

SEAFARERS



LOG

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

Congress, Administration Vow Jones Act Support

Bipartisan Backing Buys Maritime Industry - Page 3



SIU Members Make Big Contributions In Military Exercise Freedom Banner

SIU members from the *USNS 2nd Lt. John P. Bobo* (background, in South Korea) and the *USNS Sacagawea* recently worked with American military personnel for part of an annual exercise that tests U.S. sealift capability. *Pages 12-13.*

Cape Ray Mission Continues

The SIU-crewed *Cape Ray* is ready to advance to the next phase of its mission to help destroy chemical weapons from Syria. In this U.S. Navy photo, the vessel arrives at Naval Station Rota, Spain, in mid-February. *Page 2.*



Stewards Complete Recertification

Six Seafarers in early April successfully finished the steward recertification class at the union-affiliated Paul Hall Center. The graduates included (from left) Charles Washington, Benjamin Ines and Earl Castain, pictured during one of the course's hands-on components. *Page 8.*

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President's Report

Positive Signs in Washington

The recent outpouring of bipartisan support for our industry by members of Congress and the administration is great news for the SIU and all of U.S.-flag maritime.

When U.S. senators, congressional representatives and a cabinet secretary go out of their ways to speak up for the U.S. Merchant Marine, it means we're doing something right. It also reinforces my optimism for our union – I know we'll have a bright future as long as we keep working to make it happen.



Michael Sacco

In case you missed it, from late March to early April there were several instances where legislators from both sides of the aisle offered detailed statements and remarks backing the Jones Act along with other specific components of our industry. Secretary of Transportation Anthony Foxx did the same. Highlights of those comments appear elsewhere in this edition of the *LOG*, and

I encourage all of our members to read them. They're posted in more detail on our website, too.

As Seafarers know, without political support, our industry wouldn't survive. The laws and programs that keep us afloat – primarily the Jones Act, cargo preference (including Food for Peace), and the Maritime Security Program – clearly depend on continued backing in the nation's capital.

That's why we relocated the union's headquarters from New York to near Washington back in 1982. That's why we constantly stress the importance of SPAD, our union's voluntary political action fund. That's why we mobilize with grassroots support for pro-maritime political candidates, no matter the party (at every level of government). And that's why we take our message to Capitol Hill practically every day.

We're obviously not alone in promoting the industry. The sustainment and growth of U.S. crews, American shipbuilding and the U.S.-flag fleet requires ongoing cooperation from every segment. That includes labor, management, government and the military. Over the years, the SIU has done our part to foster that cooperation, and I'm proud of those efforts. We're on the same page more often than not.

I am also particularly encouraged by this recent wave of support because the speeches and press releases zeroed in on exactly what our industry brings to the table: American jobs, national security, and economic security. These are not opinions – they are facts, backed up by research and by practical experience in all segments of maritime.

Enemies of the U.S. Merchant Marine try to blame us for just about everything from bad weather to bubblegum on the sidewalk. The legislators who are speaking up for us are the ones truly telling it like it is. Just taking one example, the Jones Act helps keep our country secure in so many ways. It helps sustain our nation's shipbuilding capability. It helps maintain a pool of well-trained, loyal, U.S. citizen mariners who are available to sail aboard military support ships in times of war or emergency. Overall, it contributes billions of dollars each year to the U.S. economy while maintaining nearly half a million American jobs.

As the legislators put it, the Jones Act is a jobs program that protects our country. It should be hailed as a public policy success.

I think the same is true of the MSP and cargo preference. They are proven winners, just like the Jones Act – and just like the men and women of the U.S. Merchant Marine, who have supported this country from the beginning.

Our struggle never ends, but it's always good to see that our work is appreciated and our value is understood. With allies like the ones recently speaking out for our industry, and with the continued support from and excellent work by our SIU rank-and-file membership, I know we will remain on course to succeed.

Cape Ray Continues with Syrian Mission

After traveling across the Atlantic on a ship outfitted with millions of dollars' worth of state-of-the-art equipment, the Seafarers aboard the *MV Cape Ray* spent April in Europe preparing to receive and destroy Syrian chemical weapons.

Docked in Rota, Spain, since February, the *Cape Ray* was set to travel to the Italian port of Gioia Tauro to receive the chemical weapons from Danish and Norwegian cargo ships. From there, the vessel will take the weapons to international waters in the Mediterranean for destruction.

According to news reports, destruction of the weapons could begin as early as this month (May).

As previously reported, the Keystone-operated, SIU-crewed containership left Portsmouth, Va., in January. Its crew includes 36 civilian mariners, more than 60 U.S. Army chemical weapons specialists, a security team and representatives from U.S. European command. Members of the Machinists union were on board, too.

The *Cape Ray*'s deployment followed an international agreement in August to destroy Syria's chemical weapons. That agreement came about after the Syrian government allegedly used the weapons against its own people last year.

Following the deployment, the crew of the *Cape Ray* received praise from Defense Secretary Chuck Hagel and other high-ranking Defense Department (DOD) officials. Speaking to the Senate Armed Services Subcommittee on Emerging Threats and Capabilities in April, a pair of top defense representatives commended the job being done by the crew of the *Cape Ray*.

"When the international community failed to identify a nation willing to host destruction operations for the most dangerous chemicals, a full-court press was employed to develop a ship-based destruction option only 60 days

from the word 'go,'" said Kenneth Myers, director of the DOD's Defense Threat Reduction Agency. "I am proud to say that the *Motor Vessel Cape Ray*, the ship that houses two field-deployable hydrolysis systems, stands ready to begin destruction of a large portion of these chemical weapons once they are taken out of Syria."

Rebecca Hersman, deputy assistant secretary of defense for countering weapons of mass destruction, also touted the *Cape Ray*'s importance when addressing the subcommittee.

"This maritime Ready Reserve Force vessel ... is manned by the finest experts from our operational and technical communities," she said. "This unprecedented international effort demonstrates the ability of DOD, other U.S. departments and agencies, and our international partners to develop innovative solutions to complex problems."

Those statements followed a press release from Hagel praising the crew of the *Cape Ray* for "accomplish(ing) something no one has tried" and helping to make the world safer."

According to the United Nations, Syria faced an April 27 deadline to remove all chemical agents from the country. The deadline to have those weapons destroyed is June 30.

The SIU crew aboard the *Cape Ray* as of mid-April included: Bosun **William Lima**, ABs **Walter Ott**, **Jonathan Davis**, **George Phillips**, **Mark Brownell** and **Jerry Sobieraj**, QEEs **Kevin Quinlan** and **Mark Maduro**, QE4 **Jason Billingsley**, Oiler **Andre Mitchell**, GVA **Dionta Winstead**, Steward/Baker **Edward Banks**, Chief Cooks **Mike Adorno**, **Helen Mitchell**, **Emanuel Spain** and **Sandra Vann**, and SAs **Cornelius Taylor**, **Arica Shaw**, **Kevin Arroyo** and **Emanuel Spain**.



SIU Secretary-Treasurer David Heindel (front row, center, with hands folded) led the ILO delegation that approved key amendments protecting mariners.

ILO Moves to Protect World's Mariners, Authorizes Amendments to MLC 2006

Mariners around the world should enjoy stronger protections following international efforts to tackle crew abandonment.

During meetings last month in Geneva, the International Labor Organization (ILO) approved amendments adding mechanisms to the Maritime Labor Convention 2006 (MLC) to safeguard crews. More than 300 maritime representatives examined a joint proposal by unions and shipowners to address abandonment and to ensure that flag states have in place a financial security system providing abandoned mariners with outstanding wages, repatriation and other reasonable costs until they arrive home. There were 8,890 votes in favor of the proposal, none against, and 143 abstentions, according to the ILO.

Another set of amendments was also approved, regarding shipowners' ability to ensure financial security is provided, certified and inspected in order to expeditiously deal with contractual claims.

The amendments need another approval, which is expected to take place at the next session of the ILO conference this month (May).

SIU Secretary-Treasurer David Heindel participated in the Geneva meeting in April and served as spokesperson for the International Transport Workers' Federation (ITF). He chairs the ITF Seafarers' Section.

Following the vote on April 11, he said that the MLC, known as a bill of rights for the world's mariners, "has entered a new generation today. We have always known that abandonment would be the priority for this stage two of the MLC, but to see that problem so widely recognized and marked for action has been inspiring."

Also speaking at the meeting, ITF President Paddy Crumlin said, "Today's vote represents a genuine

turning point for the convention. It proves that seafarers, shipowners and governments are committed to continuously reviewing the implementation of the MLC in order to ensure that it is a truly global and living instrument for the protection and benefit of all seafarers. Abandonment is a particularly dark stain on the industry and the new amendments are real and concrete relief for seafarers facing that dire predicament."

The amendments were developed over nearly a decade by a joint working group established by the ILO and the International Maritime Organization. They establish mandatory requirements that shipowners have financial security to cover abandonment, as well as death or long-term disability of seafarers due to occupational injury and hazard.

Under the new provisions, ships will be required to carry certificates or other documents to establish that financial security exists to protect seafarers working on board. Failure to provide this protection may mean that a ship can be detained in a port.

As of March 2014, the ILO's Abandonment of Seafarers Database listed 159 abandoned merchant ships, some dating back to 2006 and still unresolved.

"These legal standards will provide relief and peace of mind to abandoned seafarers and their families wherever they may be," said Cleopatra Doumbia-Henry, director of the ILO Labor Standards Department. "In addition, by adopting these amendments to the Convention, shipowners and governments are also strengthening its provisions aimed at ensuring a level-playing field for quality shipping around the world."

The MLC took effect last August. To date, 57 ILO member states representing more than 80 percent of the world's global shipping tonnage have ratified it.

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House Passes Coast Guard and Maritime Transportation Act

The U.S. House of Representatives has unanimously passed the Coast Guard and Maritime Transportation Act of 2014, potentially resulting in some big gains for the SIU and maritime industry as a whole.

At press time, the legislation had been received in the Senate Committee on Commerce, Science and Transportation.

The bill, which primarily focused on funding the Coast Guard over the next two years, also includes key SIU-backed provisions. Those components support U.S. cargo preference laws, call for the development of a national maritime strategy, make it easier for military veterans with sea time to qualify for civilian mariner jobs, and study how the export of liquefied natural gas may create jobs in the maritime

industry.

SIU ally Rep. John Garamendi (D-Calif.), who serves as ranking member of the House Coast Guard and Maritime Transportation subcommittee, released a statement praising the bill's passage.

"These past few years, the maritime sector has faced troubled waters – irrational budget cuts coupled with uncertainty, policy neglect, and an economic downturn. This bipartisan legislation signifies an important step toward getting us back on course," Garamendi said. "As this legislation moves forward, I will continue to advocate for additional measures to create more American jobs. This includes requiring that liquefied natural gas is exported on U.S.-flagged ships that are built in Amer-

ica and sailed by American crews."

The SIU will continue to support the bill as it makes its way through Congress.

In addition to the aforementioned highlights, the legislation also supports military pay raises for Coast Guard service members consistent with service members of the other armed forces; expands resources available to build housing for service members and their families; reauthorizes the small shipyard competitive grant program; grants the Coast Guard greater flexibility to augment active duty forces; and provides explicit cooperative agreement authority to enhance the Coast Guard's ability to develop beneficial partnerships with other maritime stakeholders.

Coast Guard and Maritime Transporta-

tion Subcommittee Chairman Rep. Duncan Hunter (R-Calif.), another SIU ally, stated, "The Coast Guard is a first line of defense against threats to our shores and this legislation reauthorizes the Coast Guard and the Federal Maritime Commission in a responsible manner that reflects the current budget environment while ensuring these agencies have the resources they need to successfully conduct their missions. This bill improves the effectiveness of Coast Guard missions by reducing inefficient operations and enhancing oversight, places the Coast Guard's major systems acquisition program on a sustainable track, and encourages job growth in the U.S. maritime industry by cutting regulatory burdens on job creation."

Strong Bipartisan Commitment Pledged for Jones Act, Mariners

In a flurry of recent communications, legislators from both sides of the aisle as well as a cabinet leader left no doubt about their strong support of the American maritime industry, including the U.S. Merchant Marine.

Those communications included op-eds, press conferences, news releases and speeches from senators, congressional representatives and Secretary of Transportation Anthony Foxx. Many of the remarks focused on the Jones Act, a vital maritime law that pumps billions of dollars into the U.S. economy while helping sustain nearly 500,000 American jobs.

In addition to Foxx, those stepping up and reaffirming their backing of the industry included Sen. Mary Landrieu (D-La.), Sen. David Vitter (R-La.), Rep. Cedric Richmond (D-La.), Rep. Steve Scalise (R-La.), Rep. Charles Boustany (R-La.), Rep. Bradley Byrne (R-Ala.), Rep. Duncan Hunter (R-Calif.), Rep. John Garamendi (D-Calif.), Rep. Steve Palazzo (R-Miss.), Rep. Colleen Hanabusa (D-Hawaii), and Rep. Rick Larsen (D-Wash.).

'On the Record'

Foxx addressed the annual convention of the national trade association American Waterways Operators (AWO) on April 3 in Washington, D.C.

He wasted no time reiterating President Obama's and his support of the Jones Act, which requires that cargo moving from one domestic port to another be carried on ships that are crewed, flagged, built and owned American.

"My boss is on the record supporting the Jones Act and so am I," Foxx told the convention attendees. "I will do everything in my power to defend the Jones Act."

Louisiana is Tops

Less than a week later, Louisiana legislators and officials from U.S. maritime coalitions conducted a press conference in the Senate where they highlighted data showing that Louisiana ranks first in the nation in economic impact from America's domestic maritime industry.

A study by PricewaterhouseCoopers (PwC) shows the state's 54,850 maritime jobs contribute more than \$11.3 billion annually into the Louisiana economy. The same study concludes Louisiana ranks first in the country in maritime jobs per capita and third in the nation in shipbuilding.

"Maritime is one of the largest industries in Louisiana, behind oil and gas and agriculture. But we wouldn't be standing here today to tout this economic prowess of the maritime industry in Louisiana if it weren't for the Jones Act," Landrieu said. "The Jones Act is a jobs act – pure and simple. I will continue to do all that I can to ensure the Jones Act is properly enforced and Louisiana maritime jobs are protected."

"Louisiana's maritime jobs aren't just important to our state's economy – they

play an incredibly vital role in our national economy," Vitter said. "Our position in the maritime industry makes Louisiana a true point of economic strength. I support the Jones Act because it protects those jobs here in Louisiana, as well as our national security."

"The American maritime industry is leading an economic recovery and investing in America's waterways infrastructure," said Scalise. "Waterborne commerce and our nation's maritime base are vital to America's economy, security and quality of life. I'm proud to stand in support of the Jones Act, which is critical to our national security and a public policy success story."

"Louisiana shipyards build every kind of seagoing vessel from giant cryogenic ships used to transport liquefied natural gas to some of the largest offshore oil and gas exploration rigs in the world," said Boustany. "Louisiana also builds merchant vessels, Coast Guard cutters, barges, tugs, supply boats, fishing vessels, pleasure craft and river patrol boats. The shipbuilding industry provides stability throughout the state, in the form of jobs, development, investment, and community support. I'll continue to support the Jones Act and stand with my congressional colleagues, determined to protect and develop the domestic maritime industry."

"The maritime industry is a cornerstone of the American economy, and the Jones Act is essential in sustaining that vitality," Richmond said. "(A total of) 478,440 jobs across the country and 54,850 in Louisiana are a direct result of the maritime industry, and the Jones Act ensures that these jobs remain American jobs. I am a strong supporter of maritime commerce and will continue to advocate for an equal playing field in the industry so that it has the best opportunity to thrive here at home."

'Vital to Our Nation'

In an op-ed picked up by many news outlets in late March, Hunter and Scalise wrote in part, "Those searching for signs of hope in the U.S. economy need look no further than an industry too often taken for granted — the American maritime industry. In the midst of a renaissance that is creating jobs and leading an American economic recovery, the men and women who work on U.S. vessels and in U.S. shipyards collectively contribute billions to our national economy...."

"American companies and workers are applying American ingenuity — and investing billions of dollars — to meet the nation's transportation needs. Whether through new vessel construction, innovative technology or rigorous safety training, at a time when other industries are suffering from uncertainty, the domestic maritime industry is investing in its future and safeguarding its resilience. All Americans will reap the benefits."

"This growth would not be possible without the Merchant Marine Act passed



The Jones Act's tangible benefits include ships like the SIU-crewed Crowley tanker Florida, pictured before its christening at Aker Philadelphia Shipyard early last year.

by Congress in 1920, commonly referred to as the Jones Act," they continued.

They also pointed to the national security benefits of the Jones Act, noting that without the law, "vessels and crews from foreign nations could move freely on U.S. waters, creating a more porous border, increasing possible security threats and introducing vessels and mariners who do not adhere to U.S. standards into the bloodstream of our nation. We are blessed to have fellow Americans operating U.S. vessels between our ports and on our waterways. Our mariners are best in class in their training, safety and commitment to this great land. Waterborne commerce and our nation's maritime base are vital to our nation's economy, security and quality of life."

Safety and Security

Hunter also co-signed an April 1 letter with Palazzo, Hanabusa, Larsen and Garamendi to President Obama, urging him to honor commitments to the U.S. maritime industry when considering trade agreements such as the Trans-Pacific Partnership (TPP) and the TransAtlantic Trade and Investment Partnership (TTIP).

In part, the letter reads, "We have built a maritime industry that not only focuses on efficiency, but also places the utmost importance on the safety and security of our country. Today, the United States continues to rely upon the commercial U.S.-flag ships, American shipyards and American Merchant Mariners for its military sealift strategy. Current trade agreements protect the United States' rights to maintain and promote a U.S. maritime industry. Future trade agreements must do the same."

Delivering the Goods

In an April 4 post on his website, Byrne described the Jones Act as "vital to our national security, which

is why every modern administration has supported it. American shipyards, vessels and sailors provide for secure domestic commerce on our waterways and provide our Navy with a reserve component in times of war. During Operations Enduring Freedom and Iraqi Freedom (2002-2008), U.S.-flag commercial vessels, including ships drawn from the domestic trades, transported 57 percent of all military cargoes moved to Afghanistan and Iraq. As important, the American domestic fleet also provided fully half of the mariners used to crew U.S. government-owned sealift vessels activated from reserve status, which carried an additional 40 percent of the total cargoes delivered.

Use U.S.-Flag Ships, Crews

Garamendi penned an opinion piece posted on CNN's website in late March. He asserted that the crisis in Crimea, "though potentially destabilizing to the global economy, may present a silver lining to the U.S. economy: an opportunity to reinvigorate the American shipbuilding industry and U.S. Merchant Marine. Even though Russia supplies 30 percent of Europe's natural gas, President Vladimir Putin's territorial aggression is causing Europe to look elsewhere for its energy needs."

"The U.S. should be prudent in exporting this natural resource, which has led to resurgence in domestic manufacturing, but I believe that the liquefied natural gas we do send overseas should be shipped on U.S.-flagged tankers and crewed by U.S. mariners," Garamendi continued. "I am pursuing this policy, as the ranking member of the Coast Guard and Maritime Transportation Subcommittee and a member of the House Armed Services Committee, because it will boost the domestic maritime industry and strengthen our national defense and economic security."

Manila Amendments Bring New Endorsements

The U.S. Coast Guard's National Maritime Center (NMC) and the SIU are helping mariners navigate the endorsement changes established through the International Convention on Standards of Training, Certification and Watchkeeping (STCW) Manila amendments.

In December, the NMC published a 200-plus page final rule on the amendments, which primarily covered what mariners need to do in order to remain in compliance when sailing abroad. Since then, the NMC has issued several guidance documents.

Among the changes are the establishment of new endorsements for Able Seafarer-Deck (AS-D) and Able Seafarer-Engine (AS-E). While qualifying members will be grandfathered into these ratings as long as they meet the requirements prior to Jan. 1 2017, those who are new to the industry must take additional steps to obtain them.

According to the NMC, mariners may qualify for the STCW AS-D endorsement if they:

- Until Jan. 1 2017 – served as a watch-

standing Able Seaman, or as a Rating Forming Part of a Navigational Watch (RFPNW) for at least 12 months in the previous five years.

- Until Jan. 1, 2017 – held any national endorsements as Able Seaman, and an STCW endorsement as RFPNW, and completed approved training for Proficiency in Survival Craft.

When it comes to qualifying for the AS-E endorsement, the NMC requires mariners:

- Until Jan. 1, 2017 – served as a watchstanding (QMED) Junior Engineer, Oiler, Fireman/Watertender, Deck-Engine Mechanic, or Engineman, or as a rating forming part of an engineering watch for at least 12 months in the previous five years.

- Until Jan. 1, 2017 – Held a national endorsement as QMED Junior Engineer Electrician or Electrician/Refrigeration Engineer, Pumpman or Pumpman/Machinist, Refrigeration Engineer, or Machinist and an STCW endorsement as Rating Forming part of Engineering Watch (RFPEW).

According to the regulations, on or after Jan. 1, 2017, all mariners must

meet the training, service, and/or assessment requirements for AS-D or AS-E. They must also qualify as a RFPNW or RFPEW in order to qualify for AS-D or AS-E, as well. It is not necessary to hold the RFPNW or RFPEW endorsement, but, under these sections, mariners must demonstrate they are qualified for the endorsement(s).

Newcomers to maritime and those whose endorsements have expired will undertake a revised curriculum at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md. Last year, the school became the first to receive NMC approval for courses that meet the requirements for the new AS-D and AS-E endorsements.

PHC Director of Training J.C. Wiegman said recently that without the new courses, it would be much more difficult to acquire those two new ratings.

"The benefits are really for newcomers at this point," Wiegman said. "Most current mariners will be grandfathered to meet the requirements for sailing on international voyages as they renew their docu-

ments and they have until the year 2017 to comply anyway. That's part of the transitional provisions of the Manila amendments. But if you're just getting started, going through our apprentice program is the way to go."

In order to help meet the requirements for the new ratings, the PHC modified parts of several classes, including RFPNW, tanker-dangerous liquids, AB-limited, social responsibilities, and others. Hands-on training, already a staple of most classes at the southern Maryland campus, becomes an even bigger priority.

The endorsement changes are only one part of the new requirements that come with the Manila amendments. Earlier this year, the NMC began issuing medical certificates to mariners to bring them into compliance while sailing abroad.

The *Seafarers LOG* will continue to provide updates on the amendments and instructions for mariners. Check future issues for more information.

Comprehensive information about the final rule is available at <http://www.uscg.mil/nmc/>

SIU Executive VP Saluted



SIU Executive VP Augie Tellez (center) recently was recognized for his service on the U.S. Transportation Department's Marine Transportation System National Advisory Council (MTSNAC). Pictured with him at an April 1 MTSNAC workshop at DOT headquarters in Washington, D.C., are Transportation Secretary Anthony Foxx (right) and Acting Maritime Administrator Chip Jaenichen. Tellez has served on the council since July 2011; his tenure there is winding down due to term limits. The group advises and makes recommendations to the DOT secretary via the Maritime Administration on a wide range of maritime industry issues.

Guam Port Expansion Continues

The U.S. Department of Transportation's Maritime Administration (MARAD) reported in mid-April that the final stage of a modernization project at the Port of Guam had begun.

Acting Maritime Administrator Chip Jaenichen joined local Guam officials and port representatives for a groundbreaking ceremony April 14. According to the agency, the \$50 million project – administered by MARAD for the Department of Defense – will double the facility's capacity and improve freight efficiency.

When complete, according to MARAD, the Port of Guam expansion project "will create a new area for shipping containers, improve existing container and bulk cargo

facilities, essentially double the capacity of the port and improve the entry/exit gate area which will increase the efficiency and speed of cargo moving through the port. The first stage of the project, completed in January, added upgrades to an existing building, including a secure cargo storage area, new large rollup doors and the construction of additional space. The port project is on budget and on schedule to be completed in 2015."

"Modernizing the port to meet the island's future needs is vital to the people of Guam," Jaenichen said. "Virtually all goods coming to and leaving Guam move through the port."

The SIU operates a hall in Guam, a U.S. territory in the central Pacific.

NMC Issues STCW-Related Notices

Editor's note: The U.S. Coast Guard's National Maritime Center (NMC) on March 19 issued the following notices. Electronic versions are available on the NMC website and also are linked in a March 20 news post on the SIU website, www.seafarers.org

Postdating of Merchant Mariner Credentials

The recently published rule titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements" (78 FR 77796) authorizes the Coast Guard to postdate a Merchant Mariner Credential (MMC) up to 8 months. This rule becomes effective March 24, 2014. The implementation plan for postdating MMCs and the impact on the current delayed issuance process are listed below.

Postdating:

- Postdating of an MMC is defined as placing an issue date on the MMC that is in the future.

- Postdating of MMCs will only apply to applications for renewal of a credential where no other credential activity is requested or results from the transaction.

- Except upon receipt of written request documenting the need for immediate issuance, the National Maritime Center (NMC) will automatically postdate credentials with the appropriate future date.

- The issue date of the MMC will be the day following the date of expiration of the current MMC, but no more than 8 months in the future. The expiration date and period of validity of the credential will be 5 years from the date of issuance.

- If the expiration date of the mariner's current credential is beyond 8 months from the date that the Coast Guard accepts a complete application, the new credential issue date will be 8 months from the date of application acceptance, at which time the current active credential will become invalid.

- Any transactions initiated after a postdated MMC has been approved and mailed will result in endorsement labels being printed and mailed for both the mariner's active MMC and the postdated MMC. Mariners must ensure that the endorsement labels are properly placed in the appropriate MMC.

- To ensure consistency of service, the Coast Guard will implement postdating of renewal credentials beginning with applications processed on or after **March 24, 2014**.

- The new credential will not be valid until the issue date listed on the new MMC. Mariners must continue to carry their current credential until that date.

- In accordance with the Code of Federal Regulations (CFR), mariners are required to return expired or otherwise invalid credentials to

the NMC. When the current credential expires, it should be mailed to the NMC.

- It is the responsibility of the mariner to maintain control of the postdated credential. If a credential is lost, mariners must follow the procedures to apply for a duplicate, found in 46 CFR Part 10.231.

Delayed Issuance:

- The Coast Guard will no longer accept requests for delayed issuance beginning March 24, 2014.

- Those applications that have been approved for production with delayed issuance on or before March 23, 2014, will be processed using the current delayed issuance procedures.

Mariners and other providers should contact the Customer Service Center at IASKNMC@uscg.mil or 1-888-IASKNMC (427-5662) with any questions or feedback.

Change in Appeal Process

The recently published rule titled "Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), 1978, and Changes to National Endorsements" (78 FR 77796), that goes into effect on March 24, 2014, indicates that mariners may submit an appeal of a National Maritime Center (NMC) reconsideration decision directly to the Director of Inspections and Compliance (CG-5PC). Currently, appeals are sent via the NMC.

Beginning on March 24, 2014, appeals may be emailed to MMCPolicy@uscg.mil or mailed to:

U.S. Coast Guard
Director of Inspections and Compliance (CG-5PC)
2703 Martin Luther King JR Ave, SE
STOP 7501 ATTN: CG-CVC-4
Washington, DC 20593-7501

In accordance with 46 Code of Federal Regulations 1.03, the appeal must be submitted in writing not more than 30 days after the decision or action being appealed.

The appeal must contain a description of the decision or action being appealed, and the appellant's reason(s) why the decision or action should be set aside or revised.

While an appeal is pending, the original decision or action remains in effect unless otherwise stayed by the Commandant.

The process for requesting reconsideration of a NMC decision or action remains the same.

Mariners and other providers should contact the Customer Service Center at IASKNMC@uscg.mil or 1-888-IASKNMC (427-5662) with any questions or feedback.

Labor Leads Push To Increase Minimum Wage

The U.S. House of Representatives continues to balk on hiking the federal minimum wage, but the AFL-CIO, its affiliated organizations and working families throughout America are making sure that the issue does not go away without a fight.

In recent months, considerable activity has taken place across the country designed to ratchet up the pressure on radical Capitol Hill lawmakers to pass legislation to increase the minimum wage – a move that would benefit millions of the nation's low-wage workers.

Trumka Challenges DeMint

AFL-CIO President Richard Trumka on March 11 (via official correspondence) challenged Heritage Foundation President Jim DeMint to a debate on the issue.

"On behalf of the twelve-and-a-half-million hard-working men and women of the AFL-CIO, I would like to invite you to join me to participate in a public forum on the minimum wage," Trumka wrote in his letter to DeMint. "It is clear that the AFL-CIO and the Heritage Foundation have starkly contrasting opinions on this crucial issue.

"I think that the public would find an in-depth conversation between the two of us to be illuminating about what is at stake for our nation," the federation leader said.

The Heritage Foundation passed on the debate invitation on DeMint's behalf, instead offering up James Sherk, its senior labor policy analyst, as a stand-in. AFL-CIO spokesman Josh Goldstein dismissed this proposed arrangement as unsatisfactory.

"Jim DeMint is the face of the Heritage Foundation and conservative ideology to lower the minimum wage," Goldstein told the *Washington Examiner*. "If he thinks his position is what's best for the country, he shouldn't be afraid to make the case publicly."

Trumka, along with the 12.5 million member-strong labor federation which he leads (and whose affiliates include the SIU), strongly support the Democrats' plan to increase the current minimum wage of \$7.25 an hour to \$10.10 by 2016. DeMint and his colleagues at the Heritage Foundation; however, hold an opposing view.

Collectively, they are against any legislation that would raise the minimum wage, asserting that doing so would eliminate hundreds of thousands of jobs and do little to elevate minimum-wage earners out of poverty. DeMint, while serving in the U.S. Senate, actually proposed an amendment that effectively would have eliminated the federal minimum wage altogether.

In the wake of DeMint's decline, Trumka, during a March 25 appearance on MSNBC's Politics Nation said that DeMint's refusal to debate him could be for any number of reasons.

"Maybe he does not feel comfortable defending his position on repealing the minimum wage," Trumka said. "Maybe he does not want to talk about what America would look like with no minimum wage at all.

"Maybe it's because it's a no-win situation for DeMint and Heritage," Trumka continued, "because their claim that raising the minimum wage would kill jobs just isn't supported by the facts.... We've done it 37 times before (raise the minimum wage), we haven't lost jobs yet. So we believe ... that we ought to have an honest debate so that the American public can benefit from it and decide, and we're ready to have that debate."



AFL-CIO President Richard Trumka

Rally at Heritage Foundation

Dozens of union members – underscoring how raising the minimum wage would help women workers in particular – rallied at the Heritage Foundation March 31.

Led by AFL-CIO Executive Vice President Tefere Gebre, the group picketed the foundation's headquarters on Capitol Hill, challenging its president to publicly debate the issue with Trumka.

"Hey, hey, ho, ho, poverty wages have got to go!" and "No, you can't survive on \$7.25!" were among the chants voiced by the unionists. Many of the signs featured side-by-side pictures of Trumka and DeMint topped by the question: "Mr. DeMint, afraid to debate?"

While the marchers crusaded outside, DeMint and his colleagues hosted a program inside the building, purportedly honoring women's history month.

"There are people sitting in there debating about not lifting up women from poverty wages," Gebre told the group while gesturing towards the Heritage building.

"We're right when we say raise the minimum wage, because if the minimum wage had kept up with inflation, it would be at \$15.30" an hour, Gebre said. Heritage's corporate sponsors "are fighting workers on a daily basis" on that issue and others, he concluded.

Minimum-Wage Bus Tour

Meanwhile, Americans United for Change, its bid to continue raising the political stakes for lawmakers from the radical right who oppose any increases to the federal minimum wage, recently took to the road with its "Give America a Raise" Minimum-Wage Bus Tour, which supported the president's plan to raise the federal minimum wage.

Kicking off in Maine March 24, the excursion cov-

ered some 3,500 miles. Armed with a 45-foot long, 16-ton anti-poverty billboard on wheels (a bus), tour organizers and their colleagues traveled to 10 key states and the District of Columbia where they stopped in 18 cities. Each stop featured local lawmakers, labor leaders, advocates and low-wage workers who voiced their opinions and shared their perspectives on the minimum-wage issue. The tour ended April 3 in Washington, D.C., with an event outside the U.S. Capitol.

Several of the tour stops took place outside the offices of lawmakers who seem more interested in helping big corporations avoid paying taxes than helping hard-working Americans climb out of poverty and one rung closer to the middle class. Many of the stops featured high-profile speakers including U.S. senators, candidates in Senate and gubernatorial races, administration officials including U.S. Secretary of Labor Tom Perez, and Trumka as well as other elected officials and labor leaders. Members of Congress were confronted at each stop with stories from low-wage workers pressing the need to raise the minimum wage.

"Raising the minimum wage would provide a needed boost not just for the millions of struggling low-wage American workers that can barely survive on \$7.25, but for the U.S. economy as a whole," said Brad Woodhouse, president, Americans United for Change. "It will create jobs because it puts more money in the pockets of workers who will quickly inject it back into the economy.

"Millions of people with more money to spend on goods and services means businesses will need to hire more workers to meet the demand," Woodhouse continued. "Decades' worth of research done after previous minimum-wage increases shows nothing but net economic benefits as a result, which is why so many successful business leaders and over 600 economists including seven Nobel Laureates are calling on Congress to raise it again now.

"It's been more than five years since these workers have gotten a raise – workers that include child-care providers, janitors, and nursing assistants and who are 35 years old on average," Woodhouse concluded. "It was hard enough to live on \$15,000 a year in 2009, and it's near impossible in 2014."

The bus tour included stops in Maine, New Hampshire, New York, Pennsylvania, Ohio, Illinois, Wisconsin, Kentucky, Virginia, West Virginia and the nation's capital.

Additional Wage-Hike Efforts

In addition to the growing effort to raise the federal minimum wage to \$10.10 an hour, working families across the country have been leading movements to raise wages at the state and local levels.

According to the AFL-CIO, workers, often led by local labor movements, are moving ahead with their own efforts to increase the minimum wage in several states, even where the state minimum wage is higher than the national. Coalitions across the country are working to raise wages in a variety of forms; some examples of local movements to raise wages are as follows:

Alaska – More than 43,000 signatures were collected in support of a ballot initiative to raise the minimum wage to \$9.75 over two years, with an annual

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Virginia a Prime Example Of Shipbuilding's Positive Economic Effects in U.S.

A bipartisan effort highlighting shipbuilding in Virginia also serves as proof of how the industry can (and does) benefit other states as well as the nation as a whole.

In late March, the American Maritime Partnership (AMP) and the Shipbuilders Council of America (SCA) joined with Sen. Tim Kaine (D-Va.), Rep. Rob Wittman (R-Va.) and Rep. Robert C. "Bobby" Scott (D-Va.) to underscore new data showing Virginia ranks first among all U.S. states in shipbuilding with 63,650 jobs, far above any other state. These jobs pump more than \$5.5 billion into Virginia's economy every year.

In a joint news release, AMP (to which the SIU is affiliated) and the SCA noted, "The U.S. shipyard industrial base in Virginia and across the nation is vital to America's national and economic security. Private U.S.

shipyards build, repair, maintain and modernize the largest and most sophisticated Navy and Coast Guard vessels in the world and do the same for the nation's 40,000 commercial vessels. Across the country, the domestic maritime industry, supported by the Jones Act, sustains more than 478,000 jobs and has an annual economic impact of \$92.5 billion according to a study conducted by PricewaterhouseCoopers (PwC) for the Transportation Institute. The industry also accounts for approximately \$29 billion in annual wages and \$10 billion in tax revenue each year."

"Ensuring national security and a strong economy means providing budget certainty and stability for the shipbuilding and ship repair industry," said Kaine. "From Newport News Shipbuilding, to Norfolk Naval Shipyard, and private shipyards across Virginia, the shipbuilding industry helps develop a highly skilled workforce, provides thousands of jobs, and benefits the Commonwealth's economy."

"Virginia has always been proud of its shipbuilding heritage. Our vibrant and robust shipbuilding industry builds and repairs the greatest Navy, Coast Guard, and commercial fleet in the world," Wittman said. "Virginians skilled and trained in shipbuilding and repair are an

important part of our Commonwealth's history and they will continue to be a vital part of our nation's future. The impact these men and women have on Virginia and on this nation cannot be understated. I am proud to represent so many shipbuilders and I am honored that they are my fellow Virginians."

"I am proud that the Commonwealth leads the nation in U.S. shipbuilding jobs. Hampton Roads is home to generations of highly skilled shipbuilders, who build and maintain the most advanced ships in the world," said Scott. "They are an important part of the shipbuilding industrial base and they make critical contributions to our economic security and national defense."

"It is no surprise that Virginia leads the nation in U.S. Shipbuilding, because one in every 90 jobs in the state is directly related to the industry," said Shipbuilders Council of America president Matt Paxton. "Each of those jobs in turn supports nearly three other jobs. This robust shipyard workforce and industrial base, as well as the national security and economic benefits that this industry provides, are just a few of the reasons why the president, the Navy and every Congress and Administration in modern history has supported the Jones Act."

Federation Tags NAFTA as a Loser for Workers

The North American Free Trade Agreement (NAFTA) between the United States, Canada, and Mexico (NAFTA) entered into force Jan. 1, 1994 – slightly more than 20 years ago.

The trade agreement created the world's largest free trade area, which now links 450 million people producing \$17 trillion worth of goods and services.

But the AFL-CIO cautions that if those figures initially seem impressive, they don't hold up to scrutiny. According to the labor federation, since NAFTA took effect, nearly 700,000 U.S. jobs have been lost or displaced, union density in the United States, Mexico and Canada fell and income inequality has increased. The federation's new report, *NAFTA at 20*, discusses how current U.S. trade policy has failed to raise wages, improve social standards or address inequality—and what needs to change to make certain that future trade agreements actually work for working people.

"There is no success story for workers to be found in North America 20 years after NAFTA," said AFL-CIO President Richard Trumka. "The NAFTA model focuses on lifting corporations out of reach of democratic governance, rather than solely reducing tariffs. This report should serve as a

cautionary tale to the Obama Administration and Congress as they consider negotiating and implementing new trade deals."

The trade pact was sold to the American public as a way to promote equitable growth, but as the report details, NAFTA-style trade deals benefit corporations at the expense of workers, consumers and communities.

Wages today in all three countries are stagnant, the AFL-CIO asserted. Productivity has increased, but the share going to workers has decreased. Union density has declined and hazardous work without stable hours or benefits is on the rise. The overall volume of trade between the three countries undeniably has grown, but those gains are concentrated at the top, not distributed across society. Instead, inequality has skyrocketed.

Additionally, the federation reported, flat wages and an eroding middle class did not happen by accident but instead are the partly the result of the NAFTA model. That guideline deals with broad economic governance issues, including investment, intellectual property, consumer and environmental protections and labor rights – issues not inherently trade-related. NAFTA made it easier and less risky for companies to move operations to locations where the cost of labor was cheapest but contained no effective mecha-

nism to ensure labor rights or environmental protections were enforced.

Additionally, the model's deregulatory agenda limits government's ability to act in the public interest. For example, procurement provisions prevent governments from including requirements that companies contribute to local development or respect fundamental human rights in contracts; limit equitable access to public services; and raise the price of medicines through stringent intellectual property protections.

Meanwhile, investors were given unprecedented privileges and protections, which have been duplicated in later trade agreements. Multinational corporations obtained various deregulatory guarantees, sweeping property rights and a unique—uniquely dangerous—way of enforcing them: Investor to State Dispute Settlement (ISDS).

This arrangement allows foreign investors to directly sue national governments over policies they think threaten their bottom line. Instead of domestic courts, claims go before secretive international tribunals that can award unlimited taxpayer money but are unaccountable to the public. Multinationals have used these quasi-courts, which are usually composed of the same trade lawyers that bring the claims on behalf of companies, to

challenge numerous regulations in the public interest.

The report highlights the need for a trade model that promotes shared prosperity. Unfortunately, current U.S. trade negotiations on two agreements – the Trans-Pacific Partnership and the Transatlantic Trade and Investment Partnership, which involve 39 countries in Asia, the Americas and Europe – seem to only offer more of the same. The lack of transparency around the negotiations means the actual content of the proposed agreements remains unknown, preventing public debate and scrutiny. But leaked documents indicate that the agreements contain the same flawed provisions, and then some. Draft text expands areas such as intellectual property rights and opens up new sectors, including financial regulation, which could endanger the government's ability to react to and prevent economic crises. (The SIU has been aggressive in insisting that maritime be left out of trade talks.)

As the federation concluded, workers live in a globalized economy, which means now more than ever global rules to protect people and the planet are necessary. The NAFTA model does not deliver on the things people need: quality employment, enhanced social mobility and shared prosperity.



Pomerlane (right) greets former Rep. Helen Bentley at a 1995 gathering in Baltimore.

Longtime Baltimore Official Pomerlane Passes Away at 87

Robert "Bobby" Pomerlane, retired SIU assistant vice president, passed away April 9 in Baltimore. He was 87.

Known for his full dedication to both the SIU and the trade union movement, Pomerlane, like others from his generation, stayed involved even after retiring in 1996. He particularly remained active with the AFL-CIO Maritime Trades Department's (MTD) Baltimore Port Maritime Council, and still served as its secretary-treasurer at the time of his death.

The MTD remembered Pomerlane as "part of a committed coalition of local politicians, trade unionists, business people and community activists who pushed for policies that have enabled Baltimore to remain a top-tier port at a time when other historic facilities failed to keep pace."

He sailed as a merchant mariner during World War II, and his days at sea with the SIU included voyages on ships operated by (respectively) Waterman, Bull Line, Calmar Steamship, Sinclair Oil, and Ore Navigation.

Pomerlane, an accomplished boxer, came ashore in 1954 and subsequently served the SIU in many capacities, including those of representative, patrolman, headquarters representative, safety direc-

tor, and assistant vice president.

"With Bobby covering the waterfront, the union didn't have anything to worry about," said SIU and MTD President Michael Sacco. "When they made him, they broke the mold."

Pomerlane was "SIU all the way," recalled SIU Executive Vice President Augie Tellez. "He also lived and breathed the Port of Baltimore."

"Bobby was a hard-nosed guy, but he had a heart as big as he is," remembered Baltimore Port Maritime Council President Dion Guthrie. "There was no middle of the road with Bobby. He either liked you or he didn't. And if he liked you, there wasn't a thing he wouldn't do for you."

The MTD account of Pomerlane's life credited him with "giving maritime labor a highly visible presence in one of the nation's most important port cities. He was a force of nature who was involved with Baltimore politics. Whether it was the late Maryland Governor and Mayor of Baltimore William Donald Schaeffer or Rep. Helen Delich Bentley, the president of a local union or a community activist, Pomerlane was known as a 'go-to guy' for maritime in Charm City."

He is survived by his wife, Nichole, and a brother, Toby Valmas.

Labor Movement Takes Battle To Increase Minimum Wage To Streets of America's Cities

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adjustment for inflation. Alaskans will vote on the initiative in August.

Arkansas – A coalition including labor and community groups are campaigning for a ballot measure that would eventually raise the minimum wage from \$6.25 to \$8.50 in steps over the next three years.

Connecticut – Labor groups applauded Governor Dannel P. Malloy's proposal to increase the state minimum wage to \$10.10 an hour. Student and community groups have testified in support of the bill as it makes its way through the legislative process. The bill would include tipped workers.

Iowa – Sen. Tom Harkin is the author of the federal legislation, and workers in his home state are also pushing for a bill to increase the state minimum wage to \$10.10 an hour. Community members have adopted the cry, "We can't survive on \$7.25!"

Idaho – Labor and community groups have joined together to spearhead a push to raise the minimum wage through the legislature in Idaho. The state has the highest percentage of minimum-wage workers in the country.

Los Angeles – The Raise L.A. campaign is focusing on raising the wages of hotel workers to \$15 an hour. The Los Angeles County Federation of Labor has invited Pope Francis to come to L.A. to help champion economic equality for low-wage workers.

Massachusetts – Last year, workers and community members joined together as the Raise Up Massachusetts coalition to collect 275,000 signatures to put a minimum-wage increase on the 2014 ballot. This spring, they are organizing community meetings and lobby days to ask legislators to pass a minimum-wage increase in addition to earned sick time.

Minnesota – An active coalition of faith, labor, and community organizations is working to pass a bill to raise the state minimum wage to \$9.50 by 2015 with future increases indexed to inflation. In February, Working Amer-

ica held their Minimum Wage Challenge Week, in which five lawmakers struggled to live on minimum wage for a week.

Missouri – A bill to increase the minimum wage to \$10 an hour is currently active in the state senate. Low-wage and tipped workers organized to turn out and testify at a critical hearing, helping the bill pass out of committee.

New Hampshire – In New Hampshire, the local labor movement has named raising the minimum wage one of their top priorities for 2014. They are actively working with community allies to push a bill that would raise the minimum wage to \$9 an hour.

Pennsylvania – A coalition of labor unions, clergy, community and women's organizations gathered at the state capitol recently to launch the campaign to raise Pennsylvania's minimum wage to \$10.10 an hour. Bills are currently pending in the state legislature. The coalition plans an aggressive grassroots mobilization to make minimum wage a center issue in the fall elections.

Seattle – Workers and community members in Seattle are aiming to replicate the success of neighboring SeaTac with an effort to raise the minimum wage to \$15 an hour across the city. Washington State has the highest minimum wage in the country at \$9.19 an hour. Hundreds have turned out to rallies and city council meetings to show their support for the measure.

South Dakota – The South Dakota AFL-CIO along with working families succeeded in getting a minimum-wage increase on the ballot that will be voted on in November. The measure would raise the minimum wage from \$7.25 to \$8.50 and increase annually based on cost of living – it would also include an increase for tipped workers.

West Virginia – The West Virginia AFL-CIO led a successful campaign to increase the state minimum wage. The bill has been passed by the legislature and sent to the governor and would increase the state minimum wage to \$8 and eventually to \$8.75. The bill will also include an increase in the minimum wage for tipped workers.



Earl Castain



Benjamin Ines



Zlatko Lucic



Christina Mateer



Derrick Moore



Charles Washington

Stewards Ascend to Apex of Maritime Careers

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

A three-week in-residence curriculum at the center's Piney Point, Md.,-based campus, the class is billed as highest level of training available to SIU members who sail in the steward department. It encompasses hands-on training, classroom instruction and orientation meetings with representatives from different departments of the SIU and Seafarers Plans. Course modules include ServeSafe, which focuses on safe and sanitary galley operations; first aid and CPR; galley operations; firefighting; leadership and management skills; computer training; nutrition; and communications.

Graduating from the class and receiving their recertification credentials April 7 during the union's monthly membership meeting in Piney Point were **Earl Castain, Benjamin Ines, Zlatko Lucic, Christina Mateer, Derrick Moore** and **Charles Washington**. In keeping with a long-standing tradition, each of the new recertified stewards addressed union officials, fellow upgraders, apprentices and guests who attended the meeting.

Collectively, the new recertified stewards expressed their gratitude for the opportunities they have been afforded to enhance their skills, improve their lives and those of their families, and become better shipmates to their brothers and sisters aboard SIU-contracted vessels. In addition, each thanked the union leadership for its continued support, and the PHC vocational and hotel staffs for their excellent instruction and accommodations, respectively. Finally, they acknowledged a host of other individuals who played key roles in their successes.

Zlatko Lucic

Lucic was the first to address the audience. A Seafarer since 2004, he sails out of the port of Wilmington, Calif., and has upgraded his skills at the Southern Maryland campus on four previous occasions.

"I've been sailing now for almost 12 years and it's been a great time," Lucic told those in attendance. "I ship out of the port of Los Angeles as a chief steward ... and when I get back, I'll be sailing as a recertified chief steward."

Reflecting on the impact the SIU has had on his life since he came aboard, he said it had been extremely noteworthy. "The union has been very important to me because it has enabled me to realize my lifelong dream that I have had since I was a kid," he noted. "That dream was to travel the world."

After expressing his appreciation to the union leadership and the school's instructors for his steward recertification experience, Lucic sent out a special thanks to Chef Paul Gilrod. "He has been very instrumental in my development ... without him, I wouldn't be here today."

Lucic ended his remarks by urging the trainees to take full advantage of the opportunity that each of them has been afforded to be successful. "Work hard, study harder and one day you will be standing where I am now," he said.

Earl Castain

Castain, who sails out of the port of Piney Point, was the next to take the podium. A native of New Orleans, he was a member of PHC Apprentice Class 422. Over the years, he has returned to the maritime training center on numerous occasions to enhance his skills.

"I've been part of the SIU for 26 years," said Castain, who donned the union colors in 1987 when he was 23 years of age. "It's been a great career to date" he continued. "I have traveled all over the world and had the opportunity to meet a lot of good people."

Castain then congratulated his classmates on their respective achievements and thanked

union officials for "all that they do behind the scenes" on behalf of the rank-and-file membership. "I want to give a special thanks to President (Mike) Sacco and other officials at headquarters for everything they do for us," he said.

Castain concluded by urging the trainees to always do their best when they are at sea. "I encourage you to work hard, ask questions and remember safety first," he said.

Benjamin Ines

"I'm very happy and grateful to the SIU for this opportunity," said Ines. "Being selected for this recertification class is a big honor for me and my family."

"It ensures my continuing professional development and expands my qualifications to handle greater responsibilities," continued the Philippines-born mariner, who sails out of the port of Oakland, Calif. "This means I can live up to the expectations of my employer, and I owe it all to the SIU."

Ines told the audience he joined the union in 1995. "Since then, the SIU has provided me the opportunity to perform various duties and participate in many training programs," said Ines, who has upgraded at Piney Point four times.

"These programs have been responsible for my professional growth. Because of them, I was able to qualify for and handle various duties and responsibilities aboard ship. These programs have also ensured my continuous employment ... and at the same time enabled me to provide for my family needs."

Ines said he became a chief steward because the SIU supported him all the way. "It (the SIU) kept opening doors for further professional development and I became a chief steward because of those opportunities," he said. "Now I am in the recertification class I am very proud that I am one of the few who gained admission."

"It took five years, but the wait was well worth it," he said. "I'm sure that the training I received will allow me to be of service for years to come."

Ines advised the trainees to study hard while they were undergoing their training and to learn from their instructors. "Always work as a team," he concluded.

Derrick Moore

Moore hails from Norfolk, Va., and is home-ported in Jacksonville, Fla.

"I started shipping with the SIU in 1988 out of the port of Norfolk as a wiper," he told union officials, his brothers and sisters and guests. "That lasted for one year.... The following

year, I switched over to the steward department and the rest is history."

After finding his niche working in the steward department, Moore said it was full steam ahead preparing for a productive career.

"After I got off of my first ship as an SA, I came here to Piney Point to upgrade my skills," he said. That initial visit to the maritime training center was followed by a host of others since. On each occasion, Moore was preparing himself to negotiate the steward department's ultimate hurdle: recertification.

"The steward recertification course has been very informative for me," Moore said. "It has given me the knowledge I need to go on a ship and effectively represent my fellow shipmates as well as the union."

After reminding those present about the importance of the Seafarers Political Action Donation (SPAD), he urged them to continue supporting it. "We need contributions to SPAD so our officials can continue fighting for us," he said.

Moore then thanked the union's leadership for being afforded the opportunity to attend the recertification class. He sent special recognition to Piney Point Port Agent Pat Vandegrift, and PHC Chefs John Hetmanski and John Dobson for the knowledge they collectively imparted on him. Moore also gave shout outs to officials and staffers at the ports of Norfolk and Jacksonville for the support and guidance they rendered him throughout his career.

"The best advice I can give to the trainees and anyone else coming into this industry is to learn your jobs inside out," Moore said in his concluding remarks. "Also, if you plan on living long, put some money aside for your pensions and your 401Ks ... you will need it."

Charles Washington

"I've been sailing since 1990," said Washington upon taking the podium. The Houston-born mariner, who sails out of the port of Mobile, started his seafaring career aboard vessels in the cruise industry. "I started out dumping trash on Saturdays aboard the *Independence* and *Constitution*," Washington told those in attendance. "I slowly worked my way up the ladder to get where I am today."

"I was not in a training program so it took me longer to get where I wanted to go," he continued. "I worked on cruise ships until 1999 and then came to Piney Point to upgrade my skills." His initial trip to Piney Point would pave the way for things to come; his current stint at the school marked the seventh time he has upgraded at the maritime institution.

Washington's career has been anything but monotonous. "I've been all over the world during my career," he said. "It would be easier to tell you where I haven't been rather than tell you where I have been."

"I've been aboard vessels that were boarded by pirates in Bangladesh and Angola," he continued. "It's been an exciting career to say the least and the union has been good to me ... it has kept me employed."

Turning his attention to his union brothers and sisters, Washington said they already were versed on what working in the maritime industry entails. "You upgraders already know what this career is all about," he said, "so to the trainees, it's all in your hands for the taking. Work hard and leave your attitudes at home. Be good shipmates and learn, learn, learn."

Washington concluded by thanking the union leadership and the school's vocational staff for making his upgrade training a positive experience which will remain with him.

Christina Mateer

Mateer was the final speaker to address the audience. She sails out of the port of Wilmington, Calif., and donned the union colors in 1988.

"I am very grateful to the union for allowing me this opportunity to finally become a recertified chief steward," Mateer said. "The class was a very rewarding and excellent experience for me." She said she learned a great deal about union contracts and how they are negotiated; about new mariner credentialing requirements; and the political activities of the union and how they affect the entire membership.

A native of Philadelphia, Mateer has upgraded at the PHC on four previous occasions. "This is my 16th year in the union," she said. "And during those 16 years, I have traveled all over the world, met some amazing people and explored many intriguing places along the way."

Addressing the trainees, Mateer said, "When you go out on the ship, remember to keep an open mind, have a good attitude, work hard and try to learn as much as you can from your union brothers and sisters."

She offered similar advice to all members of the steward department, suggesting "always try to educate yourselves both on and off the ships. Try to learn new recipes, especially healthy ones. Always remember, you are never too old to learn something new."

Mateer concluded by thanking the union, her family members and friends for "always supporting me along my journey to get where I am today."



Union officials joined the recertified stewards in the Paul Hall Center auditorium following the membership meeting for the photo above. Pictured from left to right are: Assistant VP Ambrose Cucinotta, Charles Washington, Benjamin Ines, Norfolk Port Agent Georg Kenny, Christina Mateer, VP Contracts George Tricker, Zlatko Lucic, Derrick Moore, Earl Castain, Baltimore Port Agent Elizabeth Brown, and Piney Point Port Agent Pat Vandegrift.



MEETING WITH PRO-MARITIME SENATOR – SIU VP Atlantic Coast Joseph Soresi (right) is pictured with U.S. Senator Cory Booker (D-N.J.) (center) and Maritime Trades Department VP Scott Winter. The photo was taken March 18 at a U.S.-flag maritime roundtable meeting with the senator, who's a strong supporter of the American maritime industry.



BACKING PRO-MARITIME CONGRESSWOMAN – U.S. Rep. Tulsi Gabbard (D-Hawaii) (second from right in group photo directly above) recently met with Seafarers at the union hall in Honolulu. Members thanked her for backing laws and programs that help enable the U.S. Merchant Marine to continue supporting our troops and our economy. Gabbard is running for reelection this year. Pictured with her are (from left) Shureen Yatchmenoff, secretary at the hall; Amber Akana, patrolman; and Hazel Galbiso, port agent.



At Sea and Ashore with the SIU



ABOARD USNS BUTTON – In March, Captain Lloyd Dorricott (left in photo at left) presented polo shirts to (continuing from left) Third Mate John Greaves, Bosun Greg Jackson and AB Steve Heinz for efforts related to the compass rose painted on the vessel's stern. The shirts are part of a safety program run by the ship's operator, Maersk Line, Limited. Among those pictured aboard the ship in the two group photos above are Jackson, AB Kevin Gebhard, OS Karleen Grenier, OS Tim Dougherty, Chief Electrician Deralle Watson, Pumpman Ashley Carmichael, QMED Jared Latta, QMED Mike Deren, GUDE Ariston Ora, Chief Steward Edwin Bonefont, Chief Cook Joshua Weiner, SA Lonnie Jordan, SA Torrika Devine, SA Juan Oliva and SA Kipp Worthy.



ARTISTIC FLAIR ABOARD TANKER – Recertified Bosun John Lamprecht (second from left) holds the painting of the Crowley tanker *Florida* that he recently created. Joining him for the photo opportunity aboard ship are AB Randy Powell, Recertified Steward Hazel Johnson, AB Judith Chatelain, Chief Pumpman Troy Banks and AB Marvyn Chester.



TALKING UNION IN ANNAPOLIS – Representatives from the SIU and its affiliated Paul Hall Center for Maritime Training and Education went to Annapolis, Md., March 24 to take part in an annual gathering organized by the Metropolitan Baltimore Council AFL-CIO Unions. The event provides a chance for (among others) politicians and individuals from the labor movement to exchange ideas. Some of the SIU and Paul Hall Center contingent is pictured above, including Piney Point Port Agent Pat Vandegrift (far right) and Baltimore Port Agent Elizabeth Brown (second from right in front).



B-BOOK IN BALTIMORE – Chief Cook Chris King (center) recently picked up his B-seniority book at the hall in Baltimore. Pictured with him at the hall are Port Agent Elizabeth Brown (left) and Representative Chelsea Heindel.



B-BOOK IN JACKSONVILLE – Taking the union oath and picking up his B-seniority book at the hall in Jacksonville, Fla., is QE4 Randy Corey (right). Safety Director Ashley Nelson is at left.



WELCOME ASHORE IN TACOMA – Picking up his first pension check at the hall in Tacoma, Wash., is AB Mark Pesola (left), a longtime Seafarer who most recently sailed on the *Horizon Kodiak*. Presenting the check and offering best wishes on a well-earned retirement is Safety Director Ben Anderson.



AT THE HALL IN SAN JUAN – Pictured from left to right in photo directly above are Port Agent Amancio Crespo, Capt. John Nicoll, AB Efrain Alvarez and AB Luis Ramos. In photo at left, taking a coffee break are QMEDs Armando Garayua (left) and Jorge Santi. In the remaining photo at right above, having lunch are AB Peter Rivera (center) and his wife, Cristina, along with Electrician Boyko Kovatchev (right).



ON THE JOB WITH CROWLEY – SIU members pause for a snapshot during operations at the Crowley terminal in San Juan, P.R. Pictured are Bosun Luis Perez, AB Jonathan Chaparro and AB Angel Gomez.



ABOARD MATSON'S MANOA – Chief Cook Jabr Martari (above) is pictured in the galley while Recertified Steward Gerald Figg (right in photo at right) is greeted by SIU Asst. VP Nick Celona.



CIVMARS IN ACTION – In this mid-March photo from somewhere in the Pacific, the Seafarers-crewed dry cargo/ammunition ship *USNS Carl Brashear* has supplies lifted by a Navy helicopter which then headed back to the aircraft carrier *USS Ronald Reagan*. The *Brashear* is crewed by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist Seaman Jonathan Nelson)



SUPPORTING WATERFRONT CLASSIC – The United Labor Bank recently stepped up to support the second annual Seafarers Waterfront Classic fishing tournament, scheduled for April 29 in Piney Point, Md. Presenting a donation for the tournament to SIU Asst. VP Nick Celona (right) is Ricka Lucia, VP at the bank. The event benefits the Wounded Warrior Anglers and the SIU-affiliated Paul Hall Center for Maritime Training and Education.



B-BOOK IN OAKLAND – GUDE Peter Gonda (right) earlier this year got his B-seniority book at the hall in Oakland, Calif. His recent vessels include the *Overseas Tampa* and the *Stephen W. Pless*. Congratulating Gonda is Patrolman Nick Marrone II.

Bosun Sees Great Progress at Union-Affiliated School

Longtime Seafarer Encourages Fellow Members to Upgrade

Recertified Bosun **Terry Murphy** has a message for any Seafarers who are hesitant to attend the SIU-affiliated school in Piney Point, Md.

"Don't be afraid to go to the school," said Murphy, a frequent upgrader who completed the trainee program in 1971. "From the time you're picked up at the airport until you're dropped off afterward, it's like a well-oiled machine. I just can't say enough about all the help you get there."

He refers to the Paul Hall Center for Maritime Training and Education. Founded in 1967, the center offers comprehensive vocational training including an apprentice program, upgrading courses for people from all three shipboard departments, and firefighting and safety classes. Overall more than 70 U.S. Coast Guard-approved courses are available.

The school also offers academic support and certified programs through which students may earn high school diplomas or two-year college degrees.

But it wasn't always the thorough, "well-oiled machine" Murphy described. The school began modestly, on what had been a torpedo-testing facility run by the Navy. In those early years, both the curriculums and the campus were quite basic.

Murphy has seen much of the school's progress since then firsthand. He's been back at least a dozen times, most recently for safety and security refreshers earlier this year.

Along the way, he observed as courses were added, new buildings were constructed, and top-notch training equipment was installed. Those milestones included the opening of a world-class marine firefighting and safety school in 1999 located on a nearby satellite campus (and named for Joey Sacco, a popular and effective SIU executive vice president who passed away in 1996).

"It's just been phenomenal every time I come back here," Murphy said while at the southern Maryland campus in March. "It's very modern and the curriculums are made to order. They've gone through so many changes – so much growth and improvement. There's tutoring available and a great library system.... I remember having classes on barges. We've come a long way."

Murphy, 63, added, "I also have nothing but good things to say about the union. I owe the SIU so much for letting me live this life, this career."

He sees the Paul Hall Center as a crucial component of that career, and believes the school offers the same opportunities for advancement to all Seafarers willing to take advantage of them.

"I always tell people to upgrade, keep advancing, don't get stuck in an entry rating," added Murphy, who completed recertification in 1987. "You can go from wiper to engineer, ordinary to master, messman to steward."

"People should take advantage of the school. It's built for you, it's there for you."



Recertified Bosun Terry Murphy

Seafarer's Skills Save Cape Kennedy Voyage

When a high-pressure fuel line burst aboard the *Cape Kennedy*, stalling the ship's voyage from Philadelphia to New Orleans, SIU member **Rodolfo "Rudy" de la Cruz** came to the rescue.

Sailing as a GVA, de la Cruz in late March used his welding skills to make repairs that enabled the vessel to resume sailing. He performed a second repair the next day, and the ship safely arrived in New Orleans early last month.

For his efforts, the Seafarer received a letter of commendation from everyone else aboard that reads, "Your efforts and skills during our voyage from Philadelphia are greatly appreciated! Your welding got us safely back to NOLA!"

An SIU member since 1995, de la Cruz sounded matter-of-

fact when recalling the experience.

"We were stuck in the middle of nowhere, past Florida, and I tried my best," he said. "They needed my help."

He added that he worked for many years in the engine rooms of Tyco cable ships, and those experiences helped during the recent *Cape Kennedy* saga. He has also taken several classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

AB **Jimmy Hargrove**, who was on the Keystone-operated *Cape Kennedy* with de la Cruz, said his fellow Seafarer "deserves the recognition. He got us up and running again and got us to New Orleans safe and sound. It was something to see, for sure."



Seafarer Rudy de la Cruz (left) receives thanks from vessel master Capt. David Scott.

Hands-On Training in Piney Point



Practical training has always been an important part of most classes at the SIU-affiliated Paul Hall Center, located in Piney Point, Md. These recent snapshots show students engaged in hands-on training during classes for each of the three shipboard departments.



SHBP Offers COBRA Continuation Coverage to Union Members

The Seafarers Health and Benefits Plan (SHBP) would like to notify you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the em-

ployee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you **must** notify the Plan **within 60 days of the divorce or death** in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or

your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at 1 (800) 252-4674.

Annual Funding Notice – Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning January 1, 2013 and ending December 31, 2013 ("Plan Year").

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2013	2012	2011
Valuation Date	January 1, 2013	January 1, 2012	January 1, 2011
Funded Percentage	126.5%	123.1%	121.1%
Value of Assets	\$1,161,019,565	\$1,048,823,188	\$1,013,288,083
Value of Liabilities	\$917,691,730	\$851,770,088	\$836,014,907

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are market values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Use of the market value of assets for the actuarial value used in the above chart shows a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table (final year is not audited):

	December 31, 2013	December 31, 2012	December 31, 2011
Fair Market Value of Assets	\$1,320,000,000	\$1,161,019,565	\$1,048,823,188

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 20,249. Of this number, 7,781 were active participants, 8,076 were retired or separated from service and receiving benefits, and 4,392 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

(a) Every pension plan must have a procedure for establishing a funding policy to carry out plan objectives. A funding policy relates to the level of assets needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

(b) Investment Policies

Investment objectives:

Assets of the Plan shall be invested with sufficient diversification so as to minimize the risk of large losses unless it is clearly prudent under the then current circumstances not to do so. Plan assets shall be invested in a manner consistent with the fiduciary standards of ERISA and supporting regulations, and all transactions will be undertaken on behalf of the Plan in the sole interest of Plan participants and beneficiaries. Assets of the Plan shall be invested to maintain sufficient liquidity to meet benefit payment obligations and other Plan expenses.

Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees to manage as Plan Asset Manager, such Plan Asset Manager will discharge its responsibilities with respect to the Plan's assets in accordance with the fiduciary responsibilities under ERISA and all regulations thereunder and shall not violate any of ERISA's "prohibited transaction" rules. The Plan Asset Manager shall be a bank (trust company), insurance company, or a registered investment advisor under the Investment Advisers Act of 1940. The Plan Asset Manager shall acknowledge in writing that it is a fiduciary of the Plan within the meaning of Section 3(21)(A) of ERISA and an "investment manager" within the meaning of Section 3(38) of ERISA.

Asset Allocation:

The Fund's assets are invested in the following asset classes and maintained within the corresponding ranges. The Trustees make appropriate adjustments if one or more of the limits are breached.

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income	45%	35% - 55%
Real Estate	5%	0% - 10%

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

The Trustees review the Plan's investment policy on a regular basis and make periodic changes when based on all available information, it is prudent to do so.

(c) Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	2
2. U.S. Government securities	30
3. Corporate debt instruments (other than employer securities):	
Preferred	15
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	37
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	2
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	13
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

(d) For information about the plan's investment in any of the following type of investments as described in the chart above – common/collective trusts, pooled separate accounts, master trust investment accounts, or 103-12 investment entities, contact: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator identified below under "Where To Get More Information."

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months).

If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see "Benefit Payments Guaranteed by the PBGC", below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10). The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under the plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee pre-retirement death benefits to a spouse or beneficiary (e.g., a qualified pre-retirement survivor annuity) if the participant dies after the plan terminates, benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Where to Get More Information

For more information about this notice, or for a statement of your estimated monthly pension benefit payable at retirement, you may contact the Board of Trustees, or the Administrator, at 301-899-0675 or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329 for Seafarers Pension Plan. For more information about the PBGC, go to PBGC's website, www.pbpc.gov



The SIU crewed prepositioning ship *USNS 2nd Lt. John P. Bobo* is docked in Gwangyang, Republic of Korea, as a Marine amphibious assault vehicle rolls off the stern ramp. (U.S. Navy photo by Hospital Corpsman 2nd Class Tracey Miller)

SIU Delivers in Freedom Banner 2014

Fourth Arm of Defense Teams with Military for Yearly Exercise

Practice isn't just for athletes or musicians – it's also important for the merchant mariners who serve as America's fourth arm of defense.

SIU members aboard the *USNS 2nd Lt. John P. Bobo* recently demonstrated the value of dress rehearsals as they teamed with military personnel for part of Freedom Banner 2014, a yearly exercise that tests U.S. sealift capability. Operated by Maersk Line, Limited for the U.S. Military Sealift Command (MSC), the *Bobo* arrived at the South Korean port of Gwangyang March 9 carrying Marines, Navy Sailors and approximately 1,000 tons of materiel. During the next few days, hundreds of pieces of cargo were offloaded, including containers and military vehicles.

Bosun **Brian Guiry** commended the work of his fellow Seafarers during the operation, which focused on honing prepositioning ship offloading capabilities in support of an amphibious assault exercise.

"This definitely shows that the vessel is militarily useful and more cost-effective for the government than other options," Guiry added.

According to MSC, this year, Freedom Banner "provided the military hardware for a III Marine Expeditionary Force exercise to be held at various sites throughout the Republic of Korea." The operation was scheduled to end around mid-April.

"All exercises are defensive in nature and provide opportunity for strengthening relationships and interoperability between Republic of Korea and U.S. forces," the agency added.

Members of the SIU Government Services Division also supported Freedom Banner 2014. The dry cargo/ammunition ship *USNS Sacagawea* carried an advance team of Marines and Sailors to Gwangyang in addition to deliv-

ering wheeled vehicles.

"The way we've designed Freedom Banner 14 is to simulate how we would come to support the Republic of Korea during a time of crisis," said Col. Walter T. Anderson, the G-4 assistant chief of staff for the III Marine Expeditionary Force Command Element. "We've [brought] in elements that would prepare the camp to receive the ship, its personnel and equipment which will be used in follow-on exercises."

He added, "The process of the offload is classified as reception, staging, onward movement and integration. The vessel comes into port and begins discharging all its assets which are then matched with their respective units. After that, the supplies are moved forward into arrival and assembly areas before they are finally integrated into ... exercises."

"The offload went smoothly and I think it was a good opportunity to flex our maritime prepositioning force muscles and prove to the nation and our partners that together we have a solid standing presence," noted Navy Capt. Leonard Remias, commander of Maritime Prepositioning Squadron Three, MSC Far East.

SIU members aboard the *Bobo* during the exercise included Guiry, Bosun **Paul Johnson**, ABs **Glenard Chaney**, **Jason Baker**, **Mikhail Pinchevskiy**, **Raymond Garcia-Maldonado** and **Hector Regalado**, OSs **Anders Bland**, **Harrison Hawkins**, **Anthony Heck** and **Lawton Sholes**, QEE **Danilo Martin**, QE4 **Billie Marshall**, QEP **Troy Ancar**, QE4 **Steven Supplee**, Storekeeper **Sheree Brown**, GUDE **James May**, Chief Steward **Alice Kwasnjuk**, Chief Cook **Kenneth Smith**, and SAs **Emelene Lopez**, **Shelby Curtis**, **Randy Soriano**, **Jasmine Garrett**, **Hazza Hussein** and **Ashley Lee**.



Operated by Maersk Line, Limited for MSC, the *Bobo* offloads cargo during Freedom Banner 2014.



The *Bobo* continues on to Australia after its stop in Korea, carrying more U.S. military cargo. (Photo by Cpl. James Gulliver)



U.S. Marines track and record equipment being offloaded from the *USNS 2nd Lt. John P. Bobo*. (U.S. Marine Corps photo by Lance Cpl. Colby J. Cooper)



Military personnel enjoy a meal aboard the SIU crewed *Bobo*.



Chief Cook Kenneth Smith



AB Jason Baker



OS Lawton Sholes



OS Anthony Heck



Members of the SIU Government Services Division, sailing aboard the *USNS Sacagawea*, also played important roles in the annual exercise. This photo from April 1 in the East China Sea shows the Seafarers-crewed vessel participating in the drill with a Marine Corps CH-53 Super Stallion helicopter. (U.S. Navy photo by Mass Communication Specialist 1st Class Lance Bursleson)



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5/2014

May & June 2014 Membership Meetings

Piney Point.....	Monday: May 5, June 2
Algonac.....	Friday: May 9, June 6
Baltimore.....	Thursday: May 8, June 5
Guam.....	Thursday: May 22, June 19
Honolulu.....	Friday: May 16, June 13
Houston.....	Monday: May 12, June 9
Jacksonville.....	Thursday: May 8, June 5
Joliet.....	Thursday: May 15, June 12
Mobile.....	Wednesday: May 14, June 11
New Orleans.....	Tuesday: May 13, June 10
New York.....	Tuesday: May 6, June 3
Norfolk.....	Thursday: May 8, June 5
Oakland.....	Thursday: May 15, June 12
Philadelphia.....	Wednesday: May 7, June 4
Port Everglades.....	Thursday: May 15, June 12
San Juan.....	Thursday: May 8, June 5
St. Louis.....	Friday: May 16, June 13
Tacoma.....	Friday: May 23, June 20
Wilmington.....	Monday: May 19, June 16

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



"No, I didn't know I needed a union card to get in."



Attention SEAFARERS

Help Keep America's
Maritime Industry Strong!

Contribute to

SPAD

(The Seafarers Political Activity Donation)

Dispatchers' Report for Deep Sea

March 16, 2014 - April 15, 2014

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
Deck Department										
Algonac	12	4	0	22	13	1	4	16	10	2
Anchorage	2	4	2	3	3	1	1	0	4	2
Baltimore	4	2	0	5	1	0	0	4	10	0
Fort Lauderdale	14	16	6	6	2	1	2	24	30	9
Guam	3	4	0	4	2	0	0	5	4	1
Honolulu	9	3	0	4	3	0	2	17	9	1
Houston	41	14	2	39	9	1	19	84	21	3
Jacksonville	47	18	5	32	14	1	19	83	37	5
Joliet	10	2	2	10	6	3	5	3	2	0
Mobile	11	4	1	4	4	0	4	15	1	2
New Orleans	8	3	1	10	1	1	4	16	4	1
New York	41	23	2	38	13	1	22	87	32	3
Norfolk	14	18	3	14	9	2	6	22	32	6
Oakland	19	10	0	16	4	0	7	48	14	0
Philadelphia	2	6	1	5	5	1	3	4	5	2
Piney Point	1	4	1	0	0	0	0	2	5	1
Puerto Rico	6	5	1	4	2	0	1	9	16	1
Tacoma	37	9	4	29	9	2	13	67	20	2
St. Louis	3	1	0	2	2	0	0	6	1	1
Wilmington	34	18	2	13	13	0	16	71	56	2
TOTALS	318	168	33	260	115	15	128	583	313	44
Engine Department										
Algonac	0	3	2	2	6	0	0	3	4	2
Anchorage	0	0	0	0	1	0	1	1	1	0
Baltimore	7	3	1	5	3	0	3	8	9	2
Fort Lauderdale	7	3	1	3	4	0	3	13	8	2
Guam	2	0	1	0	0	0	0	3	1	1
Honolulu	4	0	4	2	5	1	1	16	10	4
Houston	17	8	0	9	8	0	5	25	14	0
Jacksonville	17	10	3	17	8	2	3	52	35	5
Joliet	2	2	0	4	1	0	0	0	2	0
Mobile	4	3	1	1	1	0	0	12	4	1
New Orleans	4	1	0	2	1	1	1	8	2	0
New York	21	13	1	12	8	0	7	35	18	2
Norfolk	9	15	0	6	9	0	1	20	25	0
Oakland	8	1	4	5	3	2	0	24	4	3
Philadelphia	4	1	0	3	1	1	0	7	1	0
Piney Point	0	4	0	1	0	0	0	0	5	0
Puerto Rico	1	5	0	0	4	0	3	2	12	4
Tacoma	11	6	0	11	6	0	5	28	8	2
St. Louis	2	2	0	0	0	0	0	4	3	0
Wilmington	13	10	1	10	4	0	4	21	21	1
TOTALS	133	90	19	93	73	7	37	282	187	29
Steward Department										
Algonac	1	0	0	5	1	1	0	2	0	1
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	3	1	0	2	1	0	2	3	1	0
Fort Lauderdale	7	2	1	10	3	1	2	13	4	1
Guam	2	1	0	1	0	0	0	3	2	0
Honolulu	10	2	0	8	1	0	2	18	3	0
Houston	19	7	0	19	3	0	6	35	8	2
Jacksonville	17	8	1	15	5	1	10	29	11	3
Joliet	0	2	1	1	3	0	0	2	0	1
Mobile	3	2	0	2	0	0	2	10	2	0
New Orleans	6	2	2	2	1	1	2	11	3	1
New York	11	4	1	8	5	1	7	32	8	3
Norfolk	8	9	4	7	5	1	7	25	20	5
Oakland	11	6	1	15	6	0	1	34	7	2
Philadelphia	1	0	1	1	0	0	0	5	0	1
Piney Point	5	0	0	2	3	0	0	4	3	1
Puerto Rico	4	5	0	2	3	0	2	4	5	0
Tacoma	10	2	0	9	0	0	3	25	3	1
St. Louis	1	2	0	1	0	0	0	2	2	0
Wilmington	23	1	2	16	2	0	5	46	8	3
TOTALS	143	56	14	126	42	6	51	304	90	25
Entry Department										
Algonac	3	10	5	1	7	1	2	2	16	11
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	0	2	0	0	1	0	0	0	1	2
Fort Lauderdale	1	6	2	0	2	0	0	0	11	4
Guam	0	0	0	0	0	0	0	0	2	0
Honolulu	1	7	4	2	4	3	2	3	8	11
Houston	5	12	1	1	6	2	2	8	24	3
Jacksonville	2	6	12	1	8	3	2	3	18	27
Joliet	0	4	1	0	5	0	0	1	2	2
Mobile	1	1	3	0	0	0	0	1	2	4
New Orleans	1	1	1	1	1	0	1	2	6	1
New York	4	20	10	2	11	3	0	14	36	23
Norfolk	0	15	22	1	7	11	0	0	18	39
Oakland	0	8	2	0	8	2	3	4	23	7
Philadelphia	1	5	2	1	3	0	0	0	4	2
Piney Point	0	3	0	0	1	0	0	0	2	1
Puerto Rico	2	0	1	0	1	0	0	3	0	2
Tacoma	3	13	5	0	7	3	1	7	24	3
St. Louis	0	1	0	0	0	0	0	0	2	0
Wilmington	4	4	8	2	9	11	3	5	21	49
TOTALS	28	118	80	12	81	39	16	53	222	191
GRAND TOTAL:	622	432	146	491	311	67	232	1,222	812	289

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

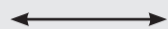
Dean Corgey, Vice President Gulf Coast

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

1221 Pierce St., Houston, TX 77002
(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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600

Government Services Division: (718) 499-6600

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

Editor's note: This month's question was answered by SIU members in Houston.

Question: What do you like most about seafaring?



Franklin Akins
AB

The union gives you an education. They help get you a job, too. They allow you to upgrade and they make it really easy to do. You can be whatever you want to be in the Seafarers Union. They are willing to help you in all aspects, including with your family.... At sea, I like to use email and keep in touch with my family. I like being able to do that. The union deals with the captain and everyone else to make sure we get everything we want.



Billy Watson
AB

My family has been really well taken care of. I love this job. I really like traveling and meeting all sorts of people. I think I've been around the world now at least three times. I've been everywhere. My favorite place is Spain. The people there are really friendly and you can walk around and go anywhere. You feel really safe there. When I'm at sea, my favorite things to do are exercise and

listen to music. As for the job itself, it's pretty challenging and I really enjoy a challenge. Being able to operate the cranes and move a ship - I enjoy that. The union is truly the best thing that's ever happened to me.



Trent Sterling
QMED/Electrician

The thing I like most about being a Seafarer is being able to travel the world, meet new people and explore

their cultures. I also enjoy the peace and quiet that I experience while at sea as opposed to being shore-side. When you're at sea, you don't have to worry about hearing sirens, ambulances and the like. You really get to disconnect from the world for a while. The great pay and wonderful lifestyle are also terrific, but that comes hand in hand with being a Seafarer.



Herman Cordova
AB

It's a good job.

I've travelled all over the world and met good people on the ships. You find good company in this industry. I've been doing this for 14 years.



Cirilo Centeno
Chief Cook

Making everybody happy and meeting nice brothers and sisters. I also love the trips when we go to Africa and Europe. I've been in the industry about

23 years and I'm proud of our members.



Willie Clemmons
Wiper

The travel - seeing places that most people only read about. It's not for everybody but if you want a career, want to see the world and make pretty good money.... I was with the old NMU but stayed with the union after the merger. It pays the bills.

Pic-From-The-Past



Four members of the union's old Railroad Marine division are pictured in early 1958 on a dock in Baltimore, awaiting arrival of a loaded barge. From left: Dave Underwood, Steve Brostek, Bill Jachimowicz and Mike Zyla Jr. The SIU-crewed Liberty ship *Omar E. Chapman* is in the background.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org

Welcome Ashore

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



DEEP SEA

ALI AMRAN

Brother Ali Amran, 69, became an SIU member in 1980. He initially worked aboard the *Overseas Juneau*. Brother Amran was born in Indonesia. He attended classes on three occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Amran sailed in both the engine and steward departments. His most recent trip to sea was on the *President Jackson*. Brother Amran makes his home in New York.



LEE GILLAIN

Brother Lee Gillain, 71, started sailing with the Seafarers in 1960. He was originally employed on the *Twin Falls*. Brother Gillain was born in Florida and shipped in the deck department. His most recent voyage was aboard the *Point Judy*. He is a resident of Key-stone Heights, Fla.

CALVIN McFIELD

Brother Calvin McField, 65, joined the SIU ranks in 2000 while in the port of Wilmington, Calif. His first ship was the *USNS Bold*. Brother McField worked in the engine department. His last ship was the *American Spirit*. He upgraded in 2000 at the Paul Hall Center. Brother McField resides in Ri-alto, Calif.

WILLIAM PINKHAM

Brother William Pinkham, 50, signed on with the SIU in 1987. He initially shipped on the *Gus W. Darnell* as a member of the engine department. He often took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. He most recently sailed on the *Tacoma*. Brother Pinkham settled in Puyallup, Wash.

ARTHUR REEVES

Brother Arthur Reeves, 65, began sailing with the union in 1984. His first ship was the *Delta Queen*; his most recent was the *Cleveland*. Brother Reeves worked in all three departments during his SIU career. In 1997, he attended classes at the maritime training center in Piney Point, Md. Brother Reeves lives in Mobile, Ala.



ROY ROBINSON

Brother Roy Robinson, 65,

donned the SIU colors in 1993. He originally sailed aboard the *Independence*. Brother Robinson shipped in the engine department. He upgraded often at the Paul Hall Center in Piney Point, Md. Brother Robinson's most recent trip was on the *Paul Buck*. He resides in Pawcatuck, Conn.

MAHMOUD SELIM

Brother Mahmoud Selim, 65, joined the Seafarers in 1989. The deck department member's earliest trip was on the *Falcon Princess*. Brother Selim's most recent ship was the *Cyprine*. He was born in Egypt and now makes his home in Brooklyn, N.Y.



REYNALDO TELMO

Brother Reynaldo Telmo, 66, began sailing with the union in 1981. He initially shipped aboard the *Portland*. On numerous occasions, Brother Telmo attended classes at the SIU-affiliated school in Maryland. The steward department member was last employed on the *Maui*. He is a resident of Seattle.



ALBERT WAMBACH

Brother Albert Wambach, 65, joined the SIU in 1971. His first trip was aboard the *Overseas Valdez*. Brother Wambach upgraded in 1980 and 2002 at the maritime training center in Piney Point, Md. He sailed in both the deck and engine departments. Brother Wambach last worked on the *USNS Watson*. He calls Nassau, N.Y., home.

INLAND

TERRANCE BADER

Brother Terrance Bader, 59, became an SIU member in 1973. His earliest trip was with National Marine Services. Brother Bader enhanced his skills frequently at the Paul Hall Center. His most recent ship was the *Dodge Island*. Brother Bader sailed in the deck department. He lives in Laurel, Md.

MICHAEL BATTEN

Brother Michael Batten, 58, signed on with the Seafarers in 1989 in Houston. A member of the engine department, Brother Batten was first employed aboard a G&H Towing vessel. He upgraded on two occasions at the



Piney Point school. Brother Batten's final vessel was the *Vision*. He was born in North Carolina and now resides in Dickinson, Texas.

LANCE RIGGS

Brother Lance Riggs, 59, started sailing with the union in 1974 in Piney Point, Md. His earliest trip was with Steuart Transportation Company. Brother Riggs often attended classes at the union-affiliated school. His most recent vessel was operated by Allied Towing. Brother Riggs was born in Virginia and now makes his home in Shiloh, N.C.



CHARLES THOMAS

Brother Charles Thomas, 64, began shipping with the SIU in 2003. He primarily sailed with Crowley Towing & Transportation of Jacksonville. Brother Thomas was a deck department member. He calls West Union, Ohio, home.



ELGIN THOMPSON

Brother Elgin Thompson, 65, joined the union 1979. The Virginia native's first trip was with W.P. Hunt Company. Brother Thompson last worked with Piney Point Transportation. He is a resident of Norfolk, Va.



GREAT LAKES

TERRANCE PYRLIK

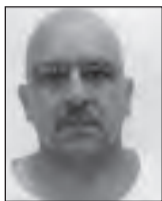
Brother Terrance Pyrlik, 65, began sailing with SIU in 1990 in Duluth, Minn. Brother Pyrlik originally worked on the *Presque Isle*. In 1997 and 2007, the deck department member took advantage of educational opportunities at the Paul Hall Center. Brother Pyrlik's most recent trip was aboard the *Sam Laud*. He settled in Brookston, Minn.



HAROLD RODRIGUEZ

Brother Harold Rodriguez, 62, signed on with the union in

2001. He mostly worked with Great Lakes Towing Company. Brother Rodriguez continues to live in his native state, Indiana.



NATIONAL MARITIME UNION

LUCIEN LAVALLAIS

Brother Lucien Lavallais, 67, joined the NMU before the SIU/NMU merger of 2001. He is a resident of Mobile, Ala.



JAMES SEPANARA

Brother James Sepanara, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He was born in New York and now makes his home in Vineyard Haven, Mass.



This Month In SIU History

Editor's note: The following items are reprinted from previous editions of the Seafarers LOG.

1946

Four SIU members, homeward-bound after a ship payoff, were among the dead when a twin-engine air transport with motor trouble, unable to make a return landing at the fog-covered Byrd Airport, crashed and burned in a pine forest six miles south of Richmond, Va. All 27 occupants, including the pilot and co-pilot, were killed.

The plane, a Douglas DC-3, which is the same as the Army's C-47 all-purpose transport, plummeted into the Henrico County woods after unsuccessfully attempting a landing at the airfield a few minutes earlier. The dead Seafarers are: William Helvie, a chief cook, of Lucedale, Ala.; Fred Landrum, a messman, of Whistler, Ala.; Hilton Tipton a messman, of Falco, Ala.; and David May, a fireman, address unknown.

The men sailed from Mobile on the *Mayo Brothers*, a Waterman Steamship Co. vessel, on March 30, bound for Antwerp, Belgium, with a cargo of coal, and returned to New York on May 13.

They were paid off on May 15 and boarded the plane, which was making a chartered run from Newark, N. J., to Atlanta, Ga., the next day.

1954

For the first time, a top government official has gone on record as opposing ship runaways. Labor Secretary James P. Mitchell has thrown his support behind Sen. Warren G. Magnuson's bill to restrict ship transfers. Mitchell said the proposed legislation would strengthen the competitive position of American-flag shipping and guarantee a pool of trained seamen for defense needs.

The labor secretary's views flatly contradicted those of the Defense Department, which opened the door last week to unrestricted ship transfers. The Defense Department told the House Merchant Marine Subcommittee in effect that it didn't care how many American ships were transferred, or what types, so long as the foreign corpora-

tions owning the vessels are American controlled.

1968

Hearings on a Congressionally-sponsored program to revitalize the rapidly-deteriorating U.S.-flag merchant marine continued during the last two weeks before the House Merchant Marine and Fisheries Committee. Among witnesses testifying at the non-consecutive sessions conducted by the Committee chairman, Rep. Edward A. Garmatz (D-Md.), were spokesmen for the American Maritime Association, the Lake Carriers' Association and various shipping company representatives.

The legislation being considered (H.R. 13940), introduced in the House by Garmatz last November, calls generally for a five-year, \$300-million-a-year program to subsidize construction of 35 to 40 ships annually in U.S. shipyards, tax-free construction reserve funds for all U.S.-flag operators and extension of operating subsidies to presently unsubsidized bulk carriers.

Appearing briefly at one of the sessions, Sen. Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, said that hearings on a companion bill to the House measure (S.2650) will begin before a Senate merchant marine subcommittee on May 20.

1978

By an overwhelming majority the SIU, AGLIWD District membership has approved a merger with the Marine Cooks and Stewards Union. Balloting for MC&S members will continue until June 9.

The SIU vote was counted on May 23 by a union-elected tallying committee. Out of a total 3,520 ballots cast, 3,338 were in favor of the merger and 170 were opposed. Nine ballots were voided and three registered "no vote."

Events leading up to the merger referendum began in February 1977 when the SIU's Executive Board proposed mergers to the SIUNA's three affiliated Pacific District Unions.... Voting for SIU members ran from April 17 through May 16. MC&S members began casting ballots on April 10.

Final Departures



DEEP SEA

RANDOLPH ARCHER

Pensioner Randolph Archer, 77, died Oct. 25. He joined the Seafarers in 1954 while in Norfolk, Va. Brother Archer initially sailed with AH Bull Steamship Company. He was born in Virginia and sailed in the engine department. Brother Archer was last employed aboard the USNS Altair. He retired in 1996 and called Norfolk home.



JAMES FOLEY

Brother James Foley, 56, passed away Aug. 22. Born in Pennsylvania, he began sailing with the union in 1974. Brother Foley first sailed on the *Overseas Valdez*. He was a deck department member. Brother Foley's final trip was aboard the USNS *Regulus*. He was a resident of Gloucester Township, N.J.

JAMES HOLLAND

Pensioner James Holland, 73, died Nov. 20. Brother Holland originally shipped on the *Independence*. He worked in the steward department. Brother Holland most recently sailed aboard the *R.J. Pfeiffer*. He went on pension in 2005 and made his home in Honolulu.



ROBERT LASTRAP

Pensioner Robert LaStrap, 71, passed away June 27. He was born in Beaumont, Texas. Brother LaStrap retired from the Military Sealift Command as a chief steward in 2007. He was a resident of Merritt Island, Fla.

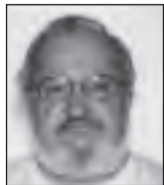
FRANCISCO RIVERA

Pensioner Francisco Rivera, 66, died Oct. 25. Brother Rivera was born in Puerto Rico. He started shipping with the Seafarers in 1964. Brother Rivera's first vessel was the *Fairland*; his last, the *National Glory*. He shipped in all three departments. Brother Rivera became a pensioner in 2009 and settled in Newhall, Calif.



PETER SCHULZ

Pensioner Peter Schulz, 75, passed away Oct. 29. He began sailing with the union in 1970. Brother Schulz was originally employed on the *JT Hutchinson*. The



steward department member last shipped on the *Developer*. Brother Schulz was a native of Germany. He began collecting his retirement compensation in 2001. Brother Schulz was a resident of Holland, Ohio.

INLAND

RICHARD AXELSSON

Brother Richard Axelsson, 67, died Sept. 27. He signed on with the union in 2005 in Philadelphia. Brother Axelsson sailed in both the steward and deck departments. He was employed with Allied Transportation Company for the duration of his career. Brother Axelsson was born in Wildwood, N.J. He called Lower Township, N.J., home.

JAMES BISHOP

Pensioner James Bishop, 87, passed away Nov. 1. Brother Bishop first donned the SIU colors in 1963. He was a member of the deck department. Brother Bishop was a Michigan native. His first trip was on a Mackinac Transportation Company vessel. Brother Bishop last sailed with Tampa Tugs. He went on pension in 1991 and lived in St. Ignace, Mich.



ENRIQUE CLEMENTE

Pensioner Enrique Clemente, 64, died Nov. 6. Born in New York, he started sailing with the union in 1979. Brother Clemente was a member of the deck department. He worked with Crowley Puerto Rico Services. Brother Clemente became a pensioner in 1998 and made his home in Puerto Rico.



MELVIN SZAREK

Pensioner Melvin Szarek, 86, passed away Nov. 10. Brother Szarek joined the union in 1956 in Baltimore. He primarily worked with Moran Towing of Maryland. Brother Szarek started collecting his retirement pay in 1986. He was a resident of Brooklyn Park, Md.



GREAT LAKES

JOHN ATKINSON

Pensioner John Atkinson, 73, died Oct. 25. Born in Ontario, Brother Atkinson signed on with the SIU in 1984. His earliest trip was with Great Lakes Associates. Brother

Atkinson worked in the deck department. He was last employed aboard the *John Boland*. Brother Atkinson became a pensioner in 2005. He called Port Huron, Mich., home.



DANIEL DALY

Pensioner Daniel Daly, 79, passed away July 20. Brother Daly began shipping with the union in 1963.



He originally worked for H&M Lake Transport. Brother Daly was a member of the deck department. His final trip was on the *Kinsman Enterprise*.

Brother Daly retired in 1996 and made his home in Spring Hill, Fla.

JOSEPH SURWILLA

Pensioner Joseph Surwilla, 82, died Sept. 13. Brother Surwilla signed on with the SIU in 1950 while in Duluth, Minn. He was first employed with Buckeye Steamship Company. Brother Surwilla sailed in the deck department. Prior to his retirement in 2003, he shipped with Michigan Tankers Inc. Brother Surwilla was a resident of Trucksville, Pa.

JOSPEH VIEIRA

Pensioner Joseph Vieira, 92, passed away Oct. 4. Brother Vieira was born in Ohio. He started working with Erie Sand Steamship in 1966 and sailed with them until his retirement in 1986. Brother Vieira settled in Erie, Pa.

Editor's note: The following brothers and sister, all former members of the National Maritime Union (NMU), have passed away.

WILLIAM BECK

Pensioner William Beck, 92, died Sept. 17. Brother Beck was born in Germany. He became a pensioner in 1989 and called New Jersey home.

CLAYTON BENNEKIN

Pensioner Clayton Bennekin, 63, passed away Sept. 3. Brother Bennekin, a native of South Carolina, began collecting his pension in 2009. He resided in Charleston, S.C.

EDWARD COE

Pensioner Edward Coe, 92, died Sept. 2. Brother Coe was born in Cuba. He went on pension in 1979. Brother Coe lived in Philadelphia.

SAMUEL CORDERO

Pensioner Samuel Cordero, 91, passed away Sept. 21. Brother Cordero was born in Puerto Rico. He retired in 1987 and con-

tinued to reside in Puerto Rico.

JOHN EBANKS

Pensioner John Ebanks, 77, died Sept. 10. Born in Honduras, Brother Ebanks became a pensioner in 1999. He was a resident of LaPlace, La.

JOSEPH GALLI

Pensioner Joseph Galli, 85, passed away Sept. 8. Brother Galli was born in Brooklyn, N.Y. He retired in 1995 and settled in Greenacres, Fla.

JUAN GARCIA

Pensioner Juan Garcia, 89, died Sept. 24. Brother Garcia was a native of Puerto Rico. He started receiving his retirement pay in 1984. Brother Garcia made his home in Marrero, La.

JUAN HERNANDEZ

Pensioner Juan Hernandez, 90, passed away July 25. Brother Hernandez began receiving his pension in 1966. He lived in Mexico.

CLEVELAND HUNTER

Pensioner Cleveland Hunter, 83, died Sept. 10. Brother Hunter, a native of Virginia, started collecting his retirement compensation in 1986. He resided in Norfolk, Va.

LEONARD JOHNSON

Pensioner Leonard Johnson, 73, passed away Sept. 29. Born in Alabama, Brother Johnson went on pension in 2006. He made his home in Mobile, Ala.

WILLIAM LOCKHART

Pensioner William Lockhart, 76, died Sept. 22. The Arkansas native became a pensioner in 2003. Brother Lockhart settled in Oakland, Calif.

WILLIAM NOBLE

Pensioner William Noble, 85, passed away Aug. 22. Born in Wewoka, Okla., Brother Noble started receiving his retirement compensation in 1979. He lived in Portland, Ore.

DORIS PERRY

Pensioner Doris Perry, 83, died Sept. 26. Sister Perry was born in Lafayette, Ga. She began collecting compensation for her retirement in 2001 and made her home in Port Arthur, Texas.

WILLIAM PERRY

Pensioner William Perry, 87, passed away Sept. 4. He started receiving his pension in 1969. Brother Perry called Franklyn Township, N.J., home.

INOCENCIO QUINONES

Pensioner Inocencio Quinones, 91, died Aug. 17. Brother Quinones, a

native of Mexico, began collecting his pension in 1984. He made his home in Greenfield, Calif.

EDMUNDO ROMERO

Pensioner Edmundo Romero, 85, passed away Aug. 14. Brother Romero was born in Texas. He went on pension in 1995. Brother Romero made his home in Houston.

ARNULFO SANTOS

Pensioner Arnulfo Santos, 86, died Sept. 10. Born in Honduras, Brother Santos retired in 1984. He resided in Kenner, La.

LESTER SCOTT

Pensioner Lester Scott, 91, passed away Sept. 19. Brother Scott, a native of Pittsburgh, Pa., started collecting his retirement compensation in 1968. He continued to live in Pennsylvania.

ANSEN SEPTIMO

Pensioner Ansen Septimo, 88, died Aug. 25. Brother Septimo was born in Hawaii. He became a pensioner in 1971. Brother Septimo called Wilmington, Calif., home.

JOAQUIN SERRANO

Pensioner Joaquin Serrano, 85, passed away Aug. 31. Born in Spain, Brother Serrano retired in 1990. He made his home in Tampa, Fla.

EARNEST SIMPSON

Pensioner Earnest Simpson, 85, died July 31. Brother Simpson was born in Pender County, N.C. He went on pension in 1989 and settled in Burgaw, N.C.

LUIS SOTO

Pensioner Luis Soto, 91, passed away Sept. 1. Born in Puerto Rico, Brother Soto became a pensioner in 1980. He continued to reside in Puerto Rico.

VICTORIANO VIROLA

Pensioner Victoriano Virola, 90, died Sept. 3. Brother Virola was a native of Puerto Rico. He began receiving his pension in 1987. Brother Virola lived in New York.

CARLTON WHITE

Pensioner Carlton White, 88, passed away Sept. 20. Brother White, a native of Clinton, Md., went on pension in 1993. He made his home in Waldorf, Md.

Name	Age	DOD
Carlson, Edmund	81	Aug. 19
Crawford, Robert	82	July 24
Gonzalez, Ramon	91	Oct. 26
Rivera, Manuel	87	Oct. 27
Ryan, Alfred	92	Oct. 9
Vandyck, Hector	93	Sept. 9
Villoda, Jose	87	Sept. 14
Williams, Isaiah	59	Sept. 6

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.

ENERGY ENTERPRISE

(Central Gulf Lines), March 9 – Chairman **Tim Koebel**, Secretary **Mike Hammock**, Deck Delegate **Americo Monteiro**, Engine Delegate **Domingos Ferreira**, Steward Delegate **Wilfredo Perez**. Chairman discussed new eligibility requirements for medical benefits and physicals. Also discussed the political donations that support the union's pro-maritime lobbying efforts in Congress. Those efforts help maintain the Maritime Security Program, the Jones Act, etc. No beefs or disputed OT reported. Crew suggested changing terminology for vacation pay. They said lack of linens needs to be addressed: pillow cases, towels, etc. Kudos to steward department for fine cuisine. Next ports: Newport News, Va., and Fall River, Mass.

HORIZON ENTERPRISE

(Horizon Lines), February 16 – Chairman **George Khan**, Secretary **Raymond Garcia**, Steward Delegate **Mercurion Abuan**. Chairman announced payoff and discussed deck repairs. Secretary reminded fellow mariners to keep track of all documents and make sure they're up-to-date. No beefs or disputed OT reported. Crew was reminded to be considerate when using laundry dryer and washing machine. Steward department was thanked for excellent food. Next ports: Oakland, Calif., and Tacoma, Wash.

OVERSEAS MARTINEZ

(OSG), February 28 – Chairman **Anton Sulic**, Secretary **Richard Sanderson**, Educational Director **Anthony Hulsey**, Deck Delegate **Jefferson Julian**, Engine Delegate **Dionesio Monteclaro**, Steward Delegate **Charles Atkins**. Chairman led discussion about new medical certificates being mailed by Coast Guard. He reminded fellow mariners to keep all documents current and also encouraged donations to SPAD and the Maritime Defense League (MDL). Secretary encouraged members to read

Aboard USNS Button

Bosun Greg Jackson emailed these photos of fellow Seafarers aboard the USNS SGT. William R. Button, operated by Maersk Line, Limited (MLL). In photo below, AB Steve Garrett (left) receives a safety award for the month of April from Third Mate Jose Villalobos. Garrett was recognized for his consistently safe work; MLL offers the awards as part of a long-running program throughout the fleet. The photo at right shows QMED Mike Deren (left) and Chief Electrician Deralle Watson.



Seafarers LOG, the union's official publication. Educational director reminded everyone to keep paperwork updated. He also encouraged Seafarers to upgrade at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next ports: Martinez, Calif., Anacortes, Wash., and Valdez, Alaska.

HORIZON KODIAK (Horizon Lines), February 16 – Chairman **Garry Walker**, Secretary **Lovie Perez**, Educational Director **Vladimir Babenko**, Deck Delegate **Dan Lovely**. Chairman reported possibility of 50-knot winds in a couple of days. He encouraged everyone to pay dues on time and contribute to SPAD. He reminded crew to clean out the metal container with the vacuum hose each time the dryers are used. Secretary noted members can sign up for SIU text alerts through the website or by texting the word "join"

to 97779. Educational director encouraged Seafarers to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew said that, once registered in person, they would like to be able to re-register by phone. They also said they are taking too many physical exams, with one every six months, and offered an example of how it takes too much time. Next ports: Tacoma, Wash., Anchorage, Alaska, and Kodiak, Alaska.

OVERSEAS ANACORTES

(OSG), March 5 – Chairman **Tony Beasley**, Secretary **Dana Paradise**, Educational Director **Cary Pratts**, Engine Delegate **Marco Oliva**, Steward Delegate **Julito Crodua**. Under old business, crew discussed ongoing beef in steward department. Chairman mentioned SIU's new mobile website. Secretary said union forms are available. Educational director encouraged everyone to keep documents up-to-date. No additional beefs or disputed OT reported. Crew suggested new wording to account for vessels sailing short. Ship needs a new dryer. Next ports: Honolulu, Hawaii, and Long Beach, Calif.

MAERSK PITTSBURGH

(Maersk Line, Limited), February 9 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **Eric Bain**, Engine Delegate **William Harrison**, Steward Delegate **Brian McEleney**. Crew still awaiting clarification on question about engine-department rating. Chairman thanked crew for safe voyage. Secretary reminded departing crew members to leave clean rooms and fresh linens. Educational director encouraged fellow mariners to upgrade in Piney Point, Md. He discussed how to verify sea time

and also talked about the union's website. No beefs or disputed OT reported. Crew is grateful for presence of security team. Deck and engine departments both were thanked for jobs well done, as were steward-department personnel. They discussed possible improvements to medical and pension benefits as well as entry-level testing for mariners. Next port: Charleston, S.C.

MAERSK MISSOURI

(Maersk Line, Limited), February 28 – Chairman **Arsenio Obenza**, Secretary **Billy Gigante**, Educational Director **Sixin Peter Ling**, Deck Delegate **John O'Shaughnessy**, Engine Delegate **Ricardo Ducay**, Steward Delegate **Nagi Alzaim**. Chairman reported good voyage and thanked crew for hard work. Secretary also said it was a good voyage and asked crew to leave cabins clean for reliefs. Educational director encouraged fellow mariners to upgrade in Piney Point and keep documents current. No beefs or disputed OT reported. Vote of thanks extended to steward department for job well done. Next ports: Elizabeth, N.J., Charleston, S.C., Savannah, Ga., and Houston.

MAERSK HARTFORD

(Maersk Line, Limited), February 19 – Chairman **Scott Heginbotham**, Secretary **Philip Paquette**, Educational Director **Ron Pheneuf**, Deck Delegate **Emilio Abreu**, Engine Delegate **Robert Noble**, Steward Delegate **Alonzo Belcher**. Chairman reminded everyone to promptly meet with patrolman at payoff and stay current on dues. He congratulated everyone for being courteous and professional, and also thanked steward department. He reported one AB was injured in Spain and taken off ship for emergency care. Educa-

tional director reminded everyone to keep documents current, and also suggested upgrading at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew asked for additional clarification concerning benefits and also advocated for rotary shipping. Next ports: Newark, N.J., Charleston, S.C., and Savannah, Ga.

OVERSEAS BOSTON

(OSG), February 1 – Chairman **Chris Kicey**, Secretary **Carl Poggioli**, Educational Director **Jorge Lawrence**, Deck Delegate **Walter Wilde**, Steward Delegate **John Van Teodosio**. Chairman thanked everyone for work in shipyard. "All worked hard and together like a brotherhood should." He discussed new medical certificates being issued by Coast Guard to reflect compliance with Maritime Labor Convention. He reminded everyone about new eligibility requirements for Seafarers Health and Benefits Plan; check your union hall or the SIU website for details. Lastly, he thanked everyone for keeping the house clean. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Small refrigerators requested for rooms. Next port: Long Beach, Calif.

NOBLE STAR

(Sealift), February 23 – Chairman **German Nunez**, Secretary **Debbie Randall**, Deck Delegate **Cleveland West**, Steward Delegate **Janet Jourdan**. Several questions and concerns were raised, including ones related to restriction to vessel, fumes from cargo holds, and engine-department manning level. Chairman thanked steward department and entire crew for working hard, performing professionally and pulling together.

Checking in from Alaska



ABs Jonathan Anderson (left) and Terry Beilsmith are pictured aboard the AMSEA-operated USNS Mendonca recently in Anchorage, Alaska.

Brick Donation Program Going Strong

Launched last year, the brick donation program at the union-affiliated Paul Hall Center for Maritime Training and Education has proven popular with active and retired Seafarers, their families, and employees of the school and the SIU. Others have joined in supporting the program, too, including SIU-contracted companies and former members.

Commemorative bricks (a few of which are pictured below) highlight the waterfront renovation project at the school, located in Piney Point, Md. With a donation, bricks can be engraved with

text and graphics designed to honor groups and individuals. The waterfront park's scenic addition to the campus ensures those being honored will have a permanent and fitting place of remembrance within the maritime community.

The donation of a brick also comes with an entry in the program's name-the-park contest, offering donors yet another chance to leave their mark.

The bricks come in two sizes and may be ordered online at: <http://seafarers.org/SIUBricks.htm>.

Questions may be emailed to siubricks@seafarers.org



Notice from Trustees Of Sailors' Snug Harbor In the City of New York

Editor's note: The SIU is not formally affiliated with the Sailors' Snug Harbor. This notice is being printed in the LOG as a courtesy and for general interest.

We Are Looking for Retired Merchant Mariners

History

The Trustees of the Sailors' Snug Harbor (SSH) was incorporated in 1806 as the result of a bequest made by Captain Robert Richard Randall, a wealthy New York merchant and sea captain. It was Captain Randall's desire to have his estate utilized to assist "aged, decrepit and worn-out seamen..." upon his death. SSH is the oldest secular charity in the country.

Who We Are

SSH is a non-profit organization whose mission is to aid retired career mariners in need of assistance. SSH no longer owns or operates a retirement facility for mariners in Sea Level, N.C., Staten Island, N.Y., or anywhere else. Today, we assist mariners in their home communities where they are familiar and more likely to be near family and friends.

Whom we assist

We offer support to career mariners who can demonstrate they have a need for financial assistance and meet the following requirements:

- 3,650 days of deep sea time proven through discharge papers (at least 50 percent on U.S.-flagged ships)
- 65 years of age or older (exceptions may be made in rare cases)
- A proven need for financial assistance
- Assets may not exceed \$50,000 (primary residence excluded)
- All public benefits available to an eligible mariner must be accessed before any subsidy from SSH is approved (e.g. VA benefits, Medicaid)

Each interested Mariner must complete an application that requires detailed information about present living arrangements, financial history, etc.

Contact Sailors' Snug Harbor

If you have any questions or are in need of assistance, please call our mariner counselor at 1-888-257-5456. The website www.thesailorssnugharbor.org includes our application. If you do not have access to a computer, please call and we will send you an application.

We look forward to hearing from you.

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 District/NMU are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

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

by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., 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.

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
Deck Department		
Able Seafarer (Deck)	May 24	June 20
Bosun Recertification	July 12	August 4
Fast Rescue Boat	May 3 May 17	May 9 May 23
ECDIS	June 7 July 12	June 13 July 18
Lifeboatman/Water Survival	May 24 June 21	June 6 July 4
Radar Renewal (One day)	June 3	June 3
Engine Department		
Basic Auxiliary Plant Operations (BAPO)	May 24	June 20
FOWT (Able Seafarer Engine)	June 21	July 18
Junior Engineer	May 17	July 11
Machinist	May 17	June 6
Marine Electrician	June 21	August 15
Marine Refer Technician	May 3	June 13
Pumpman	June 7	June 20
Welding	May 3	May 23
Safety Upgrading Courses		
Advanced Firefighting	May 31	June 6
Basic Firefighting/STCW	May 10 May 31	May 16 June 6

Title of Course	Start Date	Date of Completion
BST Renewal/VPDSD	May 24	May 30
Government Vessels	June 21	June 27
Medical Care Provider	June 7	June 13

Steward Department Upgrading Courses		
Galley Operations	May 24	June 20
	June 21	July 18
	July 19	August 15
	August 15	September 12
	September 13	October 10
Certified Chief Cook	October 11	November 7
	These modules begin every other week. The most recent class started April 26. The next class will commence May 10.	
Chief Steward	May 17	June 27
Advanced Galley Operations	June 7	July 4
	July 5	August 1
	August 2	August 29
	August 30	September 26
	September 27	October 24
	October 25	November 21
ServeSafe	November 22	December 19
	April 12	April 18
	May 10	May 16
	June 23	June 27
	August 2	August 8
September 13	September 19	

Notice: 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 encour-

aged to check out the site at: 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.

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.*

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 # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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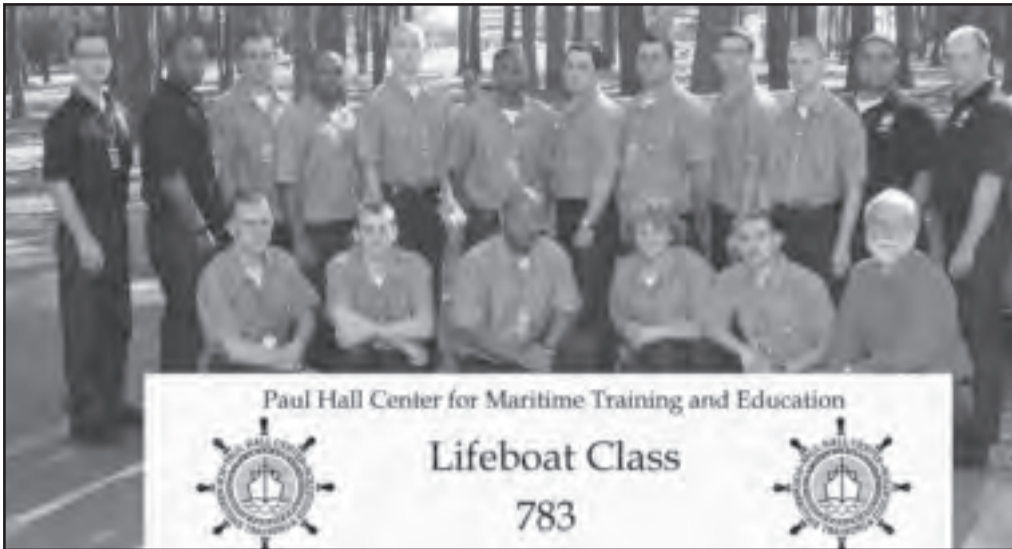
LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

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

Paul Hall Center Classes



Apprentice Water Survival Class #783 – Seventeen Phase I apprentices completed their requirements in this course March 14. Those graduating (above, in alphabetical order) were: Carlos Amaya, Edward Copeland, Liam Daly, Brian Dillon, Christopher Edwards, Chad Fiore, Cortney Gantt, Ronald Johnson, Richard Kaser, Brandon Mackie, Sutton McDaniel, Joseph Parsons III, John Peterson, Luis Rojas, Cameron Siele, Joseph Toth and Rossitza Zahariev. Class instructor Ben Cusic is kneeling in the front row at the far right.



Water Survival Class – Three Phase III apprentices and one upgrader finished this course March 14. Graduating (above, in alphabetical order) were: Allan Bombita, Guy Delyea, Alexander Rodrigues, and Benjamin Rodrigues III. Their instructor, Ben Cusic, is at the far right.



Welding – The following upgraders (above) completed their requirements in this course March 28: Mahare Kidane (second from left) and Antonio Simon (second from right). Their instructors, Chris Railey and Buzzy Andrews, are at the far left and far right, respectively.



ARPA – Six upgraders finished the enhancement of their skills in this course March 7. Graduating (above, in alphabetical order) were: Charles Brown Jr., Michael Cousin, John Curran, Ronel Guerzon, Jared Smith and Jerry Wilder.



BST (SIU) – Sixteen Seafarers completed their requirements in this course March 21. Graduating (above, in alphabetical order) were: Steven Benavides, Allan Bombita, Guy Delyea, Kelly Doyle, Jason Hardy, Darrion Ingram, Vincent Ippolitos, Isaka Koanda, Joseph Martin, Michael Ratigan, Benjamin Rodrigues III, Michael Ross, Elaine Watts, Peter Williams, Jullian Woods and James Wynegar. Their instructor, Tom Truitt, is in the front row, far right. (Note: Not all are pictured.)



BST (Phase III) – The following Phase III apprentices (above, in alphabetical order) completed their requirements in this course March 21: Allan Bombita, Guy Delyea and Benjamin Rodrigues III.

Able Seafarer (Deck) – Sixteen Phase III apprentices graduated from this course March 21. Those graduating (right, in alphabetical order) were: Ali Alhadad, Auston Billiot, Lars Edvardsen, Kenneth Hardy Jr., Mark Jones Jr., Sterling McCosh, Fredrick Murray, Michael Nardella, Roy Patterson, John Reyes, Jakeem Simmons, Ryan Snow, Charles Thurmer, Sergio Valentin, Brock Wilbur and James Wilder.



Paul Hall Center Classes



Able Seafarer (Engine) – The following Phase III apprentices (left, in alphabetical order) finished this course March 21: Mahdi Ali, Zachary Blake, Daniels Boye, Danielle Brown, Rodney Carr, Buzz Engelke, Lorenzo Finley, Nicholas Garcia, Frank Harris III, Terrance Jackson, George Johnson, Jaquel Nesmith, Mohmed Obaid, David Sanchez Flores, Anne Scott and Eric Waters.

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.



Galley Operations – Fifteen Phase III apprentices graduated from this course March 21. Completing their requirements (above, in alphabetical order) were: Demario Barganier, Nancy Bestwick, Kierra Burton, Tiffany Davis, Ryan Gallano, Jabrei Gill, Sarah Gray, Markese Haynes, Steven Horta, Abdou Jose, Joshua Lee, Edick Lopez Cruz, Joseph Reich, Grazyna Tomaszewska and William White. (Note: Not all are pictured.)



Steward Department Classes – Three Seafarers recently completed steward department courses at the Paul Hall Center. Those graduating and the classes they completed (above, in alphabetical order) were: Prasert Mastrototaro, certified chief cook; Ziyad Omar, galley operations; and Claude Young, certified chief cook.



Medical Care Provider – The following upgraders (above, in alphabetical order) completed this course March 21: Charles Brown, Michael Cousin, John Curran, Ernest Frank III, Ronel Guerzon, Jared Smith, and Fred Green. Class instructors Wayne Johnson Jr., and Wayne Johnson Sr., are at the far left and second from the right, respectively.



FWOT – Fourteen Seafarers finished this course March 28. Completing their requirements (above, in alphabetical order) were: Austin Anderson, Mario Batiz, Tyler Burton, Alvin Cabahit, Ely Desingano, Jacob Gaskill, Walden Galacgac, John Greggs, Jon Mahannah, Clinton Perrett, James Rodweller, Chase Smith, Nicole Stephenson and Christopher VanHoose. Tim Achorn, their instructor, is at the far right.



Norwegian Operations – The following individuals (above, in alphabetical order) graduated from this course April 11: Sophia Aguayo, Alyssa Bright, Kevin Bryan, Matthew Burden, Alex Childers, Trevor Fick, Brittany Green, Paula Hodge, Michael Jacoby, Kelsey Kennedy, Megan McCardel, Nicanor Padilla, Artea Sedai, Kim Sufian, Victoria Wingfield and David Yates. Their instructor, Daniel Burnett, is second from the left.



BST – Fourteen individuals completed this course April 18. Those graduating (above, in alphabetical order) were: Jordan Adams, Wilfredo Bonzato, Damon Bruce, Grant Hansen, Robert Harris, Reynold Hawkins, Ginger Jacob, Edgardino Page, David Porter, Rodney Sims, Jessie Streff, Shay Taylor, Spenser Tenhagen and Tierra Whisnant. Their instructors, Joe Zienda and John Thomas, are at the far left and far right, respectively.

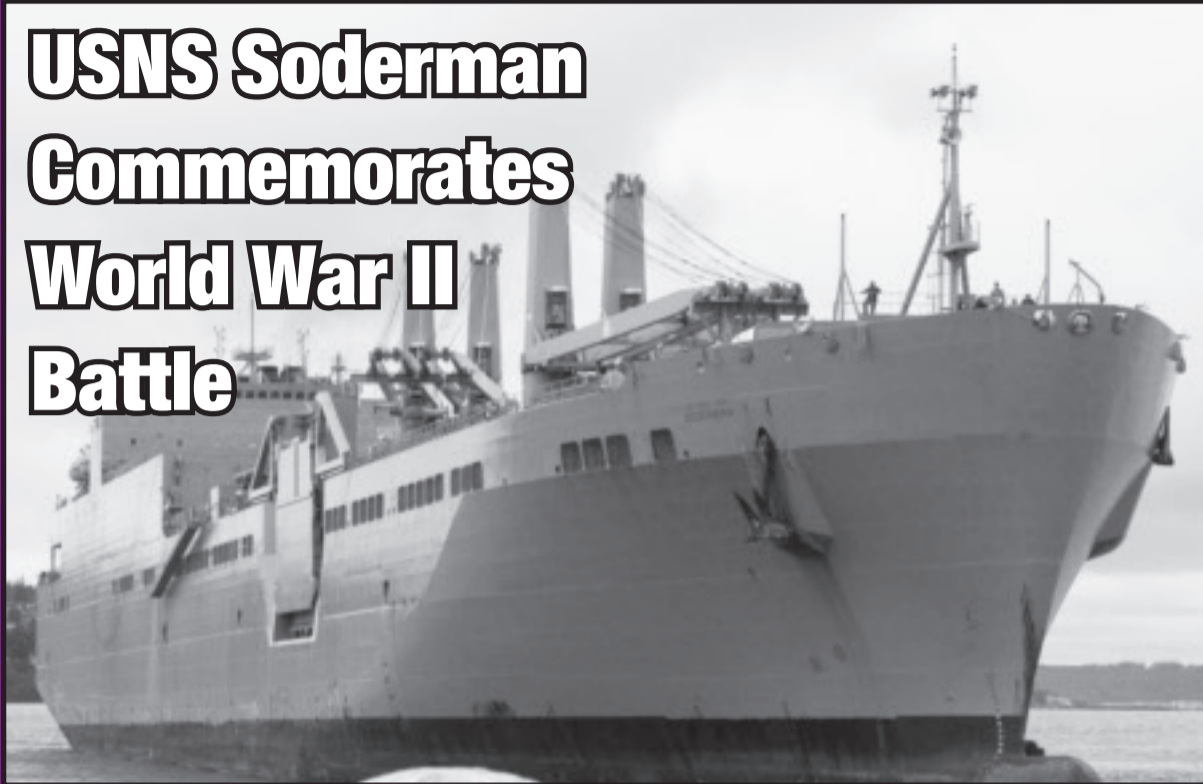
SEAFARERS LOG



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

**Text the Word "Join"
To 97779 to Sign Up
For Alerts from the SIU**

USNS Soderman Commemorates World War II Battle



The *Soderman* is part of MSC's prepositioning fleet.

SIU-Crewed Vessel Hosts Dignitaries in Micronesia

SIU members aboard the *USNS Soderman* did their parts to help ensure the success of a recent ceremony and diplomatic gathering in the Federated States of Micronesia (FSM).

The prepositioning vessel visited the Pacific island of Chuuk, FSM, Feb. 16-20 and helped commemorate a key World War II naval battle. Shipboard personnel also engaged with local officials, community leaders and students.

On Feb. 17, *Soderman* crew members joined FSM President Emanuel Mori, U.S. Ambassador to the FSM Doria Rosen and Japanese Ambassador to the FSM Eiichi Suzuki in a wreath-laying ceremony commemorating the 70th anniversary of Operation Hailstone, fought between U.S. and Japanese forces at Chuuk Lagoon from Feb. 16-17, 1944. Representatives from the governor's office, chief of police and the Chuuk Senate also attended the shore-side gathering.

"The ceremony was not only to recognize those who lost their lives, but also to reaffirm both the U.S. and Japan's commitment to security in the region," noted Chief Steward **Richard Wythe**.

"Your support of this important milestone occasion for FSM is greatly appreciated," said Rear Adm. Tilghman Payne, U.S. Defense representative to Guam, Commonwealth of Northern Mariana Islands, FSM and Republic of Palau, speaking to all attendees. "It's a significant historical occasion and your engagement goes a long way in building relationships among our compact nation partners."

Following the ceremony, the U.S. and Japanese ambassadors and other officials boarded the Ocean

Shipholdings-operated vessel for a reception and tour.

U.S. naval surface and air forces destroyed a vital logistics hub in Operation Hailstone, which had supplied Japanese garrisons located on islands and atolls throughout the central and south Pacific. Fifteen Japanese warships and 270 aircraft were destroyed during the battle.

During the recent port call, *Soderman* crew members also visited Chuuk High School, where they met with faculty and staff and discussed possible career options for their students in the U.S. Merchant Marine or U.S. Navy. Next, a group of 13 local high school students boarded the *Soderman*, at anchor just outside Chuuk lagoon, where they toured the ship and stayed aboard for a lunch prepared by the SIU steward department.

At the wreath-laying event, Chuuk State Acting Gov. Tesime Kafot said, "More than 5,000 residents of our Federated States of Micronesia died during the Pacific war. Two countries were at war and most of our people knew nothing about this war that would change our lives forever.

"Today, those two countries, Japan and the United States, are very strong allies," Kafot continued. "Now our young nation, the FSM, has established a strong relationship with these countries."

FSM President Mori stated, "Today we celebrate not the victory of war, but the true victory of peace and our strong alliance. One of our greatest achievements is our young nation's development of a democratic form of government. Our FSM residents serve in the American armed forces. Together our nations, having known war, hope for peace."



U.S. Ambassador to the Federated States of Micronesia Doria Rosen tries her hand at the *Soderman's* helm following a World War II commemoration. (Photo courtesy U.S. Navy)



From left, Chief Steward Richard Wythe, Chief Cook Efre Matias, SA Jerry Solangon and SA Robert Goren helped make the visits from local dignitaries and students successful.



SIU steward department personnel put out a nice spread for the guests.



Visitors (photo above as well as the one at right) enjoy a meal aboard the SIU-crewed ship.

