr., Kirk Pegan, Harry Phillip and George Steube III. Class instructor Patrick Schoenberger is at the far right.



**Government Vessels (SUA)** – Four individuals finished their requirements in this course Feb. 24. Those graduating (above, in alphabetical order) were: Aulezus Zaudrya Andrews, Vanessa Osborne-Brumsey, Taylor Owings and Deja Watson.



**Government Vessels** – The following individuals (above, in alphabetical order) improved their skills when they graduated from this course Feb. 24: Kingdom Chiadikaobi Alozie, Linarys Castillo Ortiz, Randy Corey, Fernando Ibuyat Harber, Joel Harris, Brice Castillo Ilao, David Johnson Jr., Donald Lumpkins, Thomas McNeal, Steven Riley, Michael Robinson, Ricardo Flores Salazar, Derrick Siefke, Stephon Thompson and Marilou Toledo. Instructor Stan Beck is at the far right. (Note : Not all are pictured.)



**BT Revalidation** – Fourteen individuals (above, in alphabetical order) graduated from this course Feb. 17: Patrick Coppola, John Diaz-Hernandez Jr., Felix Arce Garcia, Diego Hatch, Mark Hoffman, Norman Hook, Arthur Marshall III, Marcel Motley, Rang Van Nguyen, Michael Nicolosi, Ricardo Flores Salazar, Grazyna Tomaszewska, Dexter Madrona Turija and Pedro Pablo Vega Caraballo. Wayne Johnson Jr., their instructor, is at the far left. (Note: Not all are pictured.)



**BT (UP Basic Firefighting)** – Twenty-one upgraders finished this class March 17. Graduating (left, in alphabetical order) were: Sheki Bradley, Bridget Burkhalter, Jose Juan Calix, Alexander Capellan, Rafael Angel Cardenas Jr., Mauricio Castro, Michael Cushman, Rudolph Daniels, James Davison, Ricardo Ellis, Edward English, Roberto Tremor Flauta, Leonard Garrett, Darryl Jackson, Randell Cuares Paredes, Lazaro Salvador Rivera Rodriguez, Walter Schoppe, Mohammed Lamin Sheriff, Devalence Smiley, Richard Salazar Torres and Daniel Zapata. Instructors John Thomas and Joe Zienda are at the far left and far right, respectively. (Note: Not all are pictured.)

**BT (UP Basic Firefighting)** – The following Seafarers completed this course Feb. 24. Graduating (right, in alphabetical order) were: Katherine Anderson, Kent Arroyo, Susan Beach, Matthew Brown, Bridget Burkhalter, Cirilo Suazo Centeno, Vincent Chavez, Curtis Church, Brian Corp, Gerard Cox, Rudolph Daniels, Abdullah Falah, Kevin Harvey, Supattara Inthapanti, Algie Mayfield Jr., Deeanne Merriman, Rudy Danilo Oliva, Liliana Oliveros, Michael Poblete, Dindo Prellagera Reforsado, Mary Slade, Thomas Smith and Amin Ali Zain. Instructor Wayne Jonson Jr. is at the far right. (Note: Not all are pictured.)



# Paul Hall Center Classes



**UA to AS-D** – Twelve individuals finished their requirements in this course March 3. Graduating (above, in alphabetical order) were: Zachary Ballard, Phillip Best, Auston Kekoa Billiot, Blake Braye, Tamara Cherry, Michael Dibelardino, Chastenay Dickerson, Tiffani Hernandez, Jasen Lapointe, Joseph Nathanael Nicodemus, Hiten Chinukumar Shrimankar and Peter Dongkyu Suh. Instructor Tom Truitt is at the far left.



**Chief Steward** – A pair of Seafarers who sail in the steward department upgraded their skills when they graduated from this course March 24. Completing their requirements were Benny Samosan (above, left) and Olivia Mabuti Fisher-Macafe.



**Advanced Self Unloading** – The following upgraders (above, in alphabetical order) graduated from this course Feb. 17: Chris Ceyzyk, Fred Ellefsen, Clint Flora, Mark Getzmeyer, Peter Morrison Jr., Gregory Shaughnessy and Ismail Salim Yahya. Don Jaegle, their instructor, is at the far right.



**Engine Room Resource Management** – Five individuals completed this course Feb. 24. Graduating (above, in alphabetical order) were: Ernest Bullock Jr., Scott Hanson, David Quade II, Zachary Ross and Floyd Sanderson III. Instructor Freddie Toedtemeier is at the far left.



**Ship Construction & Basic Stability** – The following upgraders (above, in alphabetical order) finished this course Feb. 10: J.K. Mansfield Borden, Matthew Botterbusch, Kelly Doyle, Jason Hardy and Saleh Mohamed Mothana. Alan Tupper, their instructor, is at the far right.



**Basic Self Unloading** – The following individuals (above, in alphabetical order) graduated from this course Feb. 24: Ali Qaid Ahmed Alwaqedi, Douglas Bellmore, Justin Bellmore, Kyle Boos, Daniel Boye, Mark Feldhaus, Karl Guenterberg, Bradley Hanson, Isaac Johnson, Wisam Mohsen-Ahmed Mesleh, Jerry Semper Jr. and Abdulla Ahmed Mohamed Suwaileh. Don Jaegle, their instructor, is at the far right.



**Magnetic & Gyro Compasses** – Four individuals completed their requirements in this course March 3. Graduating (above, in alphabetical order) were: J.K. Mansfield, Kelly Doyle, Jason Hardy and Saleh Mohamed Mothana. Instructor Patrick Schoenberger is at the far right.



**Leadership & Management Skills** – Five upgraders improved their skills by completing this course March 3. Graduating (above, in alphabetical order) were: Terrance Bader, Jermaine Crandell, Scott Hanson, David Quade II and Zachary Ross. Their instructor, Freddie Toedtemeier, is at the far right.

## SIU CIVMARS Help Ensure Success Of 'Comfort Exercise'



The Seafarers-crewed hospital ship *USNS Comfort* transits the Atlantic Ocean. (All photos by U.S. Navy photographer Bill Mesta)

Members of the SIU Government Services Division recently teamed up with other shipboard personnel to successfully complete a quarterly exercise aboard the Military Sealift Command (MSC) hospital ship *USNS Comfort*.

According to the U.S. Navy, the *Comfort* arrived back at Naval Station Norfolk (Virginia) after completing Comfort Exercise (COMFEX) 17, on Feb. 24. COMFEX 17 "was an advanced-phase training exercise designed to prepare the crew for another exercise, Bold Alligator 17, which will take place later this year," the Navy reported.

COMFEX 17 was based on a multi-day scenario that simulated the ship's response to service members being wounded in combat during a U.S. Marine Corps amphibious assault. The Seafarers-crewed *Comfort* was required to receive casualties and provide acute medical care. Some of the simulated trauma the crew was faced with included amputations, severe burns, and extensive internal wounds.

"Our COMFEX was our last dress rehearsal in preparation for the world's largest amphibious war game, BA 17," said Capt. Lanny Boswell, commanding officer of the *Comfort's* medical treatment facility. "The *Comfort* conducts a COMFEX quarterly and each is a training battery designed to keep the medical personnel, support staff, and civil service mariners who serve aboard *USNS Comfort* sharp. It is important for us to conduct this quarterly training program to be ready to respond wherever and whenever the Navy needs us."

"We have built on the lessons the crew has learned from previous COMFEXs," added Boswell. "This exercise was the culmination of turning those training experiences into a

highly successful COMFEX 17."

When the hospital ship is called into action, it carries approximately 1,200 crew members and other personnel. Most of the medical professionals on board spend much of their time at other Navy medical facilities. "As such, when the bell rings, we have five days to bring everyone we need aboard and respond to a crisis," Boswell explained.

The exercise included the use of "human casualty simulators," sophisticated mannequins which help offer medical professionals and support personnel a realistic setting.

"The simulators have proven to be very valuable training aids for simulating medical emergencies," said Hospital Corpsman 2nd Class Patrick Gravel of Naval Medical Center Portsmouth's Healthcare Simulation Center. "These mannequins are more effective than traditional advanced medical training methods. The simulators are anatomically correct when compared to human subjects, and have advanced to a level which leads to very accurate and efficient training."

According to the Navy, the *Comfort* has three primary missions: at-sea mobile medical support to warfighters, providing medical services to support U.S. disaster relief, and assist humanitarian operations worldwide.

"The *Comfort* is the largest Role III medical facility afloat and its primary mission is to support the warfighter," said Capt. Paul Arp, head of the *Comfort's* nursing department. "We are an agile ship and crew with tremendous capabilities and professionals who are ready to meet all of the Navy's requirements. The crew threw itself into the COMFEX 17 scenario and brought a very diverse skill set to bear. For a large percent of the crew, this was their first COMFEX

so there was a steep learning curve. But the crew got 'on plane' very rapidly and performed wonderfully."

The five-day COMFEX 17 included two mass casualty drills, helicopter flight operations, and an abandon ship drill.

"Even though COMFEX 17 was a training scenario, it highlighted how capable our team really is," said Cmdr. Shawn Brown, a nurse anesthetist aboard *Comfort*.

The crew of the *Comfort* also performed a man overboard drill, fire response training, and a full medical inventory. During the exercise, the vessel was crewed by approximately 400 U.S. Navy medical professionals, support enablers, and civilian mariners (CIVMARS).

*USNS Comfort* crew members perform a wide variety of critical ships tasks including navigation, propulsion, water and electrical services.

"The service members and civilians who crew the *Comfort* are the best of the best," concluded Boswell. "Our people excelled during COMFEX 17 and we are ready for Bold Alligator 17."



A mooring winch is utilized to bring in lines as the ship departs Naval Station Norfolk (Virginia).



Crew members lower a rigged hulled inflatable boat (above) during a man-overboard drill. In photo at immediate left, mariners secure a lifeboat after an abandon ship drill. CIVMARS aboard the *Comfort* guide the vessel's tender (photo at right) back to the ship on Feb. 23. The tender was used to successfully test the platform's ability to recover at-sea casualties, which was a critical component of the exercise.



An HS-60 Sea Hawk helicopter attached to Helicopter Sea Combat Squadron Seven lands aboard the hospital ship *USNS Comfort*.

