

# SEAFARERS LOG

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

## Milestones Reached For 2 LNG-Powered Jones Act Ships



### TOTE, Crowley Vessels To Serve Puerto Rico

The union recently joined in celebrating two milestones that signal new job opportunities for SIU members. On Aug. 29, the TOTE Shipholdings containership *Perla del Caribe* (photo at far right) was christened at General Dynamics NASSCO in San Diego, with Emma Engle (immediate right) breaking the ceremonial bottle. Also in late August, company and shipyard personnel (photo at top) gathered at shipbuilder VT Halter Marine's facility in Pascagoula, Mississippi, for the keel-laying of Crowley Maritime's second Commitment Class ship (*Taino*) – a combination container – roll-on/roll-off vessel. Both the *Perla del Caribe* and the *Taino* will be powered by liquefied natural gas, and both will sail in the Jones Act trade between Puerto Rico and the U.S. mainland. Page 3. (Photos courtesy General Dynamics NASSCO and Crowley, respectively)



### SIU Members Enthusiastically Give Back to Community

Seafarers continued their long tradition of helping those in need by participating in the annual Paint Tacoma-Pierce Beautiful project. This marked the union's ninth straight year taking part in the community service activity, which normally involves hundreds of total volunteers repainting exteriors of dozens of homes of low-income, elderly and disabled homeowners each summer. Among those expertly wielding brushes for the SIU team were AB Francis Miller (below) and AB Justin Bowe (left). Page 10.



**Cape Ray Nominated**  
Page 2

**Jones Act Vital for Puerto Rico**  
Pages 5, 12, 13

**SHBP Notice**  
Page 14

# President's Report

## Grassroots Action and More New Ships

This month's message has to begin with a very sincere word of thanks to SIU members, retirees and their families in Puerto Rico for stepping up to protect the Jones Act. As reported elsewhere in this edition of the *LOG*, and as we've shared on our social media pages, the SIU membership in Puerto Rico has really answered the call as we fight to protect not only our own jobs but also those of many others in our industry.



Michael Sacco

Grassroots action remains one of the labor movement's most effective tools. Seafarers in Puerto Rico recognize that fact, and I thank each and every one of you for your efforts. I'm proud of the way you've pulled together.

Fortunately, we are far from alone in defending the nation's freight cabotage law. Labor and management are working together with allies in government to stand up for this vital regulation.

We're confident we'll win, but we also know better than to take anything for granted.

Current attacks on the Jones Act as it specifically applies to Puerto Rico are just the latest set of lies aimed at giving away our jobs to foreigners, damaging national security and eroding our shipbuilding capability. But we know the ropes in this fight, and we won't slip up.

Meanwhile, "ironic" isn't a strong enough word to describe the Jones Act battle in Puerto Rico in contrast to our front-page stories this month about new tonnage. While enemies of American-flag shipping claim the law harms Puerto Rico, U.S. shipyards are building state-of-the-art vessels that will serve the territory and the rest of the country for decades to come – sailing in the Jones Act trade. As mentioned in an earlier column, it's plainly obvious that those ships wouldn't have been built here without the strong, smart protections of the Jones Act, which has served our nation well since its enactment in 1920.

I've been involved in maritime labor a long time, to the point where I sometimes have to remind myself that what is second nature to many of us is brand new to people just entering our industry. For any newcomers who may not be familiar with it, the Jones Act requires that cargo moving between domestic ports be carried on vessels that are crewed, built, owned and flagged American. Many if not most other industrialized nations have similar laws.

This is not a subsidy but rather sound policy, which is why the Jones Act has enjoyed strong bipartisan support for nearly a century. It helps sustain almost a half-million jobs in the U.S. both on ships and in related shore-side positions. It is vital to maintaining American shipbuilding capacity. And it contributes literally billions of dollars to our economy every year. In fact, cabotage laws were among the first passed by the original Congress.

But it also safeguards the last untapped market from foreign-flag shipping, and that's why it's constantly under attack. Cabotage laws are being attacked elsewhere, too, including in Canada and Brazil, Norway and even China.

The bottom line is the Jones Act is good for Puerto Rico and for the rest of America. We know that and we'll continue making sure that politicians from every party – and every region of the country – know it, too.

### Seafarers Give Back

I also want to salute our brothers and sisters in the Pacific Northwest who recently participated in the annual community service project Paint Tacoma-Pierce Beautiful. Giving back is nothing new for SIU members, but it's still a source of pride – and it also shows the real faces of the American labor movement.

Union thugs? Please. Our members are generous and caring, whether painting a home in Tacoma, clearing debris for storm victims in Saipan, donating toys for military families in Florida, or paying for pizza and ice cream at an orphanage in South Korea.

Well done, brothers and sisters.

## SEAFARERS LOG

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

Volume 77 Number 10

October 2015

The SIU online: [www.seafarers.org](http://www.seafarers.org)

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

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

Copyright © 2015 Seafarers International Union, AGLIW. All Rights Reserved.



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

## Missouri Lawmakers Uphold Union Rights

The Missouri House of Representatives in mid-September struck a significant blow in favor of the labor movement by successfully defending Gov. Jay Nixon's veto of a so-called right-to-work (RTW) bill.

Nixon vetoed the measure in June, calling it "wrong for workers, wrong for business owners and wrong for Missouri." The state house on Sept. 16 voted on whether to override that veto (among others); it remained intact.

AFL-CIO President Richard Trumka stated, "I commend the governor, Missouri AFL-CIO President Mike Louis, and each Republican and Democratic legislator who stood strong against this attack on workers. Right to work is a corporate sham designed to weaken our rights, silence our voice, and line the pockets of the rich and powerful. Defeating Missouri's right-to-work bill is another sign that working people are seizing the momentum."

Presidential candidate and former Sen. Hillary Clinton also offered her support of the governor's veto. "Right-wing attacks on the labor movement are nothing new," she said. "But they are growing in number and intensity. I've been disturbed by repeated state-level attacks on basic protections that unions have fought hard for over the years, like a prevailing wage, union dues deductions, binding arbitration, and collective bargaining."

Earlier this year, a report from the Economic Policy Institute (EPI) concluded that wages are lower in so-called right-to-work states. The negative impact of RTW laws translates to \$1,558 less a year in earnings for a typical full-time worker, or about 3.1 percent. Additionally, workers in RTW states are less likely to have employer-sponsored health insurance or pension coverage.

The paper was part of the EPI's Raising America's Pay project, a multiyear research and public education initiative to make wage growth an urgent national policy priority. Raising America's Pay seeks to explain wage and benefit patterns—and the role of labor market policies and practices in suppressing pay—and identify policies that will generate broad-based wage growth.

RTW essentially allows workers to freeload on the backs of fellow bargaining-unit members who pay union dues. In RTW states, employees may enjoy most of the benefits of a contract and union representation without paying dues.

In his June letter explaining his veto, Nixon wrote,



SIU President Michael Sacco (left), Missouri Gov. Jay Nixon (right) and Operating Engineers President James Callahan are pictured at an AFL-CIO meeting in Florida in 2012.

"The 'right-to-work' moniker is a misnomer. Right-to-work laws create a less-skilled workforce, drive down wages and directly interfere with a business owner's right to contract... For generations, the right to collectively bargain has yielded benefits for all workers. Labor organizations... play a valuable role by providing the skilled workers that businesses need to compete in the global economy."

Interestingly, the governor described the state's proposed RTW provision as something that would "constitute unwarranted governmental interference into Missouri businesses. Currently, the only way that union membership or dues payment are required as a condition of employment is if an employer agrees to that condition. Absent the employer's agreement, there can be no such condition. Accordingly, at its core, a so-called 'right-to-work' law is a government-mandated prohibition directed against an employer's right to contract."

## Cape Ray Team Nominated for Prestigious Award

The mariners who were aboard the SIU-contracted Ready Reserve Force vessel *MV Cape Ray* during its historic 233-day mission that neutralized and destroyed some 600 tons of deadly Syrian chemical weapons in 2014 are in line to receive more well-earned and much-deserved recognition.

The 36 mariners, along with 60 U.S. Army chemical weapons specialists; Timothy Blades of the Edgewood Chemical Biological Center in Aberdeen, Maryland; and Paul Gilmore of the U.S. Maritime Administration all have been selected as finalists for the 2015 Samuel J. Heyman Service to America Medals People's Choice Award (this honor should not be confused with a similarly named award seen on television). As a team, they join 29 other contenders who were selected from a field of more than 500 nominees for the award.

Sponsored by Partnership for Public Service, this event bestows upon all winners the esteemed Service to America Medals. These mementos have earned the reputation as among the most prestigious awards to honor America's civil servants.

As previously reported in the *Seafarers LOG*, the Keystone-operated *Cape Ray* – crewed by Seafarers and members of the Marine Engineers' Beneficial Association – in January 2014 set sail for Spain to await the transfer of the harmful chemicals as part of a multinational effort to eliminate the toxins. The vessel was specifically modified to handle the job. Joining the crew

on board were technicians who were members of the International Association of Machinists who oversaw the neutralizing of the chemicals.

In late June 2014, the chemicals were transferred safely at sea to the *Cape Ray* from a Danish vessel. By August, the Defense Department announced more than 600 metric tons of chemicals had been neutralized aboard the *Cape Ray*, which sailed to Germany and Finland to offload the resulting effluent. The *Cape Ray* returned to its home port in Portsmouth, Virginia, Sept. 17, 2014 at the conclusion of its successful mission.

Then-Defense Secretary Chuck Hagel said he "commended the crew for conducting every aspect of the mission in a highly professional manner with strict adherence to safety and with no impact to the surrounding environment. They should be all very proud of what they've accomplished to help reduce the threat of chemical weapons."

The Partnership for Public Service is a nonprofit, nonpartisan organization that "believes good government starts with good people," according to its website. The body aims to help government serve the needs of all Americans by strengthening the civil service and the systems that support it.

The voting period for the award was scheduled to close around press time for this edition. The SIU publicized the *Cape Ray's* nomination on the union's social media pages; voting took place on Facebook.



Officials from the union, the U.S. Department of Transportation, and the U.S. Military were on hand September 19, 2014 in Portsmouth, Virginia, to welcome home the Ready Reserve Force Vessel *Cape Ray*. In the photo above, members of the crew are joined by officials who took part in a welcome home recognition ceremony in their honor. Officials pictured (from left) include: Rear Adm. David Baucom, U.S. Transportation Command; Ms. Shari Durand, executive director, Defense Threat Reduction Agency; Maj. Gen. Jay Santee (USAF, Ret.), former deputy director, Defense Threat Reduction Agency; Mr. Carmen J. Spencer, joint program executive officer, Chemical and Biological Defense; Paul "Chip" Jaenichen, maritime administrator, U.S. Department of Transportation; and SIU VP Contracts George Tricker.



The *Perla del Caribe*'s propeller shaft (photo above) is maneuvered into place earlier this year. The vessel launch is shown at right as the ship slides down the ways in San Diego. (Photos courtesy General Dynamics NASSCO)



# SIU Celebrates Jones Act Ship Launch

## TOTE Vessel, Powered by Natural Gas, Will Serve Puerto Rico



Arriving for the christening in late August are SIU Exec. VP Augie Tellez (left) and VP West Coast Nick Marrone.

Just a few months after a robust celebration of the first SIU-contracted Marlin Class containership, attendees gathered again in San Diego for round two.

The SIU joined in welcoming the Aug. 29 launch of the *Perla del Caribe*, built by union workers at the General Dynamics NASSCO shipyard for TOTE Shipholdings. The vessel will be operated by TOTE subsidiary Sea Star Line and will be crewed by members of the SIU and the American Maritime Officers, respectively. It will sail in the Jones Act trade.

SIU Executive Vice President Augie Tellez and SIU Vice President West Coast Nick Marrone represented the union at the recent ceremony. Earlier in the summer, the first ship in the class, the *Isla Bella*, was christened by Sophie Sacco, wife of SIU President Michael Sacco.

Billed as the first containerships powered by natural gas, the *Perla del Caribe* and *Isla Bella* will operate between Jacksonville, Florida, and Puerto Rico.

Phil Greene, president of TOTE Services (the parent company's vessel-management component) said of the SIU and AMO, "These organizations have a rich and distinguished history of supporting the U.S. Merchant Marine with the best maritime personnel in the

world, ensuring TOTE is able to deliver safe and reliable service day in and day out. We are proud of our strong partnership with SIU and AMO."

General Dynamics NASSCO President Fred Harris, a former union mariner, stated, "The Marlin Class ships are the most fuel efficient, eco-friendly containerships in the world. As the first of their kind, these ships represent the next generation of U.S.-built ships and we at General Dynamics NASSCO are proud to be leading in that effort."

Also at the more recent ceremony, Tim Nolan, president of Sea Star Line, noted, "The ability to innovate and lead in the maritime sector is something that comes along once in a lifetime.... These ships and the technology they employ will redefine what is possible in the shipping industry both here in the United States and abroad."

Tim Engle, president of Saltchuk, TOTE's parent company, also spoke at the christening. He pointed out that "TOTE is one of six lines of business that together create a national transportation network, moving cargo by land, sea and air. Saltchuk continually invests in our operations, ensuring that we provide safe, stable and proud environments for our more than 7,500 employees to come to work each day."

His daughter Emma Engle, part of the third generation of Saltchuk ownership, served as the vessel sponsor and performed the christening and ceremonial launch.

NASSCO described the 764-foot-long ships as measuring around the same length as two-and-a-half football fields apiece. In announcing the August christening, the yard noted, "The ships will reduce particulate matter by 98 percent and carbon dioxide emissions by 72 percent, the equivalent of removing more than 15,700 cars from the road, making them the cleanest cargo-carrying containerships in the world."

The *Perla del Caribe* is expected to enter service in the first quarter of 2016 while the *Isla Bella* is slated to sail before the end of this year.

Kevin Graney, vice president and general manager of General Dynamics NASSCO, added, "To NASSCO shipbuilders, a launch signals the near completion of the construction of a ship; it's when the ship enters the ocean for the very first time. It's a moment of pride for the thousands of men and women who built the ship – piece by piece, block by block. For the *Perla del Caribe*, it's no different, and when the ship is delivered we will be very proud to say, 'We built that.'"

### Crowley Achieves Major Milestone With Keel Laying of Second LNG-Powered Ship

#### Commitment Class Vessels Will Serve U.S.-Puerto Rico Trade Lane

Progress is continuing in a new-build program that means new jobs for SIU members and reliable service for residents of Puerto Rico.

In late August, the keel was laid for the second Commitment Class liquefied natural gas (LNG)-powered, combination container – roll-on/roll-off (ConRo) ship for Seafarers-contracted Crowley Maritime. The ceremony took place at shipbuilder VT Halter Marine, Inc.'s facility in Pascagoula, Mississippi.

Both vessels in the class will exclusively serve the U.S.-Puerto Rico trade lane, according to Crowley.

"Once again, this program underscores the importance of the Jones Act, the dependability of SIU crews and the commitment of our contracted vessel operators," said SIU Vice

President Contracts George Tricker. "It's definitely an important milestone and I know that our union collectively looks forward to continued progress with the construction of both ships."

"The keel laying marks the ceremonial beginning of the construction and formation of the backbone of a ship," said Crowley's Todd Busch, senior vice president and general manager, technical services. "Today's event symbolizes how far we've come in delivering on our commitments to our customers in Puerto Rico. We are very excited to continue the construction process for these technically advanced ships."

VT Halter Marine and Crowley entered into a contract for the pair of Jones Act ships in November 2013 and construction of the

second ship began with steel cutting in Pascagoula on May 27, 2015. With the first section set in place, the ship will now begin to take shape as it is built around the keel.

The first ship's keel laying took place in January 2015.

"Once again we are very proud to announce that another significant milestone has been met," said Jack Prendergast, CEO, VT Halter Marine. "We are very pleased with the progress the team is making in the construction of this fine vessel. We are proud of our long association with Crowley and the commitments both companies are making toward the successful completion of this great project."

The Commitment Class ships have been designed to maximize the carriage of 53-foot, 102-inch-wide containers, which offer the most cubic cargo capacity in the trade. The ships will be 720 feet long, 106 feet wide, have a deep draft of 10 meters, and an approximate deadweight capacity of 26,500 metric tons. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed RO/RO garage. The main propulsion and auxiliary engines will be fueled by

environmentally friendly LNG.

According to Crowley, the two ships will replace their towed triple-deck barge fleet in the South Atlantic trade, which has served the trade continuously and with distinction since the early 1970s. "These new ships, which will be named *El Coquí* (ko-kee) and *Taino* (tahy-noh), will offer customers fast ocean transit times, while accommodating the company's diverse equipment selection and cargo handling flexibility – benefits customers have enjoyed for more than 60 years," the company announced. "*El Coquí* and *Taino* are scheduled for delivery during the second and fourth quarter 2017, respectively."

LNG is a stable gas that is neither toxic nor corrosive and is lighter than air. It is the cleanest fossil fuel available, netting a 100 percent reduction in sulphur oxide (SOx) and particulate matter (PM), and a 92 percent reduction in nitrogen oxide (NOx). LNG also has the ability to significantly reduce carbon dioxide (CO2), a contributor to greenhouse gas emissions, as compared with conventional fossil fuels.

Crowley has served the Puerto Rico market since 1954.

# New Equipment Further Improves Simulators

The newly renovated simulators at the SIU-affiliated Paul Hall Center for Maritime Training and Education recently received another state-of-the-art upgrade, in the form of realistic tugboat control chairs.

Both tug bridges were equipped with these chairs, which house controls on the arms of the chairs for authentic muscle memory training. The equipment is specifically designed



Realistic controls (expanded view in photo at upper right) in the tug simulators are just the latest in a series of major improvements at the Paul Hall Center in Piney Point, Maryland.

to replicate azimuthal stern drive (ASD), Z-drive and tractor tug controls by configuring the chair and bridge to match the real thing.

According to the school's Assistant Vice President Bart Rogers, "The chairs add even more value to the training in the new tug bridges by helping to maintain a realistic environment and promoting the development or enhancement of muscle memory while performing tug maneuvers. It also has the added feature of hands-free communications, which enables the participant to maintain situational awareness and externally communicate with other bridges in docking, undocking and any other types of maneuvering. With this enhancement we provide a 'next to real' training for any of our tug operations."

The chairs were also equipped with radio push buttons that will allow the multiple tug bridges to communicate with each other, which enables more realistic, multiple-vessel simulations. The radio operations are also hands-free, letting the operator maintain complete control of the vessel at all times.

The new equipment will be used in multiple classes offered through the maritime school in Piney Point, Maryland. "The courses we typically run in the tug bridges are company specific," said Rogers. "We work closely with subject matter experts from our companies to develop relevant scenarios which will give the participants the best possible training outcomes. We are currently scheduled to run a Crescent tug operations bridge resource management class, as well as an ATB Operations and Escort Team Training Session in October and November for Crowley. This will include our ATB members training in conjunction with



port pilots and tug operators to demonstrate communication skills and teamwork; human limitations and error trapping; tug capabilities and limitations; and best practices related to bridge resource management."

These chairs are just the latest addition to the recent renovations that have taken place at the Paul Hall Center, which underwent one of the most comprehensive upgrades in the 48-year history of the school. The expansive project included new, state-of-the-art simulators, classroom expansions, hotel improve-

ments, and other technological upgrades throughout the campus.

The Paul Hall Center—which includes, among other components, the Seafarers Harry Lundberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School—offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training. Students may have opportunities to receive college credits for more than 50 of those courses.

## Survey Examines Welfare of Women Mariners

The results of a new study titled "Women Seafarers' Health and Welfare Survey" were released in mid-September. The survey takes a close look at the health and welfare of women seafarers, of which there are an estimated 250,000 worldwide.

A total of 595 women from 54 countries were asked about their top health challenges, access to health care, and what health services they'd like to see provided. In addition, two focus groups were conducted in the Philippines, during which seafarers could discuss their answers in more detail.

The study was released by the International Workers' Federation (ITF), in a joint initiative with the International Seafarers' Welfare and Assistance Network, the International Maritime Health Association and the Seafarers Hospital Society. SIU Secretary-Treasurer David Heindel serves

as the chairman of the Seafarers' Section for the ITF.

According to the first question in the survey, which asked respondents to select their top three health challenges from a list, 47 percent of women suffered from joint/back pain, while 43 percent said their largest health concern was stress/depression/anxiety. Nearly 25 percent of those surveyed said that they experienced no health problems at sea, while 55 percent of those who had outlined a health concern said that they felt it was work-related.

When the mariners were asked about access to health care at sea, nearly 50 percent said they had no trouble with shipboard doctors. "Concern over a lack of confidentiality" was the most-cited concern (21 percent).

The survey then asked what factors would encourage women to access health care, and again, "guaranteed confidentiality" was the number one response, with over 30 percent, followed closely by "a better understanding of my needs" at just under 30 percent. The focus groups elaborated further on those points, saying that they'd like to be able to see a doctor while on duty, as well as having a doctor of each gender available.

Next, the survey asked seafarers for recommendations on health screenings and services that would help them maintain "good health." The results showed that more than half of women surveyed would value routine wellness checks, and 35 percent requested nutrition information. During the focus groups, the factors that contribute to "good health" were discussed, and mariners expressed their desires for a full day off to rest per month, more privacy and more diversionary activities like yoga

classes or film screenings.

The seafaring women also indicated that 45 percent of those polled learn about health and wellness online, the second-most popular response. Fifty percent said that they get their health information from health professionals, and most of the focus group participants said that they still value brochures and pamphlets, especially when Internet access is at a premium. Short films and lectures were also regarded as still being valuable tools in disseminating medical information.

One final suggestion made by the survey responders was for the addition or easier access to sanitary bins. Forty percent of those surveyed said that they did not have any access to a sanitary bin, though this occurrence is more common on board cargo ships and tankers. It was less of a concern on cruise ships and ferries.

The study closed with the following conclusions and recommendations: "While it is difficult to comment on how representative the sample is of all women seafarers, the responses received do highlight a small number of areas where relatively simple and low-cost interventions might improve the health and welfare of women seafarers. These include: the production and appropriate distribution of gender-specific information on back pain, mental health and nutrition in addition to gynecological complaints, to all women seafarers; the introduction of means for disposing of sanitary waste for all female crew on all ships; improved availability of female-specific products (e.g. sanitary products) in port shops and welfare centers worldwide."

Full results of the survey are posted online at [www.itfglobal.org](http://www.itfglobal.org).



The full report is available on the ITF website, [www.itfglobal.org](http://www.itfglobal.org)

## SIU of Canada Sues Agency To Protect Maritime Jobs

The Seafarers International Union of Canada has launched multiple lawsuits against the Canadian Border Services Agency (CBSA), due to the government granting temporary work permits to foreign-flagged, foreign-crewed vessels operating in Canadian waters.

In Canada, the Coasting Trading Act (a cabotage law) requires that ships carrying passengers or goods between Canadian ports may only use foreign workers if no qualified Canadian workers are available. The lawsuits contest that work permits granted to crews aboard the foreign oil tankers *Sparto*, *Amalthea* and *New England* were issued illegally due to Canadian cabotage laws. The lawsuits seek declarations that the work permits should not have been issued and also seek the termination of those work permits.

"The government of Canada has allowed foreign workers to take 2,100 jobs from qualified Canadian maritime workers," said SIU of Canada President Jim Given. "The federal government continues to misuse their authority to grant temporary work permits to foreign workers, while passing over Canadian sailors who are ready to work."

The SIU Atlantic, Gulf, Lakes and Inland Waters (AGLIW) is affiliated with the SIU of Canada through parent organization Seafarers International Union of North America, abbreviated as SIUNA.

Since 2013, the SIU of Canada estimates that approximately 4,000 temporary foreign work permits have been issued by the Canadian government for domestic shipping, despite an unemployment rate among Canadian maritime workers of 25 percent.

"The government of Canada is willfully ignoring the law and giving up on qualified, ready-to-work Canadian workers," added Given. "We cannot sit by and watch while foreign workers are being given work permits and are paid as little as \$2 an hour to work on ships in Canadian waters."

Canadian-issued work permits show that the *Amalthea*, a Greek-flagged ship, sailed on the St. Lawrence Seaway between the Port of Montreal and the Maritimes at the end of August with foreign crew earning as little as \$2 an hour.

The initial lawsuit challenged the temporary permits granted to foreign workers aboard the *Sparto*, an oil tanker sailing under the runaway flag of Cyprus. Since the beginning of 2015, the *Sparto* has been granted permission 10 separate times to ship crude oil on the St. Lawrence Seaway and Gulf of St. Lawrence, between the Maritime Provinces and Montreal.

When it was discovered that the *Amalthea* and the *New England* were also operating in Canadian waters, the legality of those work permits was also called into question by the SIU of Canada. Canada's Minister of Citizenship and Immigration Chris Alexander and Minister of Public Safety and Emergency Preparedness Steven Blaney are both named as respondents in the lawsuits.

The SIU of Canada has made numerous attempts to contact federal government officials around Ottawa's failure to enforce immigration law in connection with issuing work permits to foreign crew. At press time, no acknowledgement has been made and no action has been taken. The next step in the legal battle will be for the court to schedule a hearing on the matter.

# Working People Bring a Wave of Change on Labor Day

*Editor's note: The following op-ed was written by AFL-CIO President Richard Trumka. The piece was circulated recently on Medium.com, a blog-publishing platform which was founded by Twitter co-founder Evan Williams in August 2012. It has been edited slightly to conform to local style.*

Every Labor Day there's a quick nod to past labor victories, and then a knee-jerk assertion that "organized labor is in decline." It's time to retire that tired line. It's simply not true. In 2015 there's an untold story about the rising tide of working people finding new and innovative ways to create a better life.

All of this in the face of corporate opposition, archaic labor laws and gridlock in Washington. This is a story that's taking place in cities and towns around the country—in offices, factories and among ordinary people who have decided that they can stand together to make a difference.

This momentum hasn't gone completely unnoticed. A recent Gallup poll shows that support for unions is at its highest since 2008, with 58 percent of people expressing approval, and the Obama Administration is preparing to host a White House summit on Worker Voice in the fall. From Main Street to the White House, our country is taking notice of the different ways working people are on the rise. Here is a snapshot:

**Working people are raising wages** – 2015 stands to be the biggest year for collective bargaining in generations. Approximately 5 million workers will bargain for new contracts this year, with everything,

including raising wages to bettering working conditions, at stake. From airport janitors in Phoenix to musicians in New York City, workers have won good contracts and will continue to fight to raise wages through collective bargaining.

**Being in a union is cool again** – From traditional occupations to the "new economy," workers are surging to join unions and they are doing it on their own terms. Less than a year ago 9,000 American Airlines agents joined the Communications Workers of America. The American Federation of State, County and Municipal Employees grew by an astounding 135,000 new members from last year through this March. And workers at digital outlets including, Gawker, Vice, The Guardian, and Salon all joined a union despite the difficulties involved in organizing in the digital economy.

**Common-sense rules are leveling the playing field** – Working people have had the deck stacked against them for far too long, but their voices are starting to turn the tide. Rulings of the National Labor Relations Board have restored common sense to the union election process, and made it harder for companies to hide behind contractors in order to abuse working people.

**Making workplaces safer** – Today, too many people put their health and safety on the line to put food on the table. That's why workers have fought hard to make workplaces safer. Whether it is the United Steelworkers and the Building Trades working together to improve worker safety at oil refineries or mine workers ensuring high standards, a union

workplace is a safe workplace.

**Corporations respond to worker pressure** – Working people are standing up and speaking out for a robust raising wages agenda, and some of America's biggest corporations are listening. Under pressure from workers, corporations such as Walmart, Target, and McDonald's have all raised their minimum wage over the last year.

**Workers are winning at the ballot box** – Last November, five states and two cities voted to raise their minimum wage. Working people in major cities such as Seattle and Los Angeles now have more money in their pockets, with many cities from Huntsville to St. Louis debating raising the minimum wage.

**We're winning in the South** – Over the last year, workers have made great gains in the South. From peanut shellers in Alabama to steelworkers in southern Virginia, workers are beating back the efforts of big corporations to keep wages low and conditions poor.

**We're winning fair scheduling** – Corporations increasingly create unfair and unsustainable work schedules for working families, but we are fighting back. Over the last year, working people from across the country have spoken out for scheduling reform, earning big wins in California and at one of the world's biggest telecom corporations.

**Sick leave is the new norm** – A decade ago, paid sick leave was a dream. Now it's a central part of the economic debate. Whether it's at the ballot box, through local legislation, or through collective bargaining, working people are demanding the right



Richard Trumka  
President, AFL-CIO

to be healthier and happier in the workplace.

Working people haven't just won big in the last year; we've created momentum. From major organizing wins to issues like paid sick leave and scheduling reform to ensuring pro-working family candidates are supported at the ballot box, there is an undeniable movement underway. The "labor in decline" storyline is yesterday's news.

## OPM Releases 'Open Season' Dates

Members of the SIU Government Services Division should note that the Office of Personnel Management (OPM) recently announced the dates for the 2015 Federal Employees Health Benefits (FEHB) Open Season. That period will run from Monday, Nov. 9, 2015 through Monday, Dec. 14, 2015.

Open Season is the time of year for eligible individuals to ensure that they have the right health, dental, or vision insurance coverage for themselves and members of their families. It is also time to consider the money they can save on their out-of-pocket medical and dependent care expenses.

During the annual open season, employees can take the following actions for the Federal Flexible Spending Account Program (FSAFEDS), Federal Employees Dental and Vision Insurance Program (FEDVIP), and the Federal Employees Health Benefits (FEHB) Program: - Enroll in a flexible spending account – a health care and/or dependent care account, under the FSAFEDS Program. Unlike with other programs, employees must reenroll in FSAFEDS each year to participate. Enrollments do not automatically continue from year to year.

- Carryover has been adopted for health care and limited expense health care FSAs. Participants that have enrolled in one of these FSAs in 2015 will be able to bring up to \$500 of unspent funds from 2015 into 2016. Participants must re-enroll for the 2016 benefit period to be eligible for carryover. Remember, there is no longer a grace period for these two accounts.

- The maximum annual election for a Health Care Flexible Spending Account and the Limited Expense Health Care Flexible Spending Account is \$2,550 for the 2016 Benefit Period.

- The minimum election for the flexible spending accounts is \$100 for the 2016 Benefit Period. The maximum annual election for a Dependent Care Flexible Spending Ac-

count is \$5,000 for the 2016 Benefit Period. There is no carryover for this account, but there is still a grace period.

- Enroll in, change, or cancel an existing enrollment in a dental plan under the FEDVIP Program.

- Enroll in, change, or cancel an existing enrollment in a vision plan under the FEDVIP Program.

- Enroll in, change, or cancel an existing enrollment in a health plan under the FEHB Program.

### 2016 FEHB and FEDVIP Premium Rates

OPM will post FEHB and FEDVIP premium rates for 2016 sometime this month. Participants will find specific federal benefits open season information – including FEHB health plan brochures – on its website, [www.opm.gov/insure](http://www.opm.gov/insure), by the first week in November.

### Self Plus One for FEHB

As a result of the Bipartisan Budget Act of 2013, Self Plus One enrollment will be available beginning in January 2016. The first opportunity to enroll in Self Plus One will be during the FEHB open season.

Self Plus One is a new enrollment in the FEHB Program that allows enrollees to cover themselves and one eligible family member they designate to be covered. Family member eligibility for a Self Plus One enrollment is the same as for a Self and Family enrollment. A family member eligible to be covered under a Self Plus One enrollment includes either a spouse or a child under age 26. A child age 26 or over who is deemed incapable of self-support because of a mental or physical disability that existed before age 26 is also an eligible family member.

According to OPM, additional guidance on the new Self Plus One enrollment type will be forthcoming. A variety of general Open Season resources is available at [www.opm.gov/healthcare-insurance/open-season/resources/](http://www.opm.gov/healthcare-insurance/open-season/resources/)

## Navy League Sees Jones Act As Critical to Puerto Rico's Economic, National Security

The nation's freight cabotage law – and in particular its great value to Puerto Rico – recently received boosts from the Navy League of the United States and from the American Maritime Partnership (AMP).

In a letter sent to U.S. Congress leadership on Sept. 9, 2015, the Navy League addressed ranking members of the House Armed Services Committee, urging them to oppose any changes to the Jones Act in the event any legislation is considered to assist Puerto Rico during its economic crisis.

The Navy League set the record straight on false claims by Jones Act opponents that the law and the maritime industry are to blame for the Puerto Rican debt crisis. As the Navy League indicated in its letter, the Jones Act is critical for the island's national and economic security.

"Exempting Puerto Rico from the Jones Act would undermine national security," the letter noted. "The U.S.-mainland-to-Puerto-Rico trade is a major American non-contiguous shipping trade. Ironically, Puerto Rico soon will be served some of the most modern, state-of-the-art vessels in the American fleet. Exempting Puerto Rico and changing the rules in the middle of the game would cause a ripple effect that would impact the entire American shipping industry."

The letter further pointed out that the U.S. General Accountability Office (GAO) "recently completed the most comprehensive study of the Jones Act in Puerto Rico ever and focused heavily on the impact on national security. GAO correctly noted that 'the military strategy of the United States relies on the use of commercial U.S.-flag ships and crews and the availability of a shipyard industrial base to support national defense needs.'"

The letter came on the heels of recent news reports that have included statements by familiar opponents of American maritime who have sought to capitalize on the debt crisis and undermine an industry that for decades has provided consistent and reliable transport of goods to the people of Puerto Rico.

One week after the Navy League sent its letter, Tom Allegretti, chairman of AMP (a powerful coalition to which the SIU is affiliated),

addressed attendees of the 2015 Tradewinds Jones Act Shipping Forum in New York about the overwhelming support for the Jones Act in Congress.

Allegretti remarked that the strong backing of the Jones Act trade is due to the industry's longstanding positive impact on national, economic and homeland security, affirmatively noting that any attempt to include an amendment of the Jones Act in pending legislation is a "vote subtractor" that can hurt congressional progress.

He outlined why any connection between the Jones Act and a debt relief package in Congress would hurt the movement of the package.

"Some in Puerto Rico have suggested that a Jones Act exemption be included in the legislative package under the erroneous theory that the Jones Act is bad for Puerto Rico," he said. "But here's the kicker: If Congress did that – include an anti-Jones Act amendment in the package – the chances of the overall package getting enacted into law would diminish. That's because the presence of an anti-Jones Act amendment would reduce or subtract the number of members of Congress who would vote for the overall bill. So Puerto Ricans would be undermining – and maybe even sabotaging – their own assistance package by including an anti-Jones Act amendment in it."

The coalition chairman also mentioned an attempt earlier this year to repeal the U.S.-shipbuilding component of the Jones Act in the Senate.

"Ultimately, several weeks later, facing almost certain defeat, [Sen. John McCain] withdrew his amendment and did not offer it," Allegretti recalled. "We believe his amendment would have failed overwhelmingly. Even Sen. McCain jokingly admitted that his strategy for repealing the Jones Act was to 'pray to the patron saint of lost causes.' In other words, there is no appetite in Congress to change the Jones Act."

Last December, Congress enacted perhaps its strongest endorsement of the Jones Act in history in a resolution included in the National Defense Authorization Act of 2014.

See related coverage on pages 12-13



Rear Adm. Bill Byrne, commander of U.S. Naval Forces, Korea (left in photo above), speaks with Republic of Korea (ROK) Navy Rear Adm. Han, Dong-jin, chief of staff for the commander of ROK Fleet, aboard the SIU crewed *USNS Henson* during an allied operation involving the two navies Sept. 9 in Busan. The SIU crewed *USNS Montford Point* (photo at right) hosts a tour for military personnel Aug. 14 in Busan, Republic of Korea. (U.S. Navy photos by Mass Communication Specialist 1st Class Abraham Essenmacher)



## Seafarers Help Spread Goodwill in Korea

SIU members and officers aboard a pair of Military Sealift Command (MSC) vessels recently played the role of goodwill ambassadors in the south Pacific. They hosted high-ranking military officers from the Republic of Korea (ROK) who toured the union crewed *USNS Montford Point* and *USNS Henson*, respectively.

### USNS Montford Point

Vice Adm. Hyun-Seong Um, commander, ROK Fleet, on Aug. 8 was welcomed aboard one of MSC's newest class of Maritime Prepositioning Force ships, the *USNS Montford Point*. Operated for MSC by SIU-contracted Ocean Ships, Inc., the vessel boasts a mobile landing platform that can serve as a floating base for amphibious operations. It also has the capability to operate as a transfer point between large ships and small landing craft.

While aboard the vessel, the admiral received a guided tour. According to Navy Cmdr. Eric J. St. Peter, commanding officer, MSC Office Korea, MSC Far East, the tour consisted of a walk-through of the *Montford Point's* landing craft air cushion deck, a visit to and presentation of the ballast control and the bridge, a video about the vessel, and meaningful discussions about the Navy's sea-base concept.

St. Peter said these types of tours give U.S. forces in Korea an opportunity to build a stronger alliance with the commander of the ROK Fleet.

"Any time we have an opportunity to share information, I think we should. It promotes interoperability," said St. Peter. "These types of tours and key-leader engagements are important because they help in sustaining and strengthening the ROK-U.S. combined forces alliance. We are stronger and better postured to deter external aggression and defend the Korean Peninsula when we are familiar with each other."

According to Um, the *Montford Point* crew was working on behalf of Korea so the ROK Navy was very supportive and proud of the strong alliance. Additionally, Um, who travelled with a staff of other high-ranking officials, displayed great interest in the *Montford Point* for its "very interesting concepts."

Seafarers aboard the vessel during the visit included Bosuns **Kenneth Steiner** and **Timothy McHale**; Able Seamen **Stephen Amthauer**, **William McIntyre**, **Timothy Heil**, **Harold Borden**, **Juan Machado-Lopez** and **Steven Corachan**; and Ordinary Seamen **Jon Sunga**, **Alan Bosier** and **Eric Lyons**. Also aboard were QMEDs **Michael**

**Gray**, **Kenneth Lockhart**, **Jason Powell** and **Reylan Tendido**; Deck/Engine Utility **Clark Castrodes**; Storekeeper **Christopher Mayne**; Steward/Baker **Kimberly Strate**; Chief Cook **James Martin Jr.**; and SAs **Dennison Dizon** and **George Oliver**.

### USNS Henson

Senior Navy representatives from the ROK joined Rear Adm. Bill Byrne, commander, U.S. Naval Forces Korea during a Sept. 9 visit aboard the oceanographic survey ship *USNS Henson*. The purpose of the visit was to further foster the enduring U.S. and ROK partnership.

During the event, Capt. A.J. Reiss, commanding officer of the Naval Oceanic Office (NAVOCEANO), spoke about the importance of the ship's name. Operated for MSC by SIU-contracted Maersk Line, Limited, the vessel is named after Matthew Henson. Widely recognized as the first African-American Arctic explorer, Henson is credited with assisting Robert Edwin Peary during his (claimed) discovery of the geographic North Pole in 1909.

Reiss also compared the teamwork of Peary's historic expedition to the importance of the U.S. and ROK alliance. "It is fitting that tonight, aboard this ship, that we acknowledge our entire success depends

upon an ever-loyal, tenacious, and persevering companionship with each other," he said.

Kristin K. Mangold, the *Henson's* captain, provided a tour of the bridge and explained the unique operating radars and navigational equipment aboard the *Henson*. Mangold said she viewed hosting senior ROK Navy officials as a sign of appreciation to the continued ROK support of the vessel's mission.

SIU crew members aboard the *Henson* during the event were: Bosun **Louis Sorito Jr.**, Able Seamen **James Copeland**, **Algeron Reed** and **Neonito Sodusta**; Ordinary Seamen Dean Crisostomo and Ricardo Dayrit; and QMEDs **Latiffe Brooks** and **Noli Aguirre**. Others aboard included Chief Steward/Baker **Alphonzo Berry**, Steward Assistant **Donte Sawyer**, MDR **Brandon Maeda**, Storekeeper **Deanna Moore** and GVAs **Fidel Dipasupil** and **George Arceal**.

MSC operates approximately 115 non-combatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners. SIU members sail aboard many of those vessels.

## U.S. Jobs Lost Over Ex-Im Shutdown

The warnings are coming true. Because of inaction on renewing the charter of the U.S. Export-Import Bank (Ex-Im), the country has begun exporting jobs.

Ex-Im is an important source of American jobs — including shipboard positions on U.S.-flag vessels — that doesn't cost taxpayers a cent. But it has gotten caught in a political fight and has been severely mischaracterized by extremists as corporate welfare.

Last month, in response to the uncertain future of Ex-Im, General Electric moved 500 jobs from Texas, South Carolina, Maine and New York to France, Hungary and China. GE also announced that they are working with the French export credit agency to back financing on some of their \$11 billion global power projects.

"We call on Congress to promptly reauthorize Ex-Im," GE Vice Chairman John Rice said. "In a competitive world, we are left with no choice but to invest in non-U.S. manufacturing and move production to countries that support high-tech exporters."

U.S. Rep. Stephen Fincher (R-Tennessee) said that this move by GE was an example

of "what happens when Congress sits idly by while thousands of jobs are on the line. Each day that Congress fails to take action to reform and reauthorize the Ex-Im Bank, more and more companies of all sizes will be forced to make these same tough decisions."

Aerospace company Boeing has also been affected by this gap in authorization, announcing that they lost a bid on a satellite contract as a result.

"This is another example of how the lapse in Ex-Im's charter is having a direct impact on our business — not only in commercial airplanes but in satellite orders," said Boeing spokeswoman Gayla McPherson. "Boeing announced it is reducing employment in its satellite manufacturing business, as many as several hundred employees could be affected through the end of the year, and the uncertainty regarding Ex-Im financing was a contributing factor in this decision."

The Export-Import Bank's charter lapsed on June 30. The bank provides loan guarantees to domestic companies looking to ship goods to foreign countries. The SIU is a strong supporter of the Ex-Im Bank, as cargo

generated by the bank must be transported aboard U.S.-crewed, U.S.-flag vessels.

During this lapse in authorization, the bank has only been able to service existing contracts, which has hindered the U.S. export industry.

The business community, both large corporations and small companies, has come together with the labor movement in support of the Ex-Im Bank, including the National Association of Manufacturers (NAM).

"These American jobs losses are a direct result of the failure of Congress to act on Ex-Im reauthorization," said NAM President Jay Timmons.

Records show the Ex-Im Bank last year supported 164,000 American private-sector jobs. Nearly 90 percent of its transactions went to small businesses. It supported \$27.5 billion in U.S. exports at no cost to U.S. taxpayers. It has helped reduce the nation's deficit by generating \$7 billion for the U.S. Treasury during the last several years.

The Business Roundtable also recently called on Congress to pass charter renewal authorization for the U.S. Export-Import Bank before it is too late.

In a letter to House and Senate leadership dated Sept. 14, Thomas Linebarger,

chair of the association's International Engagement Committee, wrote that since the bank's authority lapsed, "Congress' failure to reauthorize Ex-Im Bank has already resulted in U.S. companies losing international sales and puts hundreds of thousands of U.S. jobs at risk."

This call by the Business Roundtable (an association of chief executive officers from U.S. companies dedicated to promoting sound public policy and a thriving U.S. economy) joins the efforts undertaken by the Maritime Trades Department (to which the SIU is affiliated) seeking renewal of the bank's charter.

In late July, President Obama at a White House meeting for charter renewal declared, "I just want to be clear about this: This is not a situation in which taxpayers are subsidizing these companies."

In his letter, Linebarger pointed out, "For example, in [Fiscal Year] 2014, it provided \$27.5 billion worth of U.S. exports through its approval of over 3,700 transactions for U.S. companies, including more than 3,300 for small businesses. These exports supported an estimated 164,000 American jobs at these companies as well as companies in their U.S. supply chains."

# USNS Spearhead Supports Southern Partnership Station

The SIU mariners working aboard the high-speed vessel (JHSV) *USNS Spearhead* helped ensure a recent mission stop in Honduras went off without a hitch.

The Military Sealift Command vessel, crewed by members of the SIU Government Services Division, was supporting Southern Partnership Station – JHSV 2015, a deployment focusing on enhancing cooperative relationships with allies in the Americas.

A group of U.S. Navy Sailors and Marines went ashore from the *Spearhead* to conduct training and subject matter expert exchanges (SMEEs). According to the exercise participants, the training opportunities proved invaluable.

“Working alongside the Honduran Buzos de Combate unit, the explosive ordinance disposal and dive teams conducted SMEEs,” said Ensign Adam Pierce. “We engaged in demolition operations, and diving and underwater sonar techniques, while forging relationships which will benefit both nations in the near future.”

Marine water purification specialists, who created fresh water for Honduran communities by purifying saltwater from the ocean, were also deployed from the *USNS Spearhead*.

“During our short time in Honduras, we created 10,000 gallons of fresh water,” said USMC Sgt. Matthew Lore, noncommissioned officer-in-charge. “We also created 5,000 gallons for the local community of Puerto Castilla and distributed it in five-gallon jugs to those in need.”

Additionally, a medical team visited five schools and educated more than 1,100 children about mosquito illness prevention methods. The U.S. contingent trained 30 Honduran instructors, who in turn taught 150 Honduran military personnel.

Also taking place on board the *Spearhead* during this deployment were a series of tests commissioned by the Navy Warfare Development Command to determine the effectiveness of using the Scan Eagle and Puma unmanned aerial systems on a JHSV. According to the Navy, the *Spearhead's* positive results as a staging base for unmanned aerial vehicles provided new information on potential uses for the JHSVs as both afloat forward staging bases and in counter-trafficking capacities.

The *USNS Spearhead* is scheduled to continue its Southern Partnership Station deployment through mid-October. After leaving Honduras, the vessel was slated to travel to Guatemala.

According to the Navy, Southern Partnership Station – JHSV 2015 “is a U.S. Southern Command-sponsored deployment, in a joint operation with the U.S. 4th Fleet, to maintain access, enhance interoperability



The SIU-crewed *USNS Spearhead* enters port at Naval Station Guantanamo Bay for a refueling and maintenance stop before continuing on Southern Partnership Station. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kegan E. Kay)

and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American

regions.”

However one describes it, the U.S. Merchant Marine has helped ensure the mission’s success.



## Paul Hall Center Delivers Training For G&H Towing

Following up on other recent off-site training, instructor Pat Schoenberger (left) from the Paul Hall Center conducted a Designated Examiner/Qualified Assessor course for SIU boatmen in Galveston, Texas, who are employed by G&H Towing. Completing the class were Wade Cocek, Pat Laurie and Bobby Pytka. The SIU-affiliated Paul Hall Center is located in Piney Point, Maryland.

## Labor Day Tradition in Wilmington



The union was well-represented for the 35th straight year in the Labor Day parade in Wilmington, California. Most of the SIU participants are pictured above – they gathered in the shade before heading out to the sunny parade route Sept. 7. Temperatures were in the low 90s but the SIU team stayed well-hydrated with lots of water.



**ACTION IN OAKLAND** – Recent activities at the SIU hall in Oakland, California, included the respective presentations of two full union books and a first pension check. Newly retired Seafarer Abdulla Mohssin (right in photo at right above) is pictured with Asst. VP Nick Celona, who is also shown in photo at center above, presenting a full book to Starlight Marine Deckhand Andrew Jebananthan. In the remaining photo, AB Adrian Fraccarolli (right, with Patrolman Nick Marrone II) receives his full book.

## *At Sea and Ashore with the SIU*



**BOOKS PRESENTED IN PINEY POINT** – Chief Steward Leanne Smith (right in photo above) recently picked up her A-seniority book, while AB Joseph Bowen (right in photo at immediate right) received his full book. Port Agent Pat Vandegrift is pictured at left in both photos.



**ABOARD APL KOREA** – Recertified Steward Sergio Castellanos (left) and Chief Cook Steven Bowmer are pictured aboard the vessel in Oakland, California on Aug. 17.



**ABOARD KAUAI** – Pictured from left to right aboard the Matson-operated vessel this summer in Oakland, California, are OBS Muafa Alasfor, ACU Moosa Mohamed, Chief Cook Reynaldo Ricarte and Chief Steward Frank Ramones.



**PORT COUNCIL ENDORSES REP. TAKAI** – The Hawaii Ports Maritime Council in late August endorsed U.S. Rep. Mark Takai (D-Hawaii) in his campaign for re-election. The pro-maritime congressman is pictured with some of the port council members in late August in Honolulu. He's standing seventh from right; SIU Port Agent Hazel Galbiso is directly behind his right shoulder. Also pictured are Mario Higa (MFOU), Luke Kaili (MEBA), Guy Fujimura (ILWU), Jason Bradshaw (AFL-CIO), Mike Dirksen (SUP), Capt. Tom Heberle (Hawaii Pilots), Pat Loo (UFCW), Gwen Rulona (UFCW), Gino Sequena (LIUNA), Bill Anonsen (Amergent Techs), Randy Swindell (MM&P), and Marc Yamane (IUEC).







**ABOARD BLACK EAGLE** – These snapshots aboard the Sealift, Inc.-operated vessel were taken in July at the Concord (California) Naval Weapons Station. Pictured in the galley in the photo at immediate left are Steward/Baker Milton Sivells (left) and Chief Cook David Dingman, while the individual photo above shows SA Henry Commager. The remaining image (above, right) features ABs Richard Grubbs and Luis Valerio.

## *At Sea and Ashore With the SIU*



**ABOARD EMPIRE STATE** – Taken during a mid-July servicing in Rodeo, California, these photos show Seafarers aboard the Crowley-operated tanker. Pictured from left to right on deck (above) are Apprentice Walter Lent, AB Maurice Flemings and AB Adam Riley; shown in the galley (at upper left) are SA Ameer Ali, ACU Ahmed Omer and Steward/Baker Bernadette Yancy.



**ABOARD ATB COMMITMENT** – ABs Kelsey Longhi (left) and Michael O'Leary concentrate on the task at hand aboard the Crowley articulated tug-barge Aug. 21 in Martinez, California.



**ABOARD ATB VISION** – SIU VP West Coast Nick Marrone (center) met with Seafarers aboard Crowley's ATB *Vision* Aug. 21 in Martinez, California. Pictured with him are AB Oleg Pankratov (left) and AB Robert Boomer.



OMU Matt Gilliland



As in past years, younger volunteers also pitched in.



QMED John Groom



Safety Director Ben Anderson

# Tacoma Tradition: Seafarers Give Back

## Community Volunteerism a Staple For SIU in the Pacific Northwest

Although their generosity isn't taken for granted, the consistent volunteerism of Seafarers in Tacoma, Washington, has been virtually automatic for many years. Most prominently, those efforts have involved donations to enlisted military families at Christmastime, and painting homes for local citizens during summers.

Both traditions are going strong in 2015, including a recent home-improvement project performed by an SIU contingent of sixteen. The work was part of the yearly volunteer program Paint Tacoma-Pierce Beautiful, launched 30 years ago by Associated Ministries.

Typically referred to as Paint Tacoma, the overall outreach normally involves hundreds of volunteers repainting exteriors of dozens of homes of low-income, elderly and disabled homeowners each summer. Last year, for instance, more than 400 people helped paint 32 houses.

This was the SIU's ninth straight year of participation, according to Port Agent Joe Vincenzo, who along with Administrative Assistance Brenda Flesner heads up the union's involvement.

"We're always happy to help seniors and other members of our community here in Tacoma who are on fixed incomes do what they no longer can do for themselves," Vincenzo said. "Each year we learn something new, or something special about the project emerges. This year I can't help but notice the lineage between generations of the families who make up the SIU Tacoma team. Grandfathers, fathers and mothers and their children alike lined up to pitch in and help get the job done, putting a smile on the face of this year's home owner, Vickie Matheson,

who now has a warm place in her heart for Seafarers. It is true that we painted a house but the bigger picture is that we made a friend in our community.... As always I am grateful for the opportunity to head up this project and want to thank both the members for their constant support as well as staff who make this possible."

Matheson's genuine appreciation was evident during an early September interview with the *LOG* that took place the day the SIU volunteers finished their work. She mentioned that in addition to financial limitations, major back surgery precluded her from painting the home.

"They did a fantastic job," she stated. "Everyone was so polite and just as friendly as could be. It's just awesome and I've never been so blessed."

Matheson added she was pleasantly surprised to have been selected for the project - she'd only lived in the home for a year, the minimum requirement for consideration by the program administrators.

"I'm grateful and on top of that, the (paint) color is perfect," she said. "My house was yellow. It's more like a cream-color now, so much brighter and clean, and I love it. It's a small home but I still was amazed at how quickly they got it done (taking just a few days)."

This year's SIU group included Vincenzo, Flesner, Bosun **Gerret Jarman**, OMU **Matthew Gilliland**, GUDE **Israel Serrano**, AB **Francis Miller**, QMED **John Groom**, AB **Justin Bowe**, AB **Stephen Zbornik**, QMED **Gary Williams**, Oiler **Ryan Taylor**, retiree **Dana Cella**, Safety Director **Ben Anderson** and his son **Ben Jr.**, retired SIU Representative **Don Anderson**, SIU Representative **Warren Asp** and family members **Dylan** and **Vincent**, and **Emilia Flesner** (Brenda's



Bosun Gerret Jarman

daughter).

This was Serrano's second straight year taking part in the effort, and he again found it very worthwhile.

"The experience was good, going out there and helping the community, being able to give back and do something for somebody else," he said. "It also lets people know that unions give back, that we lend a helping hand. It was well-organized and it was very rewarding to see the

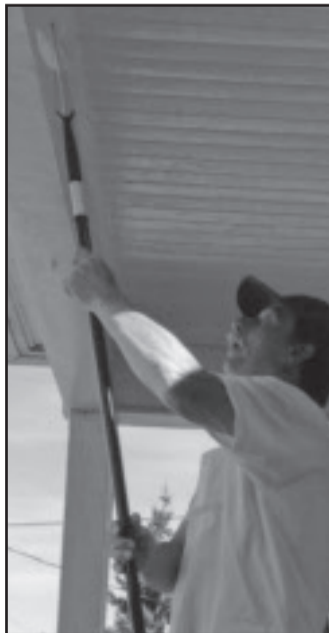
homeowner so happy. It also helped that she's a friendly person who expressed her gratitude."

Bowe said it was his first time participating and he hopes it won't be his last.

"I had a lot of fun and it went well," he stated. "It's something I'd always been meaning to do, but I'm usually out at sea when it happens. I think it's great the SIU takes this opportunity to reach out to the community."



Most of the work consisted of exterior painting.



Don Anderson Retired SIU Rep



Some of the SIU participants are pictured in front of the freshly painted home.



Here's one more thing  
Union families can share.

**Save with AT&T Wireless** and Union Plus. Just because you're union, you can save 15% on select wireless service from AT&T, the only national wireless provider that's union—like you. You can save whether you're already an AT&T customer, or switching to all-union AT&T. Plus, if you use a Union Plus Credit Card on qualifying purchases, you're eligible for up to \$250 in rebates. For union members, this is an easy call.



10/15

**Save at [UnionPlus.org/ATT](http://UnionPlus.org/ATT)**

All program plans for new and existing customers may require a new two-year contract. This offer cannot be combined with any other discounts. Qualifying monthly data plan required.



Jones Act supporters gather for an informational meeting Sept. 4.

# Forum Message: Jones Act Vital for Puerto Rico

## Labor, Management, Government Reps Defend Key Maritime Law

From different perspectives, speakers at a recent Jones Act forum in Puerto Rico were unanimous in defending the law's great value to the commonwealth.

The SIU and many of its allies teamed up for an informational meeting Sept. 4 aimed at continuing to publicize the truth about the Jones Act – a key maritime law that has come under erroneous but fierce attack in the territory. Hundreds turned out for the event, including former Gov. Carlos Romero Barcelo, Puerto Rico Sen. Carmelo Rios Santiago, union and company officials. Many Seafarers, SIU retirees and their families also filled the meeting room in a strong demonstration of support.

A day earlier, SIU Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel met with members at the union hall to share the latest news in the campaign to promote and defend America's freight cabotage law.

The Jones Act requires that cargo moving between domestic ports is carried on vessels that are crewed, built, owned and flagged American. Critics have taken to blaming the law for Puerto Rico's financial woes, even though the only credible studies of its effect on the territory have concluded the Jones Act in fact benefits the island.

As Joseph Keefe of *Maritime Professional* wrote, "To blame the Jones Act for the island's woes is simply shortsighted and frankly a misguided effort to point fingers elsewhere when the real problems exist much closer to home. U.S.-flag shipping has provided reliable and regular service to the island for many years. That's not going to change, and, in reality, it may be one of the things that helps the island to recover."

Overall, the Jones Act helps support nearly 500,000 American jobs and contributes billions of dollars annually to the economy, according to PricewaterhouseCoopers. It's also a vital component of U.S. national and homeland security, partly because it helps maintain America's shipbuilding capability as well as a pool of reliable, well-trained U.S. mariners who are available to sail aboard military support vessels in times of need.

Those were some of the messages delivered at the Sept. 4 meeting, which also featured remarks from Jose Nazario, Ricky Ilarraz and Jose "Pache" Ayala of Crowley; Eduardo Pagan of Sea Star; Tellez and SIU Port Agent Amancio Crespo; Eduardo Iglesias of the Masters, Mates & Pilots; Carlos Sanchez Ortiz of the International Longshoremen's Association.



The SIU made a strong showing at the gathering – active and retired Seafarers and their families were in attendance.



Forum speakers included (from left) Sea Star VP Eduardo Pagan, Crowley GM Jose Nazario, Crowley Port Ops Superintendent Ricky Ilarraz, ILA Local 1740 President Carlos Sanchez Ortiz, MM&P Rep Eduardo Iglesias, former Gov. Carlos Sanchez Ortiz, SIU Exec. VP Augie Tellez, SIU Port Agent Amancio Crespo and Crowley VP Jose "Pache" Ayala.



Puerto Rico Sen. Carmelo Rios Santiago



Seafarers fill the local SIU hall to discuss the importance of the Jones Act.



SIU Exec. VP Augie Tellez (standing tenth from left) and SIU Sec.-Treas. David Heindel (far right) meet with members at the hall on Sept. 3

## MTD President Sacco Alerts Congress To Fallacies in Anti-Jones Act Report

The Maritime Trades Department, AFL-CIO (MTD) has called upon members of Congress to not be taken in by a newly released study trying to blame some of Puerto Rico's economic crisis on the Jones Act.

In letters sent to the chair and ranking member of the Senate Commerce, Science and Transportation Committee and its Surface Transportation and Merchant Marine Subcommittee as well as to the House Transportation Committee, its Coast Guard and Maritime Transportation Subcommittee, and the House Armed Services Committee and its Seapower and Projection Forces Subcommittee, MTD President Michael Sacco reiterated the department's longstanding promotion of the Jones Act, the nation's freight cabotage law.

"Let me go straight to the point: The Maritime Trades Department, AFL-CIO has been, and is and will be a resolute supporter of the Jones Act," stated Sacco in his letters of September 2. "For nearly 100 years, the Jones Act has served America's economic and defense interests. It provides decent family-supporting jobs all across the United States and its territories, including Puerto Rico."

Sacco, who also serves as president of the SIU, noted the study (known as the Krueger Report) commissioned by the government of Puerto Rico "did not rely on the critical ingredient that was used heavily in a 2013 independent review of the Jones Act in Puerto Rico by the

Government Accountability Office – facts."

The Krueger Report tried to make a case that exempting the commonwealth from the Jones Act would alleviate some of the financial indebtedness faced by Puerto Rico. However, it ignored many of the points made in the GAO study – including one that there are too many factors involved in the cost of transportation as it relates to cost of consumer goods to identify any specific cost related directly to the Jones Act. In addition, the Krueger Report failed to provide an accounting of the thousands of jobs held by Puerto Ricans thanks to the Jones Act trade.

Several news stories released after the Krueger Report came out have tried to claim all goods and services going into or out of Puerto Rico have to be carried aboard U.S.-flag vessels. This ignored the fact that two-thirds of the island's services come from foreign-flag bottoms.

Sacco also pointed out that the Krueger Report chose to leave out the importance of the Jones Act to national security. He quoted the vice chairman of the Joint Chiefs of Staff, General Paul Selva, who addressed the MTD executive board meeting in February when he was commander of the U.S. Transportation Command: "Without the contribution that the Jones Act brings to support of our industry, there is a direct threat to national defense."

In his conclusion, Sacco stated, "While



Michael Sacco MTD President

we are greatly concerned about the economic distress being faced by Puerto Rico and are willing to be part of the effort to help alleviate the crisis, we firmly believe any attempt to exempt the commonwealth from the jurisdiction of the Jones Act will only exacerbate the situation, leading to additional job losses for the citizens of the island as well as to workers on the mainland."

## Crowley: Puerto Rico Enjoys Lowest Shipping Rates

*Editor's note: This is the text from a print advertisement by SIU-contracted Crowley that ran Sept. 4 (both in English and Spanish) in a Puerto Rico newspaper.*

With more than 60 years of serving the Puerto Rico market with dedicated shipping and logistics services, Crowley Maritime Corp., along with its 300 local employees, makes no secret that it calls the island home. To say Crowley cares deeply about Puerto Rico and its people – especially at the height of the island's financial uncertainty – is an understatement.

At Crowley, we are betting that Puerto Rico will succeed. In fact, the company is investing almost half a billion dollars in new marine terminal infrastructure and state-of-the-art vessels to serve the island. A healthy local economy is not only crucial for our company, but is even more critical to the hundreds of Puerto Rican Crowley employees on the island and throughout the U.S.

Serious action is needed to move Puerto Rico into growth mode. It makes sense to allow Puerto Rico access to Chapter 9 of the Bankruptcy Code. Such a change will put into place an efficient mechanism to restructure certain government debt, the same process that is available in other U.S. states. Beyond that, changes

are urgently needed, at the federal level and in Puerto Rico, to stimulate private sector investment and job creation on the island.

What is not needed, and what would do serious harm to Puerto Rico, is to offshore Puerto Rico's U.S. maritime industry by repealing the Jones Act. The Jones Act requires that Americans build and operate ships in the Puerto Rico trade, which creates jobs for Puerto Rican and other Americans. Puerto Rico already enjoys the lowest shipping rates in the Caribbean.

There are many factors affecting prices on the island – energy, taxes, trucking, warehousing, rent, market size and more. The Jones Act portion is tiny in comparison. Any possible savings from offshoring the maritime work would not even register.

Additionally, repealing the Jones Act could hurt the Puerto Rican economy further. Puerto Rico needs more private sector jobs, not less. The Jones Act provides thousands of Puerto Rican jobs on vessels, on the island and in the U.S. Mainland. These are family-wage jobs that generate tax revenue and create other jobs.

Repeal would also jeopardize other benefits of the Jones Act, such as the ongoing \$1 billion investment in new terminal infrastructure and ships. Puerto Rico manufac-

turers and exporters would lose the benefit of the extremely low "backhaul" rates from Puerto Rico to the Mainland. Shippers would lose dedicated, direct and reliable shipping services, which would be replaced with foreign, less reliable, pass-by services involving port calls in numerous islands and countries. And, larger 53- and 45-foot shipping containers used by U.S. carriers to maximize value for Puerto Rico shippers would be replaced by less economical 20- and 40-foot containers typically provided by foreign carriers.

We have faith in the Puerto Rican people and their leaders. We are doing our part to implement real solutions for the current financial challenges. We must also warn against "snake oil proposals" – such as offshoring Puerto Rican maritime jobs by repealing the Jones Act – that would actually do more harm to the Puerto Rico economy than good.

For the past 60 years, Crowley has demonstrated its commitment to Puerto Rico. Now we ask you to do your part and protect the island and its economy. Join us in standing up for the Jones Act, the jobs it creates and a stronger Puerto Rico.

Sincerely,

*The Men and Women of Crowley Puerto Rico*

## Facts About the Jones Act

*Editor's note: This text was made available by the Transportation Institute as part of its campaign to stand up for the Jones Act in Puerto Rico. The organization is a non-profit entity dedicated to maritime research and education and promotion of the strength of the U.S.-Puerto Rican maritime industry. Visit the website dedicatedtopuertorico.org for more information.*

There are a lot of misconceptions about the maritime industry and the Jones Act, but it is critical to separate the facts from fiction.

Below are facts about the Jones Act and the U.S.-Puerto Rican maritime industry.

**Only goods transported between Puerto Rico and the mainland U.S. are subject to the Jones Act**

The Port of San Juan is no different under the law than any other U.S. port. Merchandise can be imported and exported from anywhere in the world, trading with anyone at any time. In 2011, [the Government Accountability Office or GAO] said, two-thirds of the ships serving Puerto Rico

were foreign ships. Fifty-five different foreign carriers provided imported cargo to Puerto Rico in a single month as cited as an example by GAO. Foreign shipping companies compete directly with the American shipping companies in an intensely competitive transportation market.

**Contrasting U.S.-flag Jones Act vessels and foreign-flag vessels is an "apples to oranges" comparison**

Most trading nations have cabotage laws applied to aviation, maritime, rail, and trucking. A GAO study found that foreign-flag ships are not subject to U.S. taxation, U.S. immigration, U.S. safety and other U.S. laws. Foreign-flag vessels operating in the domestic trades would be subject to the same laws as U.S.-flag vessels, drastically affecting any perceived cost savings. The Government Accountability Office (GAO) found that: "Foreign carriers operating in the U.S. coastwise trade could be required to comply with other U.S. laws and regulations which could increase foreign carriers' costs and may affect the rates they could charge."

**The Jones Act ensures service between the United States and Puerto Rico is consistent and reliable**

Many goods imported by Puerto Rico are perishables, therefore on-time delivery is important. Jones Act shippers meet the real-time demands of island import inventory managers who rely on prompt shipping to stock shelves, in lieu of warehousing. According to a GAO study on the Jones Act impact on Puerto Rico, "If the Jones Act were exempted, foreign carriers that currently serve Puerto Rico as part of a multiple-stop trade route would likely continue this model to accommodate other shipping routes to and from other Caribbean destinations or world markets rather than provide dedicated service between the United States and Puerto Rico, as the current Jones Act carriers provide." Longer multi-port trade routes make it difficult to ensure that scheduled service will be consistently reliable, because carriers are more likely to experience weather delays or delays at ports, and could even intentionally bypass ports on occasion to make up lost travel time."

## Seafarers Health and Benefits Plan Notice of Privacy Practices

*Your Information. Your Rights. Our Responsibilities.*

**This notice describes how medical information about you may be used and disclosed and how you can get access to this information. Please review it carefully.**

### Your Rights

**When it comes to your health information, you have certain rights.** This section explains your rights and some of our responsibilities to help you.

#### Get a copy of health and claims records

You can ask to see or get a copy of your health and claims records and other health information we have about you. Ask us how to do this.

We will provide a copy or a summary of your health and claims records, usually within 30 days of your request. We may charge a reasonable, cost-based fee.

#### Ask us to correct health and claims records

You can ask us to correct your health and claims records if you think they are incorrect or incomplete. Ask us how to do this.

We may say "no" to your request, but we'll tell you why in writing within 60 days.

#### Request confidential communications

You can ask us to contact you in a specific way (for example, home or office phone) or to send mail to a different address.

We will consider all reasonable requests, and must say "yes" if you tell us you would be in danger if we do not.

#### Ask us to limit what we use or share

You can ask us not to use or share certain health information for treatment, payment, or our operations.

We are not required to agree to your request, and we may say "no" if it would affect your care.

#### Get a list of those with whom we've shared information

You can ask for a list (accounting) of the times we've shared your health information for six years prior to the date you ask, who we shared it with, and why.

We will include all the disclosures except for those about treatment, payment, and health care operations, and certain other disclosures (such as any you asked us to make). We'll provide one accounting a year for free but will charge a reasonable, cost-based fee if you ask for another one within 12 months.

#### Get a copy of this privacy notice

You can ask for a paper copy of this notice at any time, even if you have agreed to receive the notice electronically. We will provide you with a paper copy promptly.

#### Choose someone to act for you

If you have given someone medical power of attorney or if someone is your legal guardian, that person can exercise your rights and make choices about your health information.

We will make sure the person has this authority and can act for you before we take any action.

#### File a complaint if you feel your rights are violated

You can complain if you feel we have violated your rights by contacting us using the information at the end of this notice.

You can file a complaint with the U.S. Department of Health and

Human Services Office for Civil Rights by sending a letter to 200 Independence Avenue, S.W., Washington, D.C. 20201, calling 1-877-696-6775, or visiting [www.hhs.gov/ocr/privacy/hipaa/complaints/](http://www.hhs.gov/ocr/privacy/hipaa/complaints/).

We will not retaliate against you for filing a complaint.

### Your Choices

**For certain health information, you can tell us your choices about what we share.** If you have a clear preference for how we share your information in the situations described below, talk to us. Tell us what you want us to do, and we will follow your instructions.

In these cases, you have both the right and choice to tell us to:

Share information with your family, close friends, or others involved in payment for your care

Share information in a disaster relief situation

*If you are not able to tell us your preference, for example if you are unconscious, we may go ahead and share your information if we believe it is in your best interest. We may also share your information when needed to lessen a serious and imminent threat to health or safety.*

### Our Uses and Disclosures

#### How do we typically use or share your health information?

We typically use or share your health information in the following ways.

#### Help manage the health care treatment you receive

We can use your health information and share it with professionals who are treating you.

*Example: A doctor sends us information about your diagnosis and treatment plan so we can arrange additional services.*

#### Run our organization

We can use and disclose your information to run our organization.

We are not allowed to use genetic information to decide whether we will give you coverage and the price of that coverage. This does not apply to long term care plans.

*Example: We share general claims information with the Plan's actuaries in order to design Plan benefits.*

#### Pay for your health services

We can use and disclose your health information as we pay for your health services.

*Example: We share information about your claims with your spouse's health plan in order to coordinate benefits.*

#### Administer your plan

We may disclose your health information to your health plan sponsor for plan administration.

*Example: We will share your claim information with the Board of Trustees if you submit an appeal.*

#### How else can we use or share your health information?

We are allowed or required to share your information in other ways — usually in ways that contribute to the public good, such as public health and research. We have to meet many conditions in the law before we can share your information for these purposes.

For more information, see: [www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html](http://www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html).

#### Help with public health and safety issues

We can share health information about you for certain situations such as:

Preventing disease  
Helping with product recalls  
Reporting adverse reactions to medications  
Reporting suspected abuse, neglect, or domestic violence  
Preventing or reducing a serious threat to anyone's health or safety

### Do research

We can use or share your information for health research.

### Comply with the law

We will share information about you if state or federal laws require it, including with the Department of Health and Human Services if it wants to see that we're complying with federal privacy law.

### Respond to organ and tissue donation requests and work with a medical examiner or funeral director

We can share health information about you with organ procurement organizations.

We can share health information with a coroner, medical examiner, or funeral director when an individual dies.

### Address law enforcement, and other government requests

We can use or share health information about you:

For Jones Act Claims upon receipt of a subpoena or authorization

For law enforcement purposes or with a law enforcement official

With health oversight agencies for activities authorized by law

For special government functions such as military, national security, and presidential protective services

### Respond to lawsuits and legal actions

We can share health information about you in response to a court or administrative order, or in response to a subpoena.

If you attend the Seafarers Addictions Rehabilitation Center (ARC) we will never share any substance abuse treatment records without your written permission, unless we receive a valid subpoena.

### Our Responsibilities

We are required by law to maintain the privacy and security of your protected health information.

We will let you know promptly if a breach occurs that may have compromised the privacy or security of your information.

We must follow the duties and privacy practices described in this notice and give you a copy of it.

We will not use or share your information other than as described here unless you tell us we can in writing. If you tell us we can, you may change your mind at any time. Let us know in writing if you change your mind.

We will *never* share your information for marketing purposes, and we will not sell your information.

For more information, see: [www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html](http://www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html).

### Changes to the Terms of this Notice

We can change the terms of this notice, and the changes will apply to all information we have about you. The new notice will be available upon request, on our website, and we will mail a copy to you.

For more information, contact the Privacy Officer at: [privacyofficer@seafarers.org](mailto:privacyofficer@seafarers.org)

Or by mail to: Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746

Telephone: (301) 899-0675; website: [www.seafarers.org](http://www.seafarers.org)

## 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

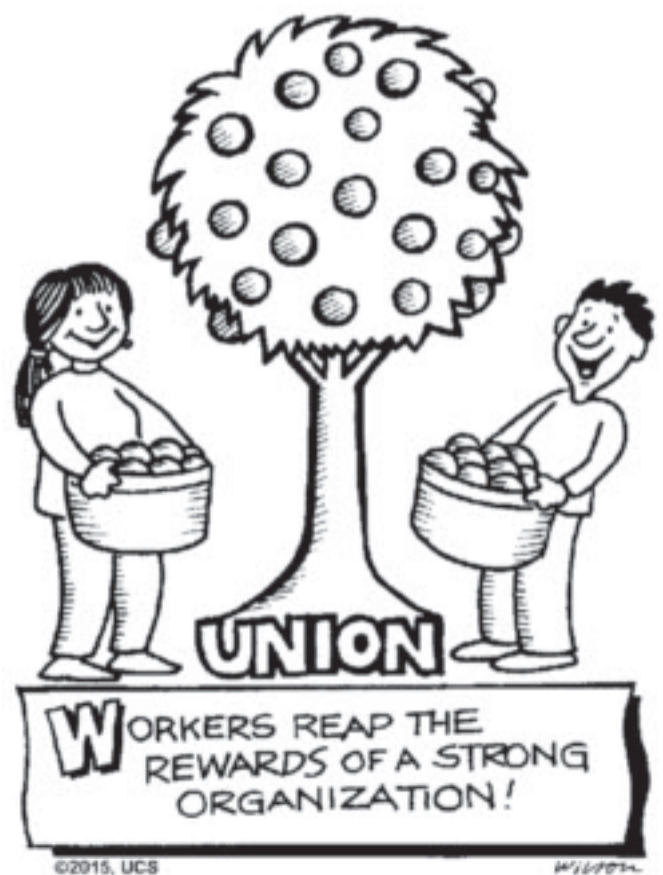
## October & November 2015 Membership Meetings

Piney Point.....	Monday: October 5, November 2
Algonac.....	Friday: October 9, November 6
Baltimore.....	Thursday: October 8, November 5
Guam.....	Thursday: October 22, November 19
Honolulu.....	Friday: October 16, November 13
Houston.....	*Tuesday: October 13, Monday: November 9
Jacksonville.....	Thursday: October 8, November 5
Joliet.....	Thursday: October 15, November 12
Mobile.....	Wednesday: October 14, **Thursday: November 12
New Orleans.....	Tuesday: October 13, November 10
Jersey City.....	Tuesday: October 6, November 3
Norfolk.....	Thursday: October 8, November 5
Oakland.....	Thursday: October 15, November 12
Philadelphia.....	Wednesday: October 7, November 4
Port Everglades.....	Thursday: October 15, November 12
San Juan.....	Thursday: October 8, November 5
St. Louis.....	Friday: October 16, November 13
Tacoma.....	Friday: October 23, November 20
Wilmington.....	Monday: October 19, November 16

\*Houston change due to Columbus Day

\*\*Mobile change due to Veterans Day holiday

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



## Dispatchers' Report for Deep Sea

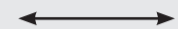
August 16, 2015 - September 15, 2015

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	16	16	2	27	6	1	1	19	19	2
Anchorage	0	2	1	1	0	0	0	1	3	1
Baltimore	3	7	1	0	5	0	0	8	10	3
Fort Lauderdale	13	11	3	13	7	2	4	23	18	6
Guam	1	1	0	4	0	0	0	3	4	0
Harvey	11	0	1	12	0	0	2	20	1	0
Honolulu	15	0	3	10	1	0	3	21	5	3
Houston	59	7	1	41	9	0	19	137	26	4
Jacksonville	38	15	2	41	10	2	15	83	31	2
Jersey City	38	10	0	33	10	0	15	84	18	2
Joliet	5	4	1	5	4	0	1	7	5	1
Mobile	10	1	0	8	2	0	1	11	1	2
Norfolk	28	18	0	17	8	0	9	35	25	3
Oakland	22	2	0	12	4	0	4	35	4	0
Philadelphia	5	6	2	7	1	1	1	8	9	4
Piney Point	1	0	0	1	1	0	0	2	2	0
Puerto Rico	7	3	0	4	1	1	1	10	7	2
Tacoma	38	13	0	28	14	0	11	69	10	1
St. Louis	2	2	1	2	1	1	0	2	4	1
Wilmington	22	8	5	23	5	2	6	52	16	4
<b>TOTALS</b>	<b>334</b>	<b>126</b>	<b>23</b>	<b>289</b>	<b>89</b>	<b>10</b>	<b>93</b>	<b>630</b>	<b>218</b>	<b>41</b>
<b>Engine Department</b>										
Algonac	1	4	2	4	4	0	4	6	7	2
Anchorage	0	0	0	1	0	0	0	0	0	0
Baltimore	5	7	0	2	3	0	2	4	7	0
Fort Lauderdale	10	7	0	5	2	0	1	13	11	1
Guam	0	0	1	0	0	0	0	0	0	1
Harvey	1	3	0	2	1	0	0	4	3	0
Honolulu	4	3	0	6	2	0	3	12	13	1
Houston	16	8	0	12	4	1	7	37	12	3
Jacksonville	24	13	1	27	10	0	6	39	29	5
Jersey City	8	13	0	12	3	0	1	26	18	4
Joliet	4	2	0	4	2	0	1	4	3	0
Mobile	3	2	0	5	3	0	0	7	6	3
Norfolk	12	15	0	7	13	0	2	22	18	3
Oakland	8	3	0	8	4	1	1	22	10	6
Philadelphia	1	2	1	2	2	0	0	4	3	1
Piney Point	0	1	0	1	1	0	0	0	2	1
Puerto Rico	0	3	0	2	2	0	0	3	5	3
Tacoma	11	4	0	8	2	1	2	27	7	10
St. Louis	1	0	0	1	0	0	0	3	1	0
Wilmington	6	9	0	7	5	0	5	21	23	0
<b>TOTALS</b>	<b>115</b>	<b>99</b>	<b>5</b>	<b>116</b>	<b>63</b>	<b>3</b>	<b>35</b>	<b>254</b>	<b>178</b>	<b>44</b>
<b>Steward Department</b>										
Algonac	2	2	0	3	2	0	0	3	3	0
Anchorage	1	0	0	0	1	0	0	2	0	0
Baltimore	2	3	1	0	2	0	0	4	1	0
Fort Lauderdale	8	2	1	4	1	1	0	14	5	1
Guam	0	0	0	0	0	0	0	1	1	1
Harvey	3	1	1	2	0	0	2	7	3	2
Honolulu	10	0	0	12	1	0	2	18	1	0
Houston	14	8	2	16	3	0	5	43	15	2
Jacksonville	22	8	1	14	3	1	3	32	14	2
Jersey City	17	3	0	9	2	0	4	28	6	2
Joliet	2	0	0	1	1	0	0	4	1	0
Mobile	3	0	1	3	0	0	1	5	0	3
Norfolk	14	9	3	8	11	2	4	19	13	4
Oakland	19	3	1	11	2	3	1	30	7	2
Philadelphia	5	1	0	6	0	0	1	4	1	0
Piney Point	3	1	0	3	0	1	1	4	1	0
Puerto Rico	1	2	0	2	1	0	2	1	4	0
Tacoma	20	2	2	11	1	0	6	22	4	2
St. Louis	1	1	0	1	1	0	0	3	1	0
Wilmington	27	2	1	16	4	1	7	48	7	3
<b>TOTALS</b>	<b>174</b>	<b>48</b>	<b>14</b>	<b>122</b>	<b>36</b>	<b>9</b>	<b>39</b>	<b>292</b>	<b>88</b>	<b>24</b>
<b>Entry Department</b>										
Algonac	4	4	1	2	6	5	1	6	9	5
Anchorage	0	0	0	0	0	0	0	0	0	1
Baltimore	0	2	1	0	2	0	1	0	1	1
Fort Lauderdale	1	6	1	1	1	1	0	2	10	4
Guam	0	1	0	0	0	1	0	0	3	0
Harvey	0	1	0	1	0	0	1	0	2	4
Honolulu	0	6	4	1	2	5	1	7	11	6
Houston	5	13	0	5	6	0	0	9	23	5
Jacksonville	5	8	6	1	9	1	2	8	12	13
Jersey City	1	17	2	3	5	1	3	3	30	6
Joliet	0	2	0	0	1	0	0	0	2	1
Mobile	0	1	0	0	0	0	0	0	3	4
Norfolk	0	13	6	0	7	3	0	0	31	24
Oakland	1	14	3	0	8	3	1	4	12	5
Philadelphia	0	2	2	0	0	1	1	0	3	1
Piney Point	0	1	0	0	0	2	0	0	2	0
Puerto Rico	0	1	0	0	1	0	0	0	0	0
Tacoma	6	10	5	2	5	3	0	9	26	16
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	1	9	7	2	5	6	2	11	19	21
<b>TOTALS</b>	<b>24</b>	<b>112</b>	<b>38</b>	<b>18</b>	<b>58</b>	<b>32</b>	<b>13</b>	<b>59</b>	<b>200</b>	<b>117</b>
<b>GRAND TOTAL:</b>	<b>647</b>	<b>385</b>	<b>80</b>	<b>545</b>	<b>246</b>	<b>54</b>	<b>180</b>	<b>1,235</b>	<b>684</b>	<b>226</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  
 (410) 327-4900

### GUAM

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

### HONOLULU

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

### HOUSTON

1730 Jefferson St., Houston, TX 77003  
 (713) 659-5152

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### JERSEY CITY

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

### 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 members of the Paul Hall Center's most recent bosun recertification course.

**Question: What do you think of the recent improvements at the Paul Hall Center? Why are they important, and how do you think they will help students?**



**Lech Jankowski**  
*Recertified Bosun*

I think all of the recent changes will make it easier to teach the kids to be better seamen. The improvements make me feel more secure about the future. They're very good and I recommend the school to everybody. Even if you only have time to visit, you'll appreciate what's happening.



**William Yurick**  
*Recertified Bosun*

In my opinion the Paul Hall Center just keeps getting better year to year. All the new construction and renovations and simulators make it very obvious to see that as technology grows, so do the Paul Hall Center and the SIU. If you have not been here for a while you are going to be impressed by the new look.



**Wayne Green**  
*Recertified Bosun*

It's an eye-opening experience. I really was impressed with the new and updated facilities, especially the ship simulator. It's obvious the SIU is committed to keeping up with the times. The quality of the instruction and equipment are state-of-the-art. It should help students in a changing industry. The positive experience of the wellness program was also welcome and utilized.



**Adrian Jones**  
*Recertified Bosun*

I believe they are long-awaited improvements that create an atmosphere of professionalism and give students even more willingness to learn the trade. The simulators are like virtual reality – when you're on a ship, that's actually what you'll do. So it's really like on-the-job training, and it's excellent. I think it'll help with longevity, too. People will want to stay in the industry.



**Don Ackerman**  
*Recertified Bosun*

I honestly think they're great. If you want to succeed you must stay ahead of the competition and invest in the future. That's what the union and the school are doing with all of these improvements throughout the campus.



**JTar Ahmed**  
*Recertified Bosun*

I think it's great, especially the simulators and also the improvements with healthy menus at the school. These changes are going to help people become better mariners who work smarter and, most of all, safer on every ship they board.

## Pic From The Past



Standing up for maritime jobs in Puerto Rico is nothing new for the SIU, as evidenced by this photo that was published in a 1983 edition of the LOG. That's the late SIU VP Contracts Red Campbell in the dark shirt, second from right in front.

*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

### KASEM ALI

Brother Kasem Ali, 65, started sailing with the SIU in 1980. He was initially employed on the *Overseas Juneau*. Brother Ali shipped in the steward department. He upgraded in 2002 at the maritime training center in Piney Point, Maryland. His most recent trip was aboard the *Lihue*. Brother Kasem is a resident of Dearborn, Michigan.

### PORFIRIO ALVAREZ

Brother Porfirio Alvarez, 67, joined the SIU in 1993. His first ship was the *Independence*. Brother Alvarez was born in Honduras. The steward department member attended classes twice at the Paul Hall Center in Piney Point, Maryland. Brother Alvarez's last ship was the *Florida*. He resides in Carrollton, Georgia.

### LUISITO BALATBAT

Brother Luisito Balatbat, 66, donned the SIU colors in 1991. He originally shipped on the *Independence*. Brother Balatbat enhanced his skills frequently at the union-affiliated maritime training center. He sailed in the deck department. Brother Balatbat's most recent trip was aboard the *Horizon Enterprise*. He calls Waipahu, Hawaii, home.



### HARRY BREWER

Brother Harry Brewer, 65, began shipping with the union in 1996 in Seattle. He originally sailed on the *Little Hales*. A member of the steward department, Brother Brewer most recently sailed aboard the *Sagamore*. He resides in Bremerton, Washington.

### DELROY BROWN

Brother Delroy Brown, 62, joined the union in 1981 in San Francisco. The deck department member's first trip was aboard the *Independence*. Brother Brown upgraded on numerous occasions at the Paul Hall Center. His last trip was on the *Cape Mohican*. Brother Brown makes his home in Antioch, California.



### EDLEY FOSTER

Brother Edley Foster, 67, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He upgraded on three occasions in Piney Point, Maryland. Brother Foster worked in the engine department,



most recently aboard the *Alliance Norfolk*. He lives in Cooper City, Florida.

### JERRY GONZAGA

Brother Jerry Gonzaga, 63, became a Seafarer in 1989. His first ship was the *Independence*; his most recent, the *USNS Wheeler*. Brother Gonzaga enhanced his skills on three occasions at the Piney Point school. He worked in the deck department. Brother Gonzaga is a resident of Omaha, Nebraska.

### JAMIE HALL

Brother Jamie Hall, 65, signed on with the SIU in 1989. He initially sailed aboard the *USNS Regulus*. Brother Hall upgraded twice at the maritime training center in Piney Point, Maryland. He shipped in the deck department.



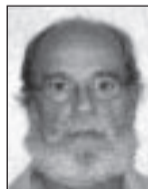
Brother Hall's last ship was the *Maj. Stephen W Pless*. He resides in Milton, Florida.

### PAUL JOHNSON

Brother Paul Johnson, 65, started shipping with the union in 1991. The deck department member first sailed on the *USNS 2nd Lt. John Paul Bobo*. Brother Johnson concluded his career aboard a vessel operated by Maersk Line, Limited. He attended classes in 2010 at the Piney Point school. Brother Johnson settled in Gloucester, Massachusetts.

### THOMAS KILBRIDE

Brother Thomas Kilbride, 67, donned the SIU colors in 1969. He originally sailed aboard the *Seatrain New Jersey*. Brother Kilbride shipped in the deck department and often enhanced his skills at the maritime training center in Piney Point, Maryland. His most recent trip was on the *Maersk Missouri*. Brother Kilbride is a resident of Jersey City, New Jersey.



### JEFFERY LIBBY

Brother Jeffery Libby, 57, began sailing with the Seafarers in 1983. He first shipped aboard the *AMCO Voyager*. Brother Libby upgraded frequently at the SIU-affiliated school in Southern Maryland. The deck department member's most recent voyage was on the *Comet*. Brother Libby lives in Oak Hills, California.



### JUSTIN LODICO

Brother Justin Lodico, 67, became

an SIU member in 1994. His first voyage was aboard the *Elizabeth*. Brother Lodico sailed in the engine department. He attended classes on numerous occasions at the Piney Point school. Brother Lodico's most recent trip was on the *Jacksonville*. He calls Fleming Island, Florida, home.

### JOAQUIN MARTINEZ

Brother Joaquin Martinez, 66, first donned the SIU colors in 1993. He was initially employed aboard the *Independence*. Brother Martinez was born in Honduras and upgraded twice at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed on the *Houston*. Brother Martinez, who sailed in all three departments, is a resident of Houston.

### WILEY OWENS

Brother Wiley Owens, 67, signed on with the union in 1978. He first sailed aboard the *Santa Mariana*. On three occasions, Brother Owens took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last shipped on the *RJ Pfeiffer*, as a steward department member. Brother Owens calls Porterville, California, home.



### JOSE QUINONES

Brother Jose Quinones, 63, started sailing with the Seafarers in 1972. He initially worked aboard a Rye Marine Corp. vessel. Brother Quinones was born in Ponce, Puerto Rico, and shipped in the engine department. He attended classes often at the Piney Point school. Brother Quinones most recently worked for Horizon Lines. He continues to reside in Puerto Rico.



### ARTHUR REED

Brother Arthur Reed, 65, began his seafaring career in 1991. He initially sailed on the *Santa Ana*. In 1997 and 2002, Brother Reed upgraded at the Paul Hall Center. A member of the deck department, he last sailed aboard the *Horizon Crusader*. Brother Reed is a resident of Fulton, New York.



### DENNIS RILEY

Brother Dennis Riley, 65, became an SIU member in 1990. He upgraded on numerous occasions at the Piney Point school. Brother Riley was



first employed aboard the *USNS Wilkes*. His most recent trip was on the *Cape Island*. Brother Riley sailed in the engine department and makes his home in Gig Harbor, Washington.

### ERASMO RUIZ

Brother Erasmo Ruiz, 65, donned the SIU colors in 2002. He sailed with Intrepid Personnel & Provisioning. Brother Ruiz was a steward department member. The Honduras native's final ship was the *Liberty Promise*. Brother Ruiz lives in Houston.



### HECTOR SAHAGUN

Brother Hector Sahagun, 67, began shipping with the union in 2005. His first trip was on the *Global Patriot*. Brother Sahagun was born in the Philippines and sailed in the steward department. He attended numerous classes at the Paul Hall Center. Prior to his retirement, Brother Sahagun worked aboard the *Advantage*. He is a resident of Norfolk, Virginia.



### HENRY SCOTT

Brother Henry Scott, 57, joined the union in 1979, originally sailing aboard the *Bayamon*. He worked in the deck department of both the deep sea and inland divisions. Brother Scott took advantage of educational opportunities available at the SIU-affiliated school. He last sailed with Crowley Towing & Transportation of Wilmington. Brother Scott settled in Fox Island, Washington.

### TODD SMITH

Brother Todd Smith, 55, donned the SIU colors in 1978. He first sailed on the *Delta Venezuela*. Brother Smith sailed in the engine department. He attended classes on numerous occasions at the Paul Hall Center. Brother Smith's most recent vessel was operated by Crowley Towing & Transportation of Jacksonville. He resides in Capon Bridge, West Virginia.



### DENNIS UCHIC

Brother Dennis Uchic, 65, began shipping with the union in 1977. He originally sailed aboard the *Puerto Rico*. On two occasions, Brother Uchic took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Mary-



land. The steward department member's most recent trip was on the *Integrity*. Brother Uchic makes his home in Baltimore.

### MICHAEL WARREN

Brother Michael Warren, 65, joined the union in 1973 in Norfolk, Virginia. He first shipped with Hudson Waterways Corporation. Brother Warren sailed in the deck department. His final trip was on the *Cape Knox*. Brother Warren upgraded frequently at the Paul Hall Center. He makes his home in Virginia Beach, Virginia.



### RONNIE WOODRUFF

Brother Ronnie Woodruff, 58, signed on with the SIU in 1978. His first ship was the *Del Rio*. Brother Woodruff sailed in all three departments and he also attended classes at the union-affiliated school in Piney Point, Maryland. Brother Woodruff most recently worked on the *Tacoma*. He lives in the state of Washington.



## INLAND

### PAUL MCCOOL

Brother Paul McCool, 65, started sailing with the SIU in 1998. He initially sailed with Penn Maritime Inc. Brother McCool enhanced his skills often at the Piney Point school. Prior to his retirement, he worked aboard an Intrepid Personnel & Provisioning vessel. Brother McCool resides in Bellingham, Washington.



### MANUEL REBELO

Brother Manuel Rebelo, 66, donned the SIU colors in 1992. He sailed primarily on the *West New York* during his career. Brother Rebelo makes his home in Greenwood, New York.





# Final Departures



## DEEP SEA

### ROBERTO BENDECK

Pensioner Roberto Bendeck, 75, died February 3. Brother Bendeck became an SIU member in 1961. He initially shipped on a Seatrain Lines Inc. vessel. Brother Bendeck sailed as a steward department member. His last voyage was aboard the *Liberty Star*. Brother Bendeck began receiving his retirement compensation in 2004. He lived in Jacinto City, Texas.

### ROBERT ELLIOTT

Pensioner Robert Elliott, 88, passed away April 7. He became an SIU member in 1968. Brother Elliott initially worked aboard the *Del Alba*. He was born in Minnesota and sailed in the engine department. Brother Elliott's final trip to sea was on the *Inspiration*. He retired in 1994 and made his home in Texas.



### JIMMIE GRAYDON

Pensioner Jimmie Graydon, 71, died March 11. He joined the union in 1964. Brother Graydon was a member of the engine department. He first sailed aboard the *Detroit*. Brother Graydon was born in Blackshear, Georgia. He concluded his career on the *El Yunque*. Brother Graydon started collecting his pension in 2007 and called Jacksonville, Florida, home.



### RICHARD HANNON

Pensioner Richard Hannon, 70, passed away April 16. Brother Hannon began his seafaring career in 1966. He originally worked with Alcoa Steamship Company. Brother Hannon was born in Alabama and shipped in the engine department. His last vessel was the *Lt. Col. Calvin P. Titus*. Brother Hannon went on pension in 2008 and was a resident of Mobile, Alabama.



### RAMON IRULA

Pensioner Ramon Irula, 86, died March 21. He joined the union in 1961. Born in Honduras, Brother Irula was a member of the engine department. His first trip to sea was aboard the *Royal Oak*; his last was on the *Liberty Belle*. Brother Irula started collecting his retirement compensation in 1993. He continued to reside in Honduras.

### CHARLES JAMES

Pensioner Charles James, 70, passed away March 26. Brother James signed on with the SIU in 1991. He initially sailed on the



*Sealift Artic*. Brother James worked in the deck department and concluded his career aboard the *Midnight Sun*. He became a pensioner in 2011 and lived in Washington state.

### LOUIE JEUNG

Pensioner Louie Jeung, 87, died March 5. He began sailing with the union in 1980. Brother Jeung originally shipped on the *Oceanic Independence*. Born in California, he worked as a member of both the steward and deck departments. Brother Jeung was last employed aboard the *Independence*. He started collecting his retirement compensation in 1993 and was a resident of San Francisco.



### ANTHONY JONES

Pensioner Anthony Jones, 66, passed away March 7. He became an SIU member in 1968. Brother Jones' first ship was operated by Waterman Steamship Corporation. The engine department member last shipped on the *Alliance Norfolk*. Brother Jones retired in 2013 and called Jacksonville, Florida, home.

### SAIF KASIM

Pensioner Saif Kasim, 85, died March 30. He joined the union in 1966. The engine department member's first trip was on the *Oceanic Wave*. Brother Kasim's most recent ship was the *Borinquen*. He began receiving his retirement pay in 1995. Brother Kasim made his home in Yemen.



### CICERO KING

Pensioner Cicero King, 83, passed away March 26. Brother King signed on with the SIU in 1953. At the start of his career, he shipped in the inland division with Central Penn Quarry. Brother King was a native of Norfolk, Virginia. A member of the engine department, he last sailed aboard the *Green Valley*. Brother King retired in 1991 and settled in Elizabeth City, North Carolina.



### DARUIS KNAPP

Pensioner Daruis Knapp, 89, died March 23. Brother Knapp donned the SIU colors in 1951. He was born in Alabama and shipped in the steward department. Brother Knapp's first voy-



age was with Waterman Steamship Corporation. His final vessel was the *Overseas New York*. Brother Knapp went on pension in 1986 and made his home in Mobile, Alabama.

### PETER KOUCKY

Pensioner Peter Koucky, 66, passed away March 23. Born in Austria, Brother Koucky joined the union in 1986. He first worked on the *USNS Desteiguer*. Brother Koucky sailed in the deck department and most recently shipped aboard the *Intrepid*. He started collecting his pension in 2014 and resided in San Francisco.

### JOSEPH MURPHY

Pensioner Joseph Murphy, 69, died March 29. Brother Murphy became a Seafarer in 1988. His first trip was on the *USNS Invincible*. Brother Murphy was a deck department member. Prior to his retirement in 2014, he sailed aboard the *Cape Ray*. Brother Murphy called Portsmouth, Virginia, home.



### JAMES SLAY

Pensioner James Slay, 86, passed away February 25. Born in Alabama, he joined the union in 1951. Brother Slay originally sailed with Waterman Steamship. He was a member of the engine department. Before retiring in 1991, Brother Slay shipped on the *Stonewall Jackson*. He resided in Mobile, Alabama.



### CHARLES SMOKE

Pensioner Charles Smoke, 79, died April 10. He started shipping with the union in 1960. Brother Smoke's first vessel was the *Navigator*; his last was the *Consumer*. The Alabama native sailed in all three departments. Brother Smoke began collecting his pension in 2005 and lived in Mobile.



### THOMAS SWAASAND

Brother Thomas Swaasand, 82, passed away March 8. He joined the union in 1958. Brother Swaasand was born in Brooklyn, New York. The steward department member called Freeland, Washington, home.

### WALTER SZCZEPANEK

Pensioner Walter Szczepanek, 88, died April 8. Brother Szczepanek donned the SIU colors in 1953. He was born in Reading, Pennsylvania. Brother Szczepanek initially shipped with Interocean American Shipping Corporation. He worked



in all three departments. Brother Szczepanek most recently sailed aboard the *Kodiak*. He went on pension in 1991 and continued to make his home in Pennsylvania.

### JASPER TATE

Pensioner Jasper Tate, 84, passed away February 28. He joined the SIU in 1952. Brother Tate originally shipped with M.J. Troy Inc. He was a member of the engine department. Brother Tate was born Mamou, Louisiana. His last ship was the *OMI Charger*. Brother Tate began receiving his pension in 1991 and called Lake Charles, Louisiana, home.



### BRYAN VARN

Pensioner Bryan Varn, 94, died March 30. He signed on with the union in 1943. Brother Varn first worked in the steward department aboard a CSX Lines vessel. He was a native of Durant, Florida. Brother most recently worked for Sea-Land. He retired in 1986 and resided in Plant City, Florida.



### WALTER WEAVER

Pensioner Walter Weaver, 71, passed away March 7. He started sailing with the SIU in 1965. The Michigan-born mariner originally worked with Buckeye Steamship Company. He sailed in the deck department. Before his retirement in 2004, Brother Weaver was employed on the *Endurance*. He continued to make his home in Michigan.



### PHILLIP YAROS

Pensioner Phillip Yaros, 73, died April 21. Brother Yaros became an SIU member in 1991. He was initially employed aboard the *Cape Nome*. The deck department member last shipped on the *USNS Mendonca*. Brother Yaros started receiving his pension in 2007 and settled in New Jersey.

## INLAND

### PETER GOTTSCHALK

Pensioner Peter Gottschalk, 74, passed away March 29. A native of Germany, he joined the union in 1990. Brother Gottschalk worked with Crowley Towing & Transportation of Jacksonville as a member of the engine department. He retired in 2006 and called Houma, Louisiana, home.

### THOMAS HANN

Pensioner Thomas Hann, 81, died March 26. Born in Weymouth, Massachusetts, Brother Hann began sailing with the SIU in 1980. He



was employed with Crowley Towing & Transportation of Wilmington. Brother Hann became a pensioner in 1998 and continued to reside in Massachusetts.

### RAYMOND HUGHES

Pensioner Raymond Hughes, 88, passed away March 12. He signed on with the union in 1956. Brother Hughes primarily shipped with Crescent Towing of New Orleans as a member of the deck department. He began receiving his retirement compensation in 1986. Brother Hughes was a resident of his native state, Louisiana.



### RICHARD NELSON

Pensioner Richard Nelson, 69, died April 10. He began his union career in 1966. Brother Nelson first worked with Higan Barge Lines. He sailed in the deck department. Brother Nelson last shipped aboard a HVIDE Marine vessel. He went on pension in 1993 and settled in Texas.

### JAMES NORWOOD

Pensioner James Norwood, 89, passed away March 18. Brother Norwood joined the union in 1967. He primarily worked with Dravo Basic Materials Company. Brother Norwood sailed in the deck department. He started collecting his pension in 1990. Brother Norwood made his home in Alabama.

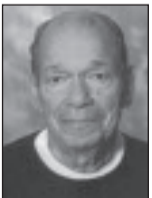
### JOHN RAKYTA

Pensioner John Rakyta, 74, died April 23. A Chicago native, Brother Rakyta donned the SIU colors in 1968. His first trip was with Gulf Atlantic Transport Corporation. The deck department member most recently worked on a Crowley Towing & Transportation of Wilmington vessel. He retired in 2004 and called Arizona home.



### WILLIAM ROMAN

Pensioner William Roman, 81, passed away March 20. The Puerto Rico-born mariner joined the SIU in 1976. Brother Roman mainly shipped with Crowley Puerto Rico Services. He became a pensioner in 1996 and continued to live in Puerto Rico.



### VICTOR SCHERER

Pensioner Victor Scherer, 84, died April 11. Brother Scherer was born

Continued on next page

# Final Departures



in Maryland. He signed on with the union in 1960. Brother Scherer worked with OSG Ship Management in the inland division. The engine department member went on pension in 1992 made his home in Glen Burnie, Maryland.

## KIRK SLATER

Brother Kirk Slater, 58, passed away January 29. He started sailing with the SIU in 1994. Brother Slater was born in Neptune, New Jersey. He primarily sailed in the deck department aboard vessels operated by Port Imperial Ferry. Brother Slater was a resident of New Jersey.

## JOSEPH TROSCLAIR

Pensioner Joseph Trosclair, 83, died January 3. Brother Trosclair joined the union in 1965. He initially shipped with Inland Tugs as a member of the deck department. Prior to his retirement in 1994, Brother Trosclair worked aboard a Dixie Carriers vessel. He was born in Houma, Louisiana, but called Groves, Texas, home.



## GREAT LAKES

## PAUL GOSDA

Pensioner Paul Gosda, 81, passed away February 4. Brother Gosda donned the SIU colors in 1957. A native of New York, Brother Gosda initially sailed with American Steamship Company. He worked in the deck department. Brother Gosda's final trip was on the *J.A.W. Iglehart*. He went on pension in 1998 and continued to make his home in New York.



## NATIONAL MARITIME UNION

## AHMED ALAWI

Pensioner Ahmed Alawi, 79, passed away March 3. Brother Alawi was born in Yemen. He became a pensioner in 1984 and lived in New York.

## ISMAEL ALVAREZ

Pensioner Ismael Alvarez, 90, died March 5. Brother Alvarez, a native of Puerto Rico, began collecting his pension in 1969. He continued to reside in Puerto Rico.

## DOMINGO ALVES

Pensioner Domingo Alves, 90, passed away April 11. Brother Alves was born in Rhode Island. He started receiving his retirement compensation in 1968. Brother Alves made his home in Baltimore.

## MARSHALL BELL

Pensioner Marshall Bell, 90, died March 27. Born in Baltimore, Brother Bell went on pension in

1979. He lived in Tulsa, Oklahoma.

## WILLIAM BUHRIG

Pensioner William Buhrig, 70, passed away February 2. Brother Buhrig retired in 2001 and was a resident of Foxborough, Massachusetts.

## LING CHAN

Pensioner Ling Chan, 96, died March 6. Brother Chan was born in China. He became a pensioner in 1971. He called Staten Island, New York, home.



## NATHANIEL DAY

Pensioner Nathaniel Day, 90, passed away April 12. The West Virginia native began collecting his retirement pay in 1972. Brother Day made his home in Lexington, North Carolina.

## JAMES DUCEY

Pensioner James Ducey, 84, died April 7. Brother Ducey was born in Louisiana. He retired in 1986 and settled in New York.

## FELIX FANFAN

Pensioner Felix Fanfan, 92, passed away March 8. Born in Puerto Rico, Brother Fanfan went on pension in 1968. He continued to reside in Puerto Rico.

## LISANDRO GARAY

Pensioner Lisandro Garay, 91, died March 20. Brother Garay was a native of New York. He started receiving his retirement pay in 1995. Brother Garay made his home in New Jersey.

## CHARLES GRAVES

Pensioner Charles Graves, 89, passed away February 25. Brother Graves was born in Pennsylvania. He began receiving his pension in 1987. Brother Graves lived in Ridgeway, South Carolina.

## ARTHUR HARRISON

Pensioner Arthur Harrison, 81, died March 25. Born in Opelousas, Louisiana, he became a pensioner in 1999 and called Port Arthur, Texas, home.

## RODOLFO HERNANDEZ

Pensioner Rodolfo Hernandez, 87, passed away March 29. Brother Hernandez, a native of New Orleans, began collecting his pension in 1971. He made his home in New York.

## MARTIN HURLSTONE

Pensioner Martin Hurlstone, 99, died March 17. Brother Hurlstone was born in the Cayman Islands. He went on pension in 1980. Brother Hurlstone resided in Pinellas Park, Florida.

## JOSEPH JEAN

Pensioner Joseph Jean, 87, passed away March 3. Born in Canada, Brother Jean retired in 1971. He was a resident of Palm Beach, Florida.

## JOHN LAMBERT

Pensioner John Lambert, 92, died April 17. Brother Lambert was born in England. He started collecting his retirement compensation in 1974. Brother Lambert made his home in Kingsland, Texas.

## HAROLD MC LEAN

Pensioner Harold Mc Lean, 82, passed away January 13. Brother Mc Lean, a native of Honduras, became a pensioner in 1997. He continued to call Honduras home.

## JOHN MICHAELS

Pensioner John Michaels, 85, died February 7. Born in Canada, Brother Michaels started receiving his pension in 1985. He lived in Pensacola, Florida.

## GEORGE MIKU

Pensioner George Miku, 88, passed away February 10. He was born in Ohio, and became a pensioner in 1973. Brother Miku settled in Long Beach, California.

## HAROLD MODELL

Pensioner Harold Modell, 71, died February 28. Brother Modell, a native of New York, began collecting his retirement pay in 1998. He resided in Woodhaven, New York.

## EDUARDO MUNERO

Pensioner Eduardo Munero, 96, passed away February 18. Born in Puerto Rico, Brother Munero went on pension in 1974. He lived in New York.

## ENRIQUE OLAZARRA

Pensioner Enrique Olazarra, 89, died March 17. Brother Olazarra was born in Puerto Rico. He started receiving compensation for his retirement in 1988 and made his home in Los Angeles.

## SILANO ORELLANA

Pensioner Silano Orellana, 90, passed away April 1. Born in Honduras, Brother Orellana became a pensioner in 1967. He was a resident of Metairie, Louisiana.

## VICENTE PEREIRA

Pensioner Vicente Pereira, 88, died March 10. Brother Pereira was born in Puerto Rico. He went on pension in 1984 and continued living in Puerto Rico.

## THOMAS RILEY

Pensioner Thomas Riley, 87, passed away February 20. He was a native of Deepwater, New Jersey. Brother Riley retired in 1968 and continued to make his home in New Jersey.

## CARLOS RODRIGUEZ

Pensioner Carlos Rodriguez, 94, died April 14. Brother Rodriguez, a native of Ecuador, started receiving his pension in 1967. He called New Jersey home.

## ANIANO RUIVIVAR

Pensioner Aniano Ruivivar, 86, passed away February 13. He was born in the Philippines, and became a pensioner in 1995. Brother Ruivivar settled in San Jose, California.

## ABU BAKR SPANHOFF

Pensioner Abu Spanhoff, 78, died March 8. Born in the Netherlands, Brother Spanhoff began collecting his pension in 2008. He resided in New Hampshire.

## JERRY SWEARINGEN

Pensioner Jerry Swearingen, 86, passed away January 23. The Florida native went on pension in 1986. Brother Swearingen was a resident of Jacksonville, Florida.

## EDWARD WADE

Pensioner Edward Wade, 93, died April 1. Born in Arkansas, Brother Wade became a pensioner in 1965. He lived in Sheridan, Arkansas.

## MILTON WELLS

Pensioner Milton Wells, 68, passed away February 17. Brother Wells was born in Alabama. He retired in 1996 and called Mobile, Alabama, home.

## HENRY WIGFALL

Pensioner Henry Wigfall, 93, died March 11. He was a South Carolina native. Brother Wigfall started receiving his retirement pay in 1985 and made his home in Mt. Pleasant, South Carolina.

## NORMAN WILLIAMS

Pensioner Norman Williams, 76, passed away April 14. Brother Williams was born in Jacksonville, Florida. He went on pension in 1997 and continued to call Florida home.

## NORMAN WOOLFORK

Pensioner Norman Woolfork, 82, died March 12. Born in Cincinnati, Brother Woolfork became a pensioner in 2004. He continued to live in Ohio.

## KIYOSHI YOKOMICHI

Pensioner Kiyoshi Yokomichi, 95, passed away February 24. Brother Yokomichi went on pension in 1974. He was a resident of Oakland, California.

## ROBERT YOUNG

Pensioner Robert Young, 85, died March 2. He was born in North Carolina. Brother Young retired in 1996 and called New Jersey home.

Name	Age	DOD
Amaro, Marcelino	90	Jan. 25
Braxton, Corneal	79	March 7
Elledge, William	88	Feb. 6
Escotolif, Rafael	94	April 1
Floyd, Aaron	78	March 26
Goncalves, Domingos	81	Jan. 16
Holden, John	75	Jan. 2
Leacock, Oswald	92	March 8
Marrero, Luis	91	Feb. 27
Mendez, Dolores	91	Jan. 28
Mendieta, Cesar	88	Jan. 6
Pierce, Vance	87	March 11
Price, Ladic	98	Feb. 4
Rios, Braulio	93	Feb. 14
Romeo, Walter	95	Feb. 27
Solomon, Darley	83	March 29
Soto, Ivan	85	Feb. 22
Yearwood, Leston	93	April 9



## Notice: ACA Requires SHBP to Report Health Coverage to IRS

As reported in the May and August issues of the *LOG*, under the Affordable Care Act (ACA), most legal residents of the U.S. are required to have health insurance, or pay a tax penalty. In order to document this health coverage, employers and health insurers are required to report to the IRS about the health insurance that they are providing.

Beginning next year, the Seafarers Health and Benefits Plan (SHBP) will be required to submit annual reports to the IRS and to all SHBP participants, listing all individuals in the family who were eligible for coverage from the Plan, and the months that they were eligible. If you were eligible for health benefits in 2015, this report will provide proof to the IRS

that you received health coverage that meets the requirements of the ACA. Under the law, this is called "minimum essential coverage."

The SHBP will send you a document by January 31, 2016 called the Form 1095-B. This document will contain information about the SHBP, and will list the names and Social Security Numbers (SSNs) or Taxpayer

Identification Numbers (TINs) for you and all members of your family who were eligible for health coverage during 2015. If you have not provided SHBP with SSNs or TINs for all of your covered dependents, please send this information to: Seafarers Health and Benefits Plan, Attn: MAP Department, 5201 Auth Way, Camp Springs, MD 20746.

# 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.

**EL FARO** (TOTE), July 19 – Chairman **James K. Walker**, Secretary **Robert E. Wilcox**, Educational Director **Joseph A. Letang**, Deck Delegate **Marvin Hearman**, Engine Delegate **David McRoy**, Steward Delegate **Lashawn Rivera**. Chairman went over ship's itinerary. Secretary thanked fellow crew members for helping keep common areas clean. Educational director advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Suggestions made regarding retirement benefits. Crew would like English to be used while on U.S.-flag vessels. Next ports: Jacksonville, Florida and San Juan, Puerto Rico.

**HARTFORD** (Maersk Line, Limited), July 12 – Chairman **Timothy J. Jackson**, Secretary **Johnnie B. McGill**, Educational Director **Samir S. Elbague**, Deck Delegate **Dennis Byrne**, Engine Delegate **Lakisha Barnes**, Steward Delegate **Francis Washington**. Bosun talked about importance of keeping all shipping documents up-to-date. Secretary reported smooth sailing and said stores would be received upon arrival in Newark, New Jersey. Educational director recommended training at the Piney Point school. Treasurer reported \$2,813 in ship's fund. No beefs or disputed OT reported. Members requested new mattresses, converter boxes and fans for all rooms.

**MAERSK CHICAGO** (Maersk Line, Limited), July 25 – Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Noel Jardinico**, Steward Delegate **Charles Davis**. Chairman reported smooth sailing and announced payoff on July 27 in Newark, New Jersey. Secretary thanked crew for their cooperation during voyage. Educational director encouraged everyone to keep all necessary seafaring documents current. He also suggested members upgrade at

the Piney Point school. Treasurer stated \$2,600 in ship's fund. No beefs or disputed OT reported. President's report from *Seafarers LOG* was read and discussed. Suggestions were made pertaining to vacation and pension benefits. Mariners were reminded to leave rooms clean for reliefs.

**EAGLE FORD** (Seabulk), August 19 – Chairman **Dave S. Coleman**, Secretary **John J. Fallon**, Educational Director **Demarco E. Holt**, Engine Delegate **Roberto Sabio**. Chairman talked about ship's upcoming schedule. Educational director advised crew members to enhance skills at maritime training center in Piney Point, Maryland and pay attention to expiration dates of documents. No beefs or disputed OT reported. Seafarers would like satellite television boxes in all rooms. Steward department was thanked for doing a great job.

**HORIZON SPIRIT** (Sunrise Operations), August 8 – Chairman **Hussein A. Mohamed**, Secretary **Alberto C. Insong**, Educational Director **Mohamed Y. Abdullah**, Deck Delegate **Emmanuel Buyser**. Chairman reminded mariners about STCW requirements. Educational director recommended training at the Piney Point school. Treasurer reported \$223 in ship's fund. No beefs or disputed OT reported. Request was made for new televisions for crew rooms.

**MAERSK KENSINGTON** (Maersk Line, Limited), August 2 – Chairman **Abdulla R. Alwaseem**, Secretary **Cleto S. Lindong**, Educational Director **Ralph B. Garner**, Steward Delegate **Cesar Avila**. Bosun thanked crew for working well together and helping keep ship clean. He also expressed gratitude to the steward department for great food. Payoff was announced for August 3 in Newark, New Jersey. Secretary reminded mariners to leave cabins clean and supplied with fresh linen for reliefs. Educational director mentioned importance of keeping all shipping

## Aboard APL Philippines



Fellow mariners recently commended the work of Seafarers (above left, from left) Chief Cook Josef Wouthuyzen, Recertified Steward Amy Rippel and (photo at right) ACU Reno Duque.

documents updated. Mariners were encouraged to visit Piney Point school whenever possible. No beefs or disputed OT reported. Crew would like wifi aboard ship.

**MAERSK MEMPHIS** (Maersk Line, Limited), August 22 – Chairman **Junior R. Augustin**, Secretary **Kenneth A. Hagan**, Educational Director **James D. Corprew**, Deck Delegate **Michael Stein**, Engine Delegate **Sandra Baker**, Steward Delegate **Mohammad B. Abou Abdou**. Secretary reminded crew to pay close attention to expiration dates

for all documents and prepare for renewal well in advance. Educational director encouraged mariners to upgrade and prepare to take courses necessary for Basic Safety/STCW endorsements this coming year. No beefs or disputed OT reported. Crew requested new mattresses and fans for all rooms. It was noted that repairs have been made to house HVAC and exhaust system. Ship's itinerary was discussed. Steward department was thanked for good food.

**MAERSK OHIO** (Maersk Line, Limited), August 6 – Chairman

**James L. Joyce**, Secretary **William M. Perry**, Deck Delegate **Richard Sandiford**, Steward Delegate **Kaneshia Spence**. Chairman expressed gratitude for a safe trip. He also reminded mariners to keep rooms clean. No beefs or disputed OT reported. Requests were made for upright vacuum, new DVD players and juice machine for crew. Members also inquired about having vacation checks direct deposited.

**OCEAN GLOBE** (Waterman), August 15 – Chairman **Joseph J. White**, Secretary **Sedell M. Reynolds**, Educational Director **Lionel Rivera**, Engine Delegate **John Penrose**. Chairman thanked everyone for smooth voyage and keeping common areas clean. He reminded departing crew members to clean rooms and place laundry in bag provided by steward. Educational director urged members to enhance skills at union-affiliated school. No beefs or disputed OT reported. Members requested more Tanker Assist and Reefer Operations classes. It was reported that new washer and dryer are needed.

**OVERSEAS LONG BEACH** (OSG), August 9 – Chairman **Paulin Augustin**, Secretary **Gerald B. Kirtsey**, Educational Director **Fidel Blanco**, Steward Delegate **Santiago Amaya**. Bosun thanked deck department for being vigilant and working safely in the hot weather. Educational director recommended training at the Piney Point school and reminded them to pay attention to new STCW requirements that take effect in 2017. No beefs or disputed OT reported. Crew would like refrigerators in all rooms. Next port: Jacksonville, Florida.

## Navy Sailors Salute Seafarers



Sailors aboard the aircraft carrier *USS Theodore Roosevelt* render honors to the SIU-crewed, Military Sealift Command fast combat support ship *USNS Arctic* following a mid-September replenishment at sea in the Arabian Gulf. Members of the SIU Government Services Division sail aboard the *Arctic*. (U.S. Navy photo by Mass Communication Specialist Seaman Joseph Yu)

# 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.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday. Students who have registered for classes, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

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>Deck Department Upgrading Courses</b>		
Able Seafarer-Deck	October 11	November 6
ARPA	December 12	December 18
ECDIS	November 14	November 20
GMDSS	October 24	November 6
Lifeboat	November 7 December 5	November 20 December 18
Radar Observer	November 28	December 11
Tanker Familiarization LG	December 12	December 18
<b>Engine Department Upgrading Courses</b>		
FOWT	October 10	November 6
Pumpman	October 17	October 30
Welding	October 24	November 13
<b>Safety Upgrading Courses</b>		
Advanced Firefighting	November 7	November 13
Basic Firefighting/STCW	October 31 December 5	November 6 December 11
Basic Training w/16hr FF	October 19 October 31 November 16 December 5	October 23 November 6 November 20 December 11
Government Vessels #1	October 24 November 28	October 30 December 4
Medical Care Provider	November 14	November 20
Tank Ship Familiarization - LG	December 12	December 18

Title of Course	Start Date	Date of Completion
<b>Steward Department Courses</b>		
Advanced Galley Ops	October 24 November 21	November 20 December 18
Chief Steward	December 5	January 15
Galley Ops	October 10 November 7 December 5	November 6 December 4 January 1



## Important Notice to Students

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

## NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are

encouraged to check out the site at: [www.uscg.mil/nmc/](http://www.uscg.mil/nmc/)

Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

### 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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

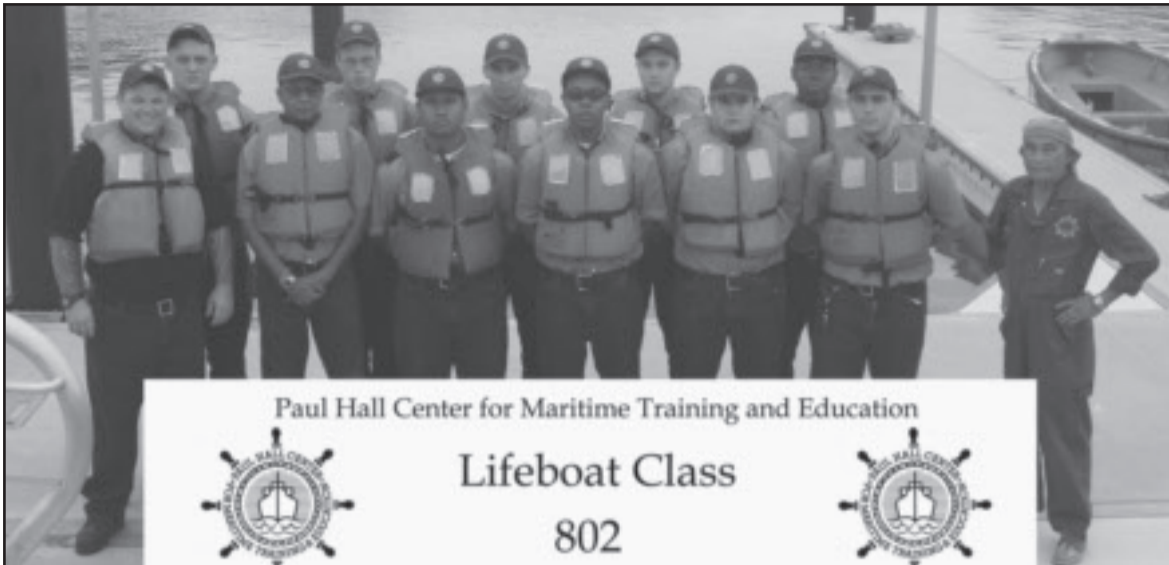
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_  
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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 Lundeborg 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.

10/15

# Paul Hall Center Classes



**Apprentice Water Survival Class #802** – Eleven Phase I apprentices finished this course August 28. Those graduating (above, in alphabetical order) were: Abraham Arias, Terren Fields, Yoaquin Gonzalez DeJesus, Brandon Kernodle, Zachary Manzi, Ross Morgan, Phillip Nichols, Trevor Patterson, Nathaniel Robbins, Hiten Shrimankar and Keshawn Webster. Class instructor Bernabe Pelington is at the far right.



**Welding** – Two upgraders graduated from this course August 8. Completing their requirements (above, from left) were Julio Gomez and Kyle Pardun. Their instructor, Chris Raley, is at the right.



**Water Survival** – Upgrader Danielle Smith (above) successfully completed her requirements and graduated from this course August 28.



**Celestial Navigation** – Ten individuals completed the enhancement of their skills in this course August 7. Graduating (above, in alphabetical order) were: Seth Davis, Cory Gardner, Kenneth Graybill IV, Jesse James, Kirby Jamison, Kenneth Kuehne, Stephen Morris III, Raymond Oglesby, Morgan Piper and Joseph Tucker. Class instructor Dan Landgrebe is at the far right.



**Fast Rescue Boat** – Five Seafarers completed their requirements in this course August 21. Graduating (above, in alphabetical order) were: Joseph Bowen, Timothy Daniel, Kelly Doyle, David Hawkins and Andrezej Tlalka. Their instructor, Stan Beck, is at the far left.



**Tank Ship Familiarization** – The following upgraders (above, in alphabetical order) completed this course August 14: Dennis Blake II, Jonathan Collier, Timothy Daniel, Cortney Gantt, Cynora Hunter, Jiwoong Park, Mamie Porter, Teresa Rowland, David Sanchez-Flores and Victor Sapp.



**Basic Low Flash Point Fuel Operations** – Eleven mariners improved their skills by completing this course August 21. Graduating (above, in alphabetical order) were: Bryan Alvarez, Gary Boyd, Timothy Fogg, Rafael Franco, Jason Fuller, Jermaine Love, Tavell Love, Antonio Mendez Cruz, Rolly Pascua, Christian Rosado and Anthony Thomas. (Note: Not all are pictured.)



**ARPA** – Two upgraders graduated from this course August 14. Successfully completing their requirements (above from left) were David Hawkins and Kelly Doyle. Dan Landgrebe, their instructor, is at the right.



**FOWT** – The following individuals (above, in alphabetical order) completed this course August 28: Aaron Baker, Robert Brady, Jonathan Collier, Terrell Cuffee, Cortney Gantt, John Jaremchuk, Antrell Jordan, Joshua Leonor, Richard Miller, Martin O'Brien, Teresa Rowland, David Sanchez-Flores, Corbin Soto and Edward Williams.



**Government Vessels** – Thirteen Seafarers graduated from this course August 14. Completing their requirements (above, in alphabetical order) were: Gerald Hyman, Bruce Johnson, Anthony Kimbrell, William Larson, Gil Lawrence, Anthony Lowman, Yolanda Martinez, David Quade II, Antoine Rainey, Danielle Smith, Ekedra Turner, Lamar Walton and Jimmy Williams. Class instructor Mark Cates is at the far left.

# Paul Hall Center Classes



**Leadership & Management Skills** – The following upgraders (above, in alphabetical order) graduated from this course August 28: Angel Ayala, Daniel Bradberry Jr., Peter De Maria, Patrick Delargy, Nicholas Deuel, Kelly Doyle, Jose Marrero, James Meyers, Freddie Patterson Jr., Alexander Penzi, Jeffrey Rydza, Todd Smith, Jason Stahl, Robert Venable Jr., and John Zarroli Jr. Robert Smith III, their instructor, is at the far right.



**Engine Room Resource Management** – Two individuals completed their requirements in this course August 28. Graduating (above, from left) were Richard Lewis Sr., and Do Quoc Luong. Instructor Freddie Toedtmeier is at right.



**Engine Room Resource Management** – The following upgraders (above, in alphabetical order) graduated from this course August 21: William Billman, Rick Cristofano, Peter De Maria, Kevin Hale and Edward Schlueter. Their instructor, Freddie Toedtmeier, is at the far right.



**MEECE** – Ten mariners completed the enhancement of their skills by completing this course August 14. Graduating (above, in alphabetical order) were: William Billman, Peter De Maria, Jan Gawel, Edison Lalin, John McCranie IV, Craig Perry, Delmas Price, Robert Shaver, John Tidrick and Miguel Vasquez. Class instructor Jay Henderson is at the far left.



**MEECE** – The following upgraders (above, in alphabetical order) graduated from this course August 21: Robert Gratzler, Richard Lewis Sr., Do Quoc Luong, Charles Pate, Freddie Patterson Jr., Nathan Putnam, Jeffrey Rydza, Manuel Torres and Eric Vieira. Jay Henderson, their instructor, is at the far left.



**MEECE** – Nine individuals finished this course August 28. Graduating (above, in alphabetical order) were: Michael Brady, John Christian, Rick Cristofano, Kevin Hate, Patricia Hershock, Adger Keene, Cle Popperwill, Raphael Wakefield, and Joseph Weller. Their instructor, John Becker, is at the far left.



**Combined Basic/Advanced Firefighting** – The following mariners (above, in alphabetical order) graduated from this course August 28: Ritche Acuman, Joseph Bowen, David Brown, Norman Dauphin, Hector Fernandez Curbelo, Kris Goulette Sr., Jason Horn, Rick James, Michael Kelly, Brendan O'Brien, Christopher Sikes, Greg Tojong and Antonio Watson. Wayne Johnson Jr., their instructor, is at the far left.



**Basic Firefighting** – Upgrader Nina McFall (above, center) graduated from this course August 8. She is flanked by instructors Kenny Fusco (left) and Joe Zienda.



**Basic Firefighting** – Seven mariners improved their skills by graduating from this course August 14. Completing their requirements (above, in alphabetical order) were: Bryan Alvarez, Gary Boyd, Rafael Franco, Jermaine Love, Tavell Love, Antonio Mendez Cruz and Christian Rosado. Instructors Mike Roberts and Kenny Fusco are at the far left and far right respectively.



**Basic Firefighting** – Seafarer Timothy Fogg (above, right) graduated from this course August 28. Celebrating the achievement with him is his instructor, Mike Roberts.



**Radar Observer** – Two upgraders completed their requirements in this course August 8. They are David Hawkins (above, center) and Kelly Doyle (above, right). Their instructor, Dan Landgrebe, is at the left.



**Basic Firefighting** – The following upgraders (above, in alphabetical order) graduated from this course August 21: Alex-Stephen Amarra, Damon Anderson, David Brown, Michael Fincannon, Bryan Howell, Edison Inuman, Anthony Lowman, Omar Madrid, Kelly Mayo, Michael McGlone, Jerrell Perry, Justin Pierce, Andrew Smith, Walter Taulman, Kristopher Travis, Ekedra Turner, and Jimmy Williams. Class instructor Wayne Johnson Jr., is at the far right.



**Galley Operations** – Two steward department upgraders completed this course August 14. Graduating were Devin Bivins (above, left) and Gamaladin Al-Gazzaly (right). Celebrating their accomplishment with the pair is their instructor, Paul Watts.

## NOTICE

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



**Union Plus**  
**Benefits**  
**Page 11**



The SIU-crewed *Ocean Freedom* is pictured near Anmyeon Beach, Republic of Korea, in late June. (U.S. Navy photo by Mass Communication Specialist 1st Class Kori Melvin)

## *Ocean Freedom Assists in Military Exercise*

### **Bosun Credits Crew, Officers for Great Work During Multinational Mission**

*Editor's note: Recertified Bosun Joseph Casalino submitted this article and some of the accompanying photos reflecting the SIU-crewed Ocean Freedom's participation in the multinational military exercise Combined Joint Logistics Over-the-Shore (CJLOTS) 2015. The Crowley-operated vessel is one of several Seafarers-crewed ships that supported CJLOTS 2015, as reported in prior editions of the LOG.*

*According to the U.S. Navy, these operations "are military activities that include off-shore loading and unloading of ships when fixed port facilities are unavailable or denied due to enemy activities. LOTS operations are conducted over unimproved shorelines, through fixed ports not accessible to deep draft shipping, and through fixed ports that are otherwise inadequate without the use of LOTS capabilities."*

*More than 1,700 people took part in the CJLOTS 2015 exercise, including military personnel from the U.S. and the Republic of Korea (ROK). The operation, which took place June 29 through July 9 at the Anmyeon Beach on the west coast of the ROK, demonstrated the respective nations' ability to transfer solid and liquid cargo from the sea to the shore.*

During the months of June and July 2015, the heavy lift vessel *M/V Ocean Freedom* was tasked with a CJLOTS exercise for the U.S. Army's 331st Transportation Company.

The scenario was a beachhead landing using floating platforms, or a causeway system, stretching out over 1,800 feet from the beach. The *Ocean Freedom* carried approximately 60 sections of causeway, each 80 feet long and weighing 66 tons, along with various types of tugs, landing craft and anchoring sys-

tems, bulldozers and other heavy equipment needed for this beachhead landing.

After loading the cargo in Yokohama, Japan, we sailed to Korea where the exercise was to take place. We anchored approximately two miles from shore. The discharging of this cargo took place while anchored, and was handled around the clock by the ship's crew, led by Captain Brian O'Hanlon, an SIU hawsepiper, manning the ballast controls.

The tireless efforts of heavy lift crane operators AB James Morris, AB Billy Watson and Recertified Bosun Joe Casalino kept the cargo moving. Our AMO officers, Chief Mate Matt Sanford, 2nd Mate Mike Erskine, and 3/M Mike Rawlins ran the operations with pinpoint accuracy on their respective shifts, 24-7.

Our two Kings Point Cadets, Alex Nicosia and Evan Purdy were called upon for a variety of tasks. They learned quick and worked extremely hard to get the job done. They are a credit to the USMMA.

This team effort wouldn't be complete without the mention of our steward and engine departments. Steward Obencio Espinoza kept the excellent meals coming, along with our ACU Darrell Bell, staying open late many times to accommodate the busy schedule, always with a smile and great attitude.

Meanwhile, our engine department, with QMED Vincent (Ace) Kirksey and Oiler Bobby Conner supported the effort by making sure – along with engineers Chief Chuck Nieves,

1st Assistant Engineer Gary Gilbert and 2nd Assistant Engineer Alan Dorn – that the cranes were running at peak performance levels at all times.

The crew worked together through heavy rains, fog, and blistering heat to assist the

331st Transportation Company in this exercise in an organized and professional manner. This is what we are trained for. We were efficient and safety-conscious in everything we took on.

We finished this discharge approximately five days earlier than predicted by the Army, due to the knowledgeable officers and crew on this heavy lift vessel. Back-loading two

weeks later, we sailed back to Yokohama to discharge again. It was a job well done by the SIU and AMO working together as one.

We were told that this causeway system was the longest platform put together since the Korean War, an historic milestone for the U.S. Army's 331st Transportation Company as well as the heavy lift vessel *M/V Ocean Freedom*.



Components of the temporary pier are shown aboard the SIU-crewed *Ocean Freedom* (photo at left and below) and next to the ship after assembly (above).

