

SEAFARERS



LOG

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

Season's

Greetings



Have A Safe And Happy Holiday Season

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President's Report

Training for the Future

It doesn't seem possible that the year is almost over, but even as I write this column a couple of weeks before Thanksgiving, the leaves have been falling and at least a few strands of Christmas lights have been spotted here in Maryland.

Normally the winter holidays are times of reflection and celebration, but I already know this year will feel different as our SIU family continues to remember those lost on the *El Faro*. As I said last month, they will never be forgotten.



Michael Sacco

We have been working to assist the families and I want our members and employees to know that we've stepped up with more than emotional support. Among other efforts, in addition to establishing a fund, we've worked with the shipowner and trustees to expedite payments of benefits, to pay wages beyond what was contractually required, and to extend dependent medical coverage also beyond any legal obligation. I feel like those were the proper things to do, and I hope the Navy's finding of the wreckage helps

bring some closure to the families. I also thank everyone who has donated to the Seafarers *El Faro* Assistance Fund, including members, officials, staff, other unions, ship operators and many others.

Last month I also vowed to carry on our business in respectful memory of the *El Faro* crew, and that's exactly what we're doing. For instance, we hosted an international cabotage meeting last month and I believe this new ITF task force is going to do great work across the globe.

We also welcomed new Jones Act ships into our fleet. Without the Jones Act, no one would be ordering new ships for the domestic fleet. What that means for rank-and-file Seafarers is my favorite four-letter word: jobs.

And like most if not all shipboard jobs nowadays, the ones aboard the newest tankers and containerships and RO/ROs will require top-notch training. These are the vessels of the future, and their high-tech makeup means it's more important than ever for members to take advantage of our affiliated school in Piney Point, Maryland. Some of you have heard me talk about the modest beginnings of the Paul Hall Center and its Lundberg School back when it opened in 1967. Today it's a showpiece and a great avenue for a maritime career.

One of the main reasons the school was built is because our union leaders realized that in order to survive, we have to be able to train mariners to meet the constant changes in our industry. That's still a great challenge because we really do work in a complex, ever-evolving, heavily regulated field. But we've got bright, capable people in place in Piney Point as well as in our union halls, and as long as we keep providing well-trained, reliable crews, we'll be in good shape.

Happy Holidays

However you observe the holidays, I hope you get through them healthy and happy. To our brothers and sisters who'll be at sea, I thank you for your dedication, whether you're delivering cargo or supporting our troops or handling any other assignment that comes up.

I also want to extend my always-heartfelt best wishes to the women and men of our armed services. We are currently involved in a yearly service project that benefits enlisted families in the Pacific Northwest, and that's just one reflection of the genuine respect and appreciation Seafarers have for our troops.

Stay safe, brothers and sisters, and let's look forward to a prosperous New Year.



Task force members and guests are pictured at SIU headquarters.

SIU, MTD Host ITF Cabotage Meeting

Group Forms to Promote Crucial Maritime Laws Worldwide

A new International Transport Workers' Federation (ITF) task force has been formed to promote and protect maritime cabotage laws across the globe. The group met October 27-28, first at the Maritime Trades Department office in Washington, D.C., and then at SIU headquarters in Camp Springs, Maryland.

SIU Secretary-Treasurer David Heindel hosted the meeting, which featured an address by SIU President Michael Sacco. Heindel serves as chair of the ITF Seafarers' Section.

"Cabotage is under attack from shipowners and their allies, who are chasing big profits at the expense of national jobs," Heindel said, adding that some of those attacks happen via so-called free trade agreements. "We're not against free trade. We're pro fair trade."

"We will fight threats to national cabotage in whatever form that is necessary to protect the interests of retaining maritime skills, providing decent jobs for workers in their national waters, supporting coastal communities and to preserve our national security," he added.

Sacco emphasized the importance of mobilizing rank-and-file union members for grassroots political action. He also stressed the sound logic behind maintaining strong cabotage laws, noting that such regulations are vital to national, economic and homeland security.

ITF Maritime Coordinator Jacqueline Smith stated, "Cabotage is vital to ensuring legal protection of decent jobs for national seafarers in national waters, preventing unfair competition and a race to the bot-

tom when it comes to wages and working conditions within a country's national trade."

According to the ITF, cabotage is in place in some form in 47 countries. It is the system of reserving a nation's domestic maritime commerce for its own citizens to ensure the retention of skilled workers and decent jobs for the future of the industry.

But it is under threat from trade talks aimed at liberalization, including the Transatlantic Trade and Investment Partnership; Trade in Services Agreement; Comprehensive Economic and Trade Agreement; and Trans-Pacific Partnership.

The task force consists of eight affiliates alongside key ITF maritime representatives. Participants discussed the most recent cabotage developments around the world and welcomed the input of trade and legal advisers.

They agreed to identify affiliated maritime unions in countries that are developing cabotage or who are fighting off national attacks to the system, where the ITF could provide practical support and tools to strengthen their campaigns. This would include sharing information about cabotage policies around the world.

SIU of Canada President Jim Given was elected chair of the task force.

America's freight cabotage law, the Jones Act, helps maintain almost 500,000 domestic jobs including both shipboard billets and related shore-side positions. It contributes billions of dollars each year to the U.S. economy.



SIU President Michael Sacco (standing) tells the group that grassroots action is key in promoting maritime cabotage laws.

Ex-Im Passes in Both Houses of Congress

Prospects for restoring the U.S. Export-Import Bank (Ex-Im) strengthened last month when a bipartisan majority of members of the House of Representatives approved a transportation bill that includes a four-year reauthorization of the bank. The Senate version, approved earlier, also calls for Ex-Im reauthorization.

The bill was headed for conference committee at press time. The SIU has aggressively pushed for reauthorization of the Ex-Im bank because it helps maintain jobs on American-flag ships at zero cost to taxpayers.

Opponents in the House unsuccessfully tried to derail the bank's momentum through a number of proposed amendments.

"Tonight, Democrats and Republicans came together once again to send a resounding message that the Export-Import Bank ought to be reopened immediately," said House Democratic Whip Steny Hoyer (D-Maryland) in early November. "In defeating a series of amendments that would have put the reauthorization of the Export-Import Bank in jeopardy, we showed the American people that a strong majority continues to support the bank."

"It was a team effort and it was a great night for the American worker," Rep. Stephen Fincher (R-Tennessee) said. "Making sure we put the American worker first is the answer. At this point in time, it is paramount that we do all that we can to make sure people have jobs. Reauthorizing the Export-Import Bank at no cost to taxpayers will do that. Our bill reforms the bank to correct its problems and puts American workers first. The very strong vote to reauthorize the bank shows we can put politics aside and do what is right. This is all about American jobs."

A coalition of the bank's backers said in a statement, "Any further changes to Ex-Im would be undermining the will of the super-majority in both chambers."

The bank's charter expired in June, meaning it hasn't been able to offer any new loans. Ex-Im provides loan guarantees to U.S. exporters of all sizes; the bank is self-sustaining, and creates thousands of jobs while simultaneously helping to pay down the national debt. Additionally, all cargo exported with help from the Ex-Im Bank must be impelled on U.S.-flagged, U.S.-crewed vessels.

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



Pictured at the christening (photo above, from left) are SIU VP West Coast Nick Marrone, vessel sponsor Helen Downs, AMO National Executive VP Robert Kiefer, General Dynamics NASSCO President Fred Harris, SIU Executive VP Augie Tellez and Captain Robert Cates. The 610-foot-long vessel (photo at right) has a cargo capacity of 330,000 barrels.

Christening Signals New Jobs for Seafarers

Tanker Lone Star State Celebrated at General Dynamics NASSCO

The SIU joined in celebrating the October 17 christening of the Jones Act tanker *Lone Star State* in San Diego – a ceremony that portends new jobs for Seafarers.

SIU Executive Vice President Augie Tellez and Vice President West Coast Nick Marrone represented the union at the event, which took place at the General Dynamics NASSCO shipyard. San Diego Mayor Kevin Faulconer spoke at the gathering, and the ship's sponsor, Helen Downs, christened the vessel with the traditional break of a champagne bottle.

SIU members will sail aboard the environmentally friendly *Lone Star State*, which was built for American Petroleum Tankers (APT). The new "ECO" tanker, the first of five commissioned by APT, is said to be one of the most fuel-efficient tankers in the world. It is adaptable to

run on liquefied natural gas (LNG) and is equipped with the latest environmental protection features, including a ballast water treatment system.

"Incorporating new and innovative green-ship technology, these tankers are the future of American petroleum shipping. They will be among the most environmentally friendly tankers anywhere in the world," said Kevin Graney, general manager and vice president of General Dynamics NASSCO, a union shipyard.

"The *Lone Star State* is a great example of the kind of innovative technology being employed by NASSCO and our blue tech industry. Its construction has employed hundreds of San Diegans and helped sustain jobs for thousands more," said Faulconer. "This ship is a symbol of the jobs and opportunities the maritime industry

brings to our city."

All five of the new tankers will eventually enter service under the Jones Act, which requires that ships carrying cargo between U.S. ports be built in U.S. shipyards in addition to carrying American crews and flying the U.S. flag. Each will be 610 feet long and will have a cargo capacity of 330,000 barrels.

"This christening ceremony is an important step forward for Kinder Morgan's expanding fleet of Jones Act product tankers and demonstrates the strong demand for domestic waterborne transportation to move petroleum products and crude oil," said Robert Kurz, vice president of Kinder Morgan Terminals and president of American Petroleum Tankers, a Kinder Morgan, Inc. subsidiary. "We look forward to taking delivery of this vessel ... and, along

with our seven other operating tankers, providing first-class service to our growing customer base."

In addition to the four remaining tankers for APT, NASSCO's union employees are also hard at work building new ships for other customers that employ Seafarers.

"We are currently working through the biggest backlog of ships in NASSCO's history," said Graney. "We're moving more U.S.-sourced steel than ever before. Not only that, we're building the ships of the future."

Among other projects, NASSCO has begun construction on a new tanker for SEA-Vista Newbuild, a subsidiary of SEACOR Holdings. When completed, this SIU-crewed, 610-foot-long vessel also will be among the most fuel efficient in the world.

NY Waterway Adds Ferry

SIU-contracted NY Waterway has added a new vessel to its popular fleet of passenger ferries: the 109-foot-long *Molly Pitcher*.

Arthur Imperatore Sr., the company's founder and president, described the \$5 million boat as a luxury commuter ferry that is the crown jewel of NY Waterway's fleet. Built at Yank Marine in Tuckahoe, New Jersey, the ferry features 400 leather seats, satellite television, Wi-Fi,

and a coffee bar which serves cocktails in the evening.

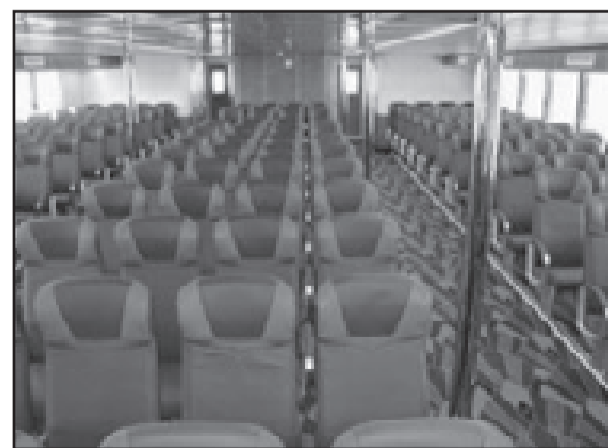
"It's really a beautiful boat all the way around," Deckhand Michael Henry told the *Asbury Park Press*.

Powered by twin diesel engines, the ferry sails between Belford, New Jersey, and Manhattan.

Another new boat, the *Betsy Ross*, is scheduled to join the NY Waterway fleet in the near future.



The *Molly Pitcher*, NY Waterway's newest ferry (photo above), is named in memory of a woman who supported American soldiers in the Revolutionary War. The vessel's plush interior (photo below) is just one of its many amenities. Pictured aboard the new vessel (photo at left, from left) are Captain Mike Kann and Deckhands Pete Caplon, Michael Henry and Robby Barradale.



G&H Towing Crews Approve Contract

SIU boatmen employed by G&H Towing overwhelmingly have approved a new three-year contract that boosts wages while maintaining benefits.

The agreement covers more than 200 Seafarers who operate the company's 30-plus harbor tugs in Houston, Galveston, Texas City, Corpus Christi and Freeport. Voting took place aboard the boats; the contract took effect October 1 and is in place through September 30, 2018.

The contract features an assortment of wage increases and bonuses. It also maintains Seafarers Health and Benefits Plan coverage at the top level (Core Plus) in addition to maintaining pension benefits. Other gains were secured, too.

Serving on the SIU bargaining team were Assistant Vice President Jim McGee, Port Agent Mike Russo, and members **Mike Edwards, J.B. Niday IV, Steve Prendergast, Charlie Barnes and Howard Cook**.

McGee noted, "The delegates were very, very helpful and instrumental in achieving this contract. We all bargained hard, including the company, but it's a good contract for all parties. Everyone worked to achieve what we got.... G&H is growing and probably will continue to grow. There will be more new work coming, more jobs."

Similarly, Russo credited the strong work turned in by the rank-and-file members on the committee.

"I would like to thank the delegates for their unwavering support," Russo said. "We faced a lot of tough issues, but with the hard work of our delegates we were able to hammer out an agreement that all parties can live with. I would also like to thank the G&H



Bargaining committee members from the union and company are pictured after successfully wrapping up negotiations. The SIU group included members Mike Edwards, Howard Cook, J.B. Niday IV, Charles Barnes and Stephen Prendergast, Asst. VP Jim McGee and Port Agent Mike Russo, while the company was represented by VP Operations Steve Huttman, Director of Engineering Doug Liess and Director of Personnel Elaine Lauzon.

Towing representatives for coming to the table with an open mind and listening to our concerns and working through the issues with us."

This was Edwards' third straight time serving on the union negotiating team.

"I'd have to say this was easier than the last two – much less contentious," he stated. "Overall it was a good outcome for us. We knew there would have to be some changes,

and as always we hoped for more than we got, but we got more in terms of percentages than the last contract, and we did very well with the bonuses."

Niday stated, "I think the most important thing we got is stability. This shows how beneficial collective bargaining is.... It's very important to recognize that not only are we maintaining our jobs, we're still getting steady pay raises."

Barnes described the negotiations as "smooth. Everybody here in the Corpus area is happy with the outcome. It's all new money – we didn't lose anything, and we gained," he said.

Cook stated, "I thought it was a pretty fair deal. I'm pleased it ended with a handshake and everyone walked away with both sides seeming to be happy with the outcome."

U.S. Senate Honors El Faro Crew, Military Search Teams

The United States Senate on Oct. 21 passed Resolution 291, titled "Honoring the Lives of the 33 Crew Members Aboard the *El Faro*." Text of the resolution follows.

S. RES. 291

Whereas the *El Faro* departed Jacksonville, Florida for Puerto Rico on September 29, 2015, with 33 crew members aboard;

Whereas the crew of the *El Faro* on September 29, 2015, consisted of 28 citizens of the United States and 5 Polish nationals;

Whereas the *El Faro* sent distress alerts on October 1, 2015;

Whereas members of the Coast Guard, Navy, and Air Force val-

iantly searched for the crew members of the *El Faro*; and

Whereas the people of the United States mourn the loss of the 33 seamen aboard the *El Faro*:

Now, therefore, be it Resolved, That the Senate—

(1) recognizes and honors the lives of the 33 crew members aboard the *El Faro* who were lost after the *El Faro* departed on September 29, 2015;

(2) recognizes the valiant search efforts of the members of the Coast Guard, Navy, and Air Force who searched for the crew members of the *El Faro*; and

(3) offers heartfelt condolences to the family, friends, and loved ones of the crew members of the *El Faro*.

Study: Shipbuilding Vital to U.S.

The U.S. Maritime Administration (MARAD) recently released a study that clearly spells out the enormous economic benefits of the American shipbuilding industry.

"American shipbuilders ensure that our nation can build and maintain the vessels our military needs to keep our nation secure," said Transportation Secretary Anthony Foxx. "They also provide essential commercial vessels – vessels that enable domestic commerce on our inland waterways and link our domestic energy supply chains."

There are 124 U.S. shipyards – spread across 26 states – which are classified as active builders. In addition, there are more than 200 yards engaged in vessel repairs or capable of building ships but not actively engaged in construction.

The national level of industry employment is concentrated, with 63 percent of the jobs based in Virginia, Mississippi, Louisiana, Connecticut and California.

According to the study, the economic impact of shipbuilding and repair extends beyond the actual work. As stated in the executive summary, "The importance of the industry is not limited to the direct output and employment it generates. Companies in the shipbuilding and repairing industry purchase inputs from other domestic industries, contributing to economic activity in those sectors. Employees spend their incomes, helping to support the local and national economies. Thus, the economic importance of the U.S. shipbuilding and

repairing industry includes direct, indirect, and induced effects."

The total employment impact, both direct and indirect, of the shipbuilding industry in 2013 was 399,420 jobs, according to the study. The industry's economic impact in 2013, as calculated by MARAD, was \$25.1 billion in labor income and \$37.3 billion in gross domestic product (GDP). The study also found that the average income per private-sector job in shipbuilding was \$83,166 in 2013, which is 55 percent higher than the national average for private-sector employment (\$53,639).

In 2013, U.S. shipbuilding and repairs generated \$8.5 billion in tax revenue, at both the federal and state levels.

The study found that 1,067 vessels were built in 2014, down slightly from 2013's production of 1,147. More than 80 percent of the new builds in the last five years have been inland tank and deck barges. However, 70 percent of shipbuilding and repair revenue comes from military contracts.

Additionally, export numbers were also made available: "...despite an increase in foreign competition, exports by U.S. shipbuilders have strengthened in recent years, rising to \$1.2 billion in 2014 (representing 4.6 percent of industry revenues). As a result, the U.S. shipbuilding industry has run a trade surplus in six out of the last nine years and a cumulative trade surplus of \$1.5 billion over this period."

SCA Blasts Misguided Attempts to Blame Jones Act

Shipbuilders Call Claims Linking Law to El Faro Tragedy Incorrect, Shameful

The U.S. shipbuilding and ship repair industry on October 19 responded to unfounded claims purporting a causal link between the Jones Act and the loss of the SIU-crewed vessel *El Faro* in Hurricane Joaquin earlier in the month – a loss that tragically claimed the lives of 33 people who were carrying out their duties in service to the Puerto Rican people.

Incredibly, in the wake of the tragedy, a few critics attempted to blame the loss of the ship on the Jones Act requirement that vessels operating between domestic ports be U.S.-built – claiming that if operators could purchase less-costly foreign ships they would replace their vessels more often and avoid similar tragedies.

Matt Paxton, president of the Shipbuilders' Council of America (SCA), stated, "To imply that vessels that do not have to comply with rigorous U.S. safety standards are safer than those that do defies common sense. To try and connect a law that works to protect our economic and national security to this tragedy, particularly during a period when our industry family is mourning such a loss is not only incorrect, but shameful."

The SCA said in a news release, "The truth is, the United States leads the world in shipbuilding advancements, compared to the common designed and not highly specialized vessels built abroad. The vessels that operate between U.S. ports are built for the unique domestic trades

and operate safely, efficiently, and are subject to rigorous safety regulations whereas foreign vessels would not be required to comport."

Maritime Administrator Chip Jaenichen told a newspaper reporter, "The notion that the Jones Act is a contributing factor in the *El Faro* event is nonsense."

Tony Munoz, editor-in-chief of Maritime Executive magazine, wrote, "To insinuate that (vessel owner) Tote Maritime was restrained by the Jones Act from providing a safe working environment for its seafarers is just plain ignorant. The U.S. Coast Guard and the American Bureau of Shipping constantly inspect the condition of vessels operating in the domestic trade, and no vessel

is allowed to operate if it posed a danger to the environment or its personnel. In addition, work platforms and conditions are overseen by the Department of Labor, OSHA, and the labor unions representing the mariners."

During his address at the Surface Navy Association's National Symposium this past January, U.S. Coast Guard Commandant Admiral Paul Zukunft warned of the dangers of allowing foreign flag ships in coastwise trade.

"I think, at the end of the day, it will put our entire U.S. fleet in jeopardy. And then in a time of crisis, who are we going to charter to carry our logistics? Very difficult if we don't have a U.S.-flagged ship," said Zukunft.



Crew members, ITF inspectors and others who assisted the mariners are pictured aboard ship.

ITF Secures Nearly Quarter-Million in Back Pay

With the vessel owner in financial disarray, the prospects of securing back pay for the crew of the Lithuanian-flagged *MV Venta* didn't look good.

Undeterred, the International Transport Workers' Federation – in particular, SIU ITF Inspectors Bobbi Shipley and Ricky Esopa – led a two-month effort that resulted in collecting more than \$241,000 in wages and bonuses for the 20-person crew, plus repatriation.

The complicated saga unfolded from July 9 to Sept. 11. For most of that time, the ship was detained in Philadelphia. It eventually sailed to Canada to deliver a cargo of steel that reportedly was worth more than the poorly maintained ship itself.

"This was a huge case that involved help from the Coast Guard, the local maritime ministries, the Lithuanian Seamen's Union and many others," said Shipley. "I've received messages from some of the mariners telling me they were home celebrating with their families and how thankful they were for the ITF's help."

There were numerous challenges in-



SIU ITF Inspectors Bobbi Shipley (left) and Ricky Esopa led the charge to secure more than \$241,000 in back wages for the crew.

involved in securing not only the wages (approximately five months' worth of back pay), but also basic provisions and repairs. For starters, the *Venta* wasn't the only one of Lithuanian Shipping Company's (Lisco) vessels detained in various ports due to debt. The company owed more than \$179,000 for bunkers just for the *Venta*, but that was a relative pittance compared to the \$21 million an Argentine businessman sought from Lisco because of the collapse of a joint fishing business venture. Published news reports described the government-backed company as "drowning in losses" and "choked by debts."

Against that backdrop, Shipley was contacted by a Philadelphia-area seamen's center on behalf of the *Venta*'s crew (Lithuanians and Russians) on July 9. She and others quickly learned that the captain reportedly exacerbated the *Venta*'s problems by meagerly rationing food, threatening violence against the crew, and overworking them. Once the ITF became involved, the company reportedly pressured some of the mariners' families in Lithuania to drop the case.

The ITF secured an attorney for the mariners, and they also coordinated donations from local seafaring ministries, the Lithuanian ambassador and Lithuanian consul members.

"The crew's spirits were lifted by the visits and donations," Shipley noted. "They finally felt someone cared about them."

She also credited the cargo owner, Salzgitter Mannesmann International, for "taking the humanity of the crew into consideration in this case. They could have offloaded the cargo in Philadelphia and left the crew to fight with the company for pay and repatriation."

Instead, they worked with the ITF and other interested parties, eventually spending more than \$800,000 to make the ship seaworthy and tie up a number of loose ends. As a result, the crew received most of its money in Philadelphia and the ship was repaired and left port in late August, docking in Trois

Rivieres, Canada, on Sept. 9. There, SIU of Canada ITF Inspector Vince Gianopoulos watched the crew receive the balance of its wages. Two days later, the mariners were headed home.

"I'm not sure it's possible to name everyone who pitched in with this effort," Shipley added, "but at minimum I want to mention Coast Guard Commander Dennis Miller, the Philadelphia Seamen's Church Institute including Reverend Peter Stube, Lithuanian Ambassador Rolandas Krisciunas, Consul Vadim Lucenko, Honorary Consul Krista Bard, the Lithuanian Seamen's Union and Lithuanian ITF Inspector Andrey Chernov, Lithuanian Church of Philadelphia, Coleman's Launch, National Maritime-Gerard LoPreiato, attorney Paul Hofmann and several other lawyers and judges."



The *Venta* heads for Canada from Philadelphia.

Important Notice

Affordable Care Act Requires SHBP To Report Health Coverage to IRS

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

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

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

The SHBP will send you a document by January 31, 2016 called the Form 1095-B. This document will contain information about the SHBP, and will list the names and Social Security Numbers (SSNs) or Taxpayer Identification Numbers (TINs) for you and all members of your family who were eligible for health coverage during 2015. If you have not provided SHBP with SSNs or TINs for all of your covered dependents, please send this information to: Seafarers Health and Benefits Plan, Attn: MAP Department, 5201 Auth Way, Camp Springs, MD 20746.

Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2014 to December 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$75,744,598 as of December 31, 2014 compared to \$74,684,272 as of January 1, 2014. During the plan year the plan experienced an increase

in its net assets of \$1,060,326. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$72,179,126. This income included employer contributions of \$67,520,160, employee contributions of \$547,500, realized gains of \$604,311 from the sale of assets, earnings from investments of \$3,477,640 and other income of \$29,515. Plan expenses were \$71,118,800. These expenses included \$11,600,573 in administrative expenses and \$59,518,227 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The

items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, (301)-899-0675. The charge to cover copying costs will be \$4.35 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the

full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2014 to December 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$8,025,076. These expenses included \$954,518 in administrative expenses and \$7,070,558 in benefits paid to participants and beneficiaries. A total of 15,874 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$112,020,321 as of December 31, 2014 compared to \$105,243,678 as of January 1, 2014. During the plan year the plan experienced an increase in its net assets of \$6,776,643. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$14,801,719, including employer contributions of \$7,641,075, employee contributions of \$114,651, (losses) of (\$14,429) from the sale of assets and earnings from investments of \$7,060,422.

The plan has a contract with The Prudential Insurance Company of America which allocates funds toward individual policies.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual re-

port, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets;
5. Insurance information including sales commissions paid by insurance carriers; and
6. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)-899-0675. The charge to cover copying costs will be \$3.30 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report For Seafarers International Union AGLIW 401(K) Plan

This is a summary of the annual report for the Seafarers International Union AGLIW 401(K) PLAN, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2014 to December 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,876,744. These expenses included \$56,076 in administrative expenses, \$1,747,684 in benefits paid to participants and beneficiaries and \$72,984 in other expenses. A total of 13,713 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$21,897,852 as of December 31, 2014 compared to \$19,183,095 as of January 1, 2014. During the plan year the plan experienced an increase in its net assets of \$2,714,757. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$4,591,501, including employer contributions of \$3,145,085, others' contributions of \$242,144 and earnings from investments of \$1,204,272.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)-899-0675. The charge to cover copying costs will be \$3.75 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2014 to December 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$23,158,105 as of December 31, 2014 compared to \$23,014,812 as of January 1, 2014. During the plan year the plan experienced an increase in its net assets of \$143,293. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$62,166,643. This income included employer contributions of \$60,196,495, realized gains of \$367,531 from the sale of assets and earnings from investments of \$1,602,617. Plan expenses were \$62,023,350. These expenses included \$6,887,902 in administrative expenses and \$55,135,448 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;

2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5 percent of the plan assets

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301)-899-0675. The charge to cover copying costs will be \$9.00 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIW assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a

role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2014 calendar

year, the fee cost associated with this representation amounts to 78.32 percent of the dues amount. This means that the agency fee based upon the dues would be \$391.60 (three hundred ninety-one dollars sixty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2016 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2015 and November 30, 2016 will have this calculation applied to their 2016 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2017, your objection must be received by December 1, 2016.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2014.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues re-

duction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel
Secretary-Treasurer

In Memory of the El Faro Crew

CONDOLENCES

Editor's note: The November issue of the LOG included dozens of condolences received by the union as the El Faro tragedy unfolded. The following messages arrived too late for that edition.

It takes a special breed of men and women who work on the high seas. It is a difficult life but labor unions have provided good wages, working conditions, education, health and pension benefits to the crews who chose that life.

The sea is alluring but we also know it can become angry when weather conditions change and a ship and its crew members are exposed to what has been characterized as "the perfect storm."

We mourn for the souls of our brothers and sisters who worked aboard the *El Faro* and pray that their hellish nightmare was short.

Please know that the ILA stands shoulder to shoulder with you and your members during this terrible and trying time.

I have asked our leaders and members to pray for the victims' families.

- Harold Daggett
President

International Longshoremen's Association

The mariners of *El Faro*, their families, and all those affected are part of our merchant marine family and continue to be in our thoughts and prayers. Please let us know if there is anything we at MSC can do to assist.

- T.K. Shannon
Commander

U.S. Military Sealift Command

On behalf of the board of directors, staff, and membership of the National Defense Transportation Association, I wish to express our deepest condolences on the loss of the *El Faro*, her officers and crew. We grieve with you and the families of your Seafarers over this unimaginable tragedy.

All of us who sail today, or have sailed in the past, have seen the awesome power of the sea, and ply our trade with the sure and certain knowledge that seafaring is an inherently dangerous business. *El Faro's* loss is a sobering reminder to us all that even a ... well-equipped ship and highly professional crew can still fall victim to the same awesome forces

that caused the loss of galleons centuries ago...

Again, my deepest sympathies; your Seafarers' families are in my prayers.

- Mark H. Buzby
RADM, USN (Ret.)
President, NDTA

On October 5, in San Francisco, the membership of the Marine Firemen's Union stood one minute in silence for the officers and crew of the *SS El Faro*. This was followed by similar observances on October 13 in the ports of Los Angeles and Honolulu, and on October 22 in the port of Seattle.

The Marine Firemen's Union extends sincere condolences to the families and friends of the fallen mariners, and to their brothers and sisters in the Seafarers International Union and American Maritime Officers.

- Anthony Poplawski
President/Secretary-Treasurer, Marine Firemen's Union

To all of you at the SIU, I am sure this is a time of sadness.... One lesson we draw from all these tragedies is the importance of having good people, well equipped and well trained. We know that's where you stand and where we stand together.

- Arthur Imperatore
Founder and President
NY Waterway

Kindly accept our wholehearted condolences and deepest sentiments of concern, support and solidarity. This very shocking sinking draws attention to the great demands on seafarers to face the dangers of their profession with courage and strong determination.

The family members of the missing seafarers and the communities they come from are in the forefront of our thoughts and sympathy and prayers, and it would be deeply appreciated if this could be passed on to them.

- S.M Shafiqur Rahman
President
Bangladesh Seamen's Association

I am very sorry to learn of the *El Faro* tragedy caused by Hurricane Joaquin. We are very much anxious for the fami-

lies who are grieving the loss of lives, and for the unions. In this connection, I would be very grateful if you could accept my donation to the Seafarers El Faro Assistance Fund.

- Yasumi Morita
President
All Japan Seamen's Union

The San Juan Bay Pilots Association would like to convey our deepest and heartfelt condolences for the loss of our friends aboard the *SS El Faro*.

All of us who make a living at sea were devastated by the tragic news of our friends who, like us, share a love of the ocean. After many years of collaboration, a strong sense of camaraderie, trust and friendship developed between the pilots and the crew of *El Faro*. It is this special friendship that will forever be remembered by all in San Juan Harbor.

Our thoughts and prayers are with you.

- Captain Stephen Rivera
President, San Juan Bay Pilots Association

I write to you with a heavy heart in light of the recent tragedy of the good ship *El Faro* and all the souls lost at sea on that day. I imagine many of those brothers and sisters were probably of personal acquaintance to you, which would only serve to exacerbate an already difficult situation. We take for granted on a daily basis that when a ship leaves port, it will always arrive safely at its destination, yet we can't fathom all the forces that can work against that being a reality. Those who served and were lost reflect only the highest standards of our Merchant Marine Service, and of the Seafarers International Union.

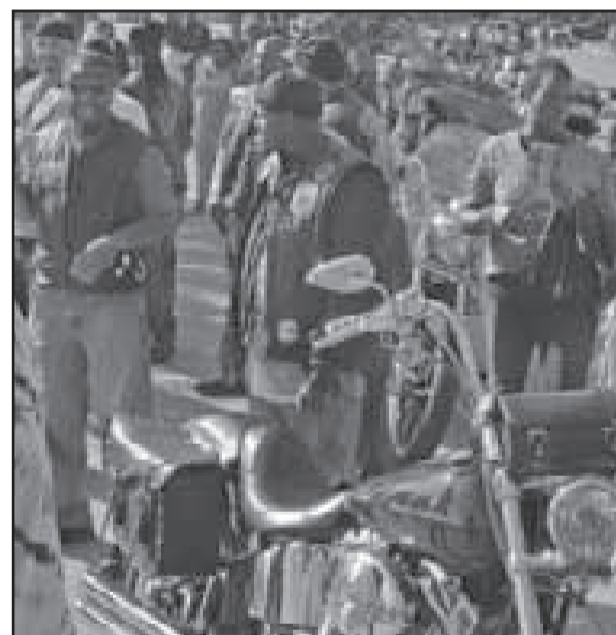
On behalf of myself, our board of directors, and all of the affiliate members of the Puerto Rico Federation of Labor, we extend our deepest sympathies for the loss of those intrepid mariners who never thought twice at accomplishing their mission of delivering to Puerto Rico all the goods and wares that make life possible on our island; and our most profound gratitude for them crossing that gangway every day to perform their duties.

We say to them: "Fair winds and following seas and long may your big jib draw!"

- Jose Rodriguez Baez
President, Puerto Rico Federation of Labor



Members, officials and guests including family members of the *El Faro* crew (photo at left) participate in a mass at the Paul Hall Center auditorium.



Seafarers and other supporters muster outside the Jacksonville hall before a motorcycle ride that raised funds for the families.

Memorials Continue for El Faro

Aboard ships and ashore, numerous memorial services and tributes for the last crew of the *El Faro* continued throughout October into early November.

These photos capture a few of the

gatherings, which included a fund-raising motorcycle ride originating at the SIU hall in Jacksonville, Florida; an All Souls Day mass at the Paul Hall Center in Piney Point, Maryland; a wreath-laying service in San Juan

(Puerto Rico) Bay; a moment of silence at the AFL-CIO Metal Trades Department meeting in Las Vegas; prayer services in Houston and Port Arthur, Texas and in Fort Lauderdale, Florida; and many others.



Mariners on the *USNS Henson* put together this memorial board to honor their brothers and sisters who made their final voyage. They also conducted a ceremony at sea.



Daniel Duncan, executive secretary-treasurer of the AFL-CIO Maritime Trades Department, talks about the *El Faro* prior to leading a moment of silence at a Metal Trades gathering.



Several unions and companies along with U.S. Coast Guard personnel participated in a wreath-laying service Oct. 12 in San Juan Bay. Pictured from left to right during the gathering, which included personnel at sea and ashore, are Sea Star VP Eduardo Pagan, SIU Port Agent Amancio Crespo and Crowley VP Jose "Pache" Ayala.



Maersk Peary



USNS Tippecanoe

SIU Members Handle Historic Refueling

A pair of SIU-crewed vessels recently took part in a historic at-sea refueling operation for the U.S. Navy during a training exercise in international waters.

The U.S.-flagged tanker *Maersk Peary* on Oct. 22 completed a fueling maneuver with the Military Sealift Command (MSC) fleet replenishment oiler *USNS Tippecanoe* off the coast of Sasebo, Japan. The *Peary* is crewed by Seafarers under union contract with Maersk Line, Limited while the *Tippecanoe* is manned by members of the SIU's Government Services Division.

According to the Navy, the refueling operation was part of a four-day training event. It was historic because it marked just the second time in the last 15 years that a U.S. Navy tanker conducted fueling operations at-sea with a commercial vessel.

"Typically MSC oilers like *Tippecanoe* are required to dock pier-side at one of the Navy's Defense Fuel Support Points," said Capt. Philippe Grandjean, assistant chief of staff for logistics for Commander, Logistics Group Western Pacific (COMLOG WESTPAC). "The capability exercised during this training evolution pushes the Navy's ability to refuel at-sea via commercial tankers and furthers the vision of a distributed, agile logistics concept."

"Our replenishment oiler crews must be proficient in receiving fuel from commercial tankers in case, for some reason – a natural disaster for example – a vital asset cannot make it into port to refuel," explained Cmdr. Michael Wilson, deputy assistant chief of staff for logistics for COMLOG WESTPAC. "These operations provide MSC with flexibility in providing operational support to the 7th Fleet in any situation."

The refueling between the *Tippecanoe* and *Maersk Peary* also marked an important step in increasing proficiency with at-sea fuel consolidation operations between tankers. "We are leading the way here in 7th Fleet,"

said Grandjean.

"We are committed to doing this particular training quarterly. The end goal for Navy and MSC is to see this training taking place throughout the fleet on as many tankers as possible."

The *Maersk Peary* is under a long-term charter to MSC and is one of four MSC charters that have been specially outfitted to conduct consolidated cargo capability operations with fleet replenishment oilers. COMLOG WESTPAC is the U.S. 7th Fleet's

provider of combat-ready distributed logistics, operating government-owned and contracted ships to keep units throughout 7th Fleet armed, fueled and fed. Additionally, Task Force 73 is the 7th Fleet's Theater Security Cooperation agent for South and Southeast Asia.

Tanker Ohio Christened



Seafarers and SIU officials were on hand to celebrate the christening of Crowley's new Jones Act tanker *Ohio* Nov. 3 in Tampa, Florida. Among those pictured after the ceremony are SIU VP Contracts George Tricker (far right), AMO National President Paul Doell (far left), Crowley Maritime President/CEO Tom Crowley Jr. (ninth from left) and MPLX President Pamela Beall (next to Crowley, who christened the ship). As reported in several prior editions, the *Ohio* was built at Aker Philadelphia Shipyard.

Mariners Should Note TWIC Reapplication Requirements

Mariners who will be renewing their Transportation Worker Identification Credential (TWIC) may be in for a surprise. Changes to the TWIC application process went into effect July 1, 2015 – apparently with very little publicity – effectively removing the renewal option for current TWIC cardholders. Instead, all applicants must now reapply for a new TWIC, and the acceptable forms of identification required have been changed.

Both new applicants and current TWIC holders must provide one document from the agency's List A or two documents from its List B. These changes are to align TWIC proof-of-citizenship requirements with the Hazardous Material Endorsement, PreCheck and other TSA programs, according to the agency. Requiring proof of citizenship at enrollment will ensure all applicants meet eligibility requirements, the TSA said.

List A includes:

- Unexpired U.S. Passport (book or card)
- Unexpired Enhanced Tribal Card (ETC)
- Unexpired Free and Secure Trade

(FAST) Card – designates U.S. citizenship if indicated on the document

- Unexpired NEXUS Card – designates U.S. citizenship if indicated on the document
 - Unexpired Secure Electronic Network for Travelers Rapid Inspection (SENTRI) Card – designates U.S. citizenship if indicated on the document
 - Unexpired Global Entry Card – designates U.S. citizenship if indicated on the document
 - Unexpired U.S. Enhanced Driver's License (EDL) or Unexpired Enhanced Identification Card (EID) – designates U.S. citizenship if indicated on the document
 - Permanent Resident Card (I-551) often referred to as a "Green Card"
 - Unexpired Foreign Passport AND immigrant visa with I-551 annotation of "Upon Endorsement Serves as Temporary I-551 Evidencing Permanent Residence of 1 Year"
 - Unexpired Re-entry Permit (I-327)
- At least two documents are required if an individual does not have a document

from List A. The documents must include:

1. A valid photo ID and
2. A document that meets citizenship requirements

The TSA's criteria for each of those items, contained on its List B, are as follows:

Valid Photo ID

- Unexpired CDL/driver's license issued by a State or outlying possession of the U.S.
- Unexpired temporary CDL/driver's license plus expired driver's license (constitutes one document)
- Unexpired photo ID card issued by the federal government or by a State or outlying possession of the U.S. This must include a federal agency, State or State agency seal or logo (such as a State university ID). Permits are not considered valid identity documents (such as gun permits).
- Unexpired U.S. military ID card
- Unexpired U.S. retired military ID card
- Unexpired U.S. military dependent's card
- Native American tribal document with photo
- Unexpired Department of Homeland Security (DHS)/ Transportation Security Administration (TSA) Transportation Worker Identification Credential (TWIC)
- Unexpired Merchant Mariner Credential (MMC)

- Expired U.S. passport within 12 months of expiration

Valid Proof of Citizenship

- U.S. Birth Certificate
- U.S. Certificate of Citizenship (N-560 or N-561)
- U.S. Certificate of Naturalization (N-550 or N-570)
- U.S. Citizen Identification Card (I-179 or I-197)
- Consular Report of Birth Abroad (FS-240)
- Certification of Report of Birth Abroad (DS-1350 or FS-545)
- Expired U.S. passport within 12 months of expiration

Additionally, the fee to obtain a TWIC has been reduced slightly – by \$1.75 – to \$128 due to lower FBI fingerprint processing charges. The TSA emphasized that TWIC applicants paying by company check or money order need to make sure the check or money order is made out for exactly \$128 and stressed that enrollment centers still will not accept cash or make refunds for checks or money orders over the correct amount.

For more information, visit the TSA's TWIC website at <https://www.tsa.gov/for-industry/twic>, or call them at (855) 347-8371 weekdays from 8 a.m. to 10 p.m. ET.



USNS Apache Locates El Faro Wreckage

The National Transportation Safety Board's (NTSB) investigation into the sinking of the *M/V El Faro* made significant progress on November 2 with the discovery of the wrecked ship. Using a remotely operated vehicle and sonar sweeps, the *USNS Apache* – crewed by members of the SIU Government Services Division – located and confirmed the identity of the wreck, which is resting upright 15,000 feet under water near the Bahamas.

Finding the ship's voyage data recorder, or "black box," is considered by many as a crucial step in the NTSB's investigation, as it will have audio recordings of anything said on the bridge. Hopes of locating the black box were lessened when it was determined that the bridge (where the recorder is located) was not attached to the rest of the wreckage. However, the search continued and on Nov. 12 the Navy very briefly announced it had found the bridge. No further details were available at press time.

Because the debris field is too deep to use a traditional submarine, an unmanned submersible is being used in the search. The remotely operated vehicle, or ROV, is equipped

with high-definition cameras to survey the ship's hull and robotic arms able to cut cables and maneuver the vehicle.

"They're very capable, but very complex to operate," said Justin Manley, an MIT-trained ocean engineer who piloted the same cutting-edge ROV, called a CURV 21, for the National Oceanic and Atmospheric Administration when it mapped the *Titanic* wreckage. Capable of diving to 20,000 feet, the CURV 21 is the latest model of the cable-operated vehicle developed by the Navy decades ago. Fewer than 50 exist, Manley said.

The NTSB reported the crew of the *Apache* surveyed a 260 square-mile debris field for any sign of the bridge. In addition to housing the data recorder, the agency indicated that it also could be the final resting place for some of the 33 crew members who perished during Hurricane Joaquin. According to the NTSB, the Orion side scan sonar system was redeployed to generate a map of the debris field to locate the navigation bridge structure. However, forecasts for stormy weather and rough seas initially hampered the search.



The U.S. Navy photos on this page show the Seafarers-crewed *USNS Apache* preparing search vehicles for another deployment in search of the *El Faro*.

2016 Union Membership Meeting Dates

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	4	8	7	4	2	6	***5	8	****6	3	7	5
Jersey City	Tuesday after first Sunday	5	9	8	5	3	7	5	9	6	4	8	6
Philadelphia	Wednesday after first Sunday	6	10	9	6	4	8	6	10	7	5	9	7
Baltimore	Thursday after first Sunday	7	11	10	7	5	9	7	11	8	6	10	8
Norfolk	Thursday after first Sunday	7	11	10	7	5	9	7	11	8	6	10	8
Jacksonville	Thursday after first Sunday	7	11	10	7	5	9	7	11	8	6	10	8
San Juan	Thursday after first Sunday	7	11	10	7	5	9	7	11	8	6	10	8
Algonac	Friday after first Sunday	8	12	11	9	6	10	8	12	9	7	*****14	9
Houston	Monday after second Sunday	11	**16	14	11	9	13	11	15	12	*****11	14	12
New Orleans	Tuesday after second Sunday	12	16	15	12	10	14	12	16	13	11	15	13
Mobile	Wednesday after second Sunday	13	17	16	13	11	15	13	17	14	12	16	14
Oakland	Thursday after second Sunday	14	18	17	14	12	16	14	18	15	13	17	15
Port Everglades	Thursday after second Sunday	14	18	17	14	12	16	14	18	15	13	17	15
Joliet	Thursday after second Sunday	14	18	17	14	12	16	14	18	15	13	17	15
St. Louis	Friday after second Sunday	15	19	18	15	13	17	15	19	16	14	18	16
Honolulu	Friday after second Sunday	15	19	18	15	13	17	15	19	16	14	18	16
Wilmington	Monday after third Sunday	*19	22	21	18	16	20	18	22	19	17	21	19
Guam	Thursday after third Sunday	21	25	24	21	19	23	21	25	22	20	23	22
Tacoma	Friday after third Sunday	22	26	25	22	20	24	22	26	23	21	25	23

*Wilmington change created by Martin Luther King's Birthday
 ****Piney Point change created by Labor Day

**Houston change created by Washington's Birthday
 *****Houston change created by Columbus Day

***Piney Point change created by Independence Day
 *****Algonac change created by Veterans Day

Meetings start at 10:30 a.m. local time at each port



Seafarers pose with local students who visited the union hall as part of their research into maritime careers.

With Seafarers in Hawaii



Recertified Bosun Renato Govico recently made and donated a knot board to the SIU hall in Honolulu.



Shureen Yatchmenoff (left), secretary at the hall, congratulates AB Elijah Huff on attaining his "A" seniority.



Pictured aboard the deck of the *Alaskan Explorer* are ABs Lindsey Austin (right) and Elijah Huff. The vessel is operated by Alaska Tanker Company.



The SIU-crewed *Pacific Collector* (photo at left) is operated by Tote Services. Pictured in the photo at right are *Pacific Collector* crew members SA Charles Collier, SA Mario Ferrer, Second Cook Albert Hermoso, Electrician Rodrigo Castillo, AB Luvertis Alford, and SA Robert Owens.



Pictured from left aboard the *Pacific Collector* are QE3 Davon Brown, Wiper Mohamed Aboubaker, Recertified Bosun Mickey Earhart and AB John O'Connell.



Recertified Steward Allan Bright, Recertified Bosun Mickey Earhart aboard the *Pacific Collector*



The vessel is pictured at the Aloha Tower pier.

2016 Seafarers Health and Benefits Plan Scholarship Program

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

Seafarers Scholarships

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

Dependents Scholarships

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



The Cathedral of Learning
University of Pittsburgh

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet 2016 (PDF).

Please send me the 2016 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

Complete and mail form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746



WELCOME ASHORE IN JERSEY – Longtime member Carlos Dominguez (left) picks up his first pension check at the hall in Jersey City, New Jersey, following a 24-year career during which he sailed in all three departments. He's pictured with Patrolman Mark von Siegel.



FULL BOOK – Captain Rick Thornton (left) receives his full book from Patrolman Ray Henderson aboard a NY Waterway ferry.



CREWING UP CROWLEY TUG – Among those pictured getting ready to crew up the *Explorer* in Jacksonville, Florida, are Chief Engineer Armando Garayua, Captain Paul Dimauro, AB Glenn Rishton, AB Gary Congden, OS Jasen Lapointe, 2nd Mate Alexandra Biehn, AB Ronald Boatwright, Chief Mate Leslie O'Hair, and Chief Engineer Oleg Sushkov.

At Sea and Ashore with the SIU



NAVY TRAINING PROVIDED BY PAUL HALL CENTER – The SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) earlier this year conducted off-site training for the United States Navy Strategic Sealift Readiness Group at Fort Dix, New Jersey. Instructor Dan Landgrebe (right) provided a vessel security officer class. The unit sent a certificate of appreciation and a challenge coin to SIU President Michael Sacco while also thanking several representatives from the PHC.



TALKING MARITIME IN NY – SIU VP Atlantic Coast Joseph Soresi (right) met with U.S. Rep. Dan Donovan (R-New York) during a recent maritime roundtable event on Staten Island.



SIU OFFICIAL REELECTED – SIU Asst. VP Archie Ware (left, with Port Agent Kris Hopkins) recently was reelected as a vice president of the executive board of the Florida AFL-CIO. This will be Ware's third term with the state federation.



GETTING OUT THE VOTE – Volunteers in Houston recently participated in block walks to help spread the word about pro-union political candidates. Pictured from left are Chief Steward Artis Pilgrim, AB Shaib Juma, Harris County AFL-CIO Secretary-Treasurer Richard Shaw and Safety Director Kevin Sykes.

At Sea and Ashore with the SIU



PAYOFF ABOARD MAERSK HARTFORD – Pictured aboard the vessel at the APM Terminal in New Jersey are (from left) Recertified Steward Juan Vallejo, AB John Shank, Chief Steward Johnny McGill and Safety Director Osvaldo Ramos.



ABOARD MAERSK KENSINGTON – Seafarers knock out some painting over the front of the house aboard the Maersk Line, Limited vessel. That's Dayman Luis Ruiz on the chair and Recertified Bosun Hanapiyah Ismail at right.



WELCOME ASHORE IN MOBILE – Longtime deck department Seafarer Tommy Davis (left) picks up his first pension check at the union hall, where he is congratulated by Port Agent Jimmy White.



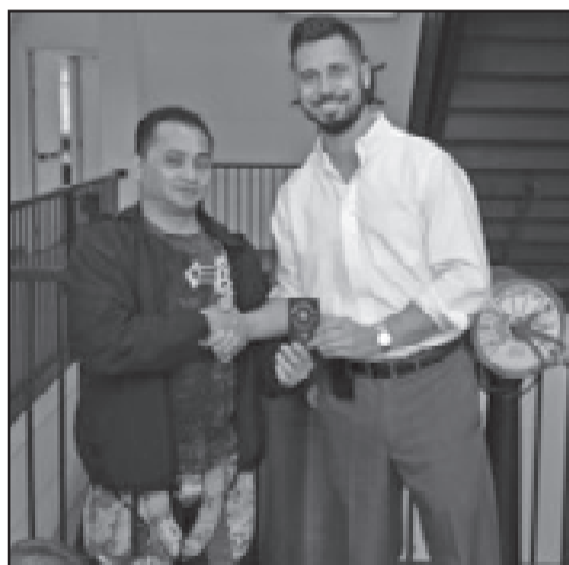
WELCOME ASHORE IN JACKSONVILLE – QMED Eric Bain (right) recently called it quits after a 40-year career. He is pictured at the SIU hall in Jacksonville, Florida, picking up his first pension check and being congratulated by Patrolman Joseph Koncul.



WELCOME ASHORE IN SAN JUAN – Newly retired engine department Seafarer Ramon Corretjer (left) proudly displays his first pension check at the union hall in Puerto Rico. He's pictured with Port Agent Amanico Crespo.



SALUTE FROM BOSUN – Bosun John Wells (right) described his recent work with OS Damon Zschoche (left) aboard the USNS Seay as "Piney Point Class 50 meets Class 789. This is his first trip and he's been a great asset to us," Wells noted. "It's good to see the fine sailors we're putting out."



A-BOOKS IN OAKLAND – Picking up their respective A-seniority books are (left in photo above) QE4 Loreto Labajo and (left in photo below) AB Jape Geonzon, both pictured with Patrolman Nick Marrone II at the union hall.



TAKING THE OATH – AB Anders Bland (left in photo above) takes the union oath at the hall in Tacoma, Washington, with Port Agent Joe Vincenzo during the October membership meeting, while AB Ronald Whitlow (left in photo below, also with Vincenzo) does the same at the September meeting.



WELCOME ASHORE IN HOUSTON – Captain Kenneth Wall (left) picks up his first pension check at the union hall. He sailed for nearly 50 years and worked almost exclusively for G&H Towing. He is pictured with SIU Asst. VP Jim McGee.



Making Memories and Staying Connected



Celebrate the holidays with union member only savings from Union Plus.

There's a discount for just about everyone on your list. From clothing and flowers to gift certificates, even movies, plays, sporting events, and computers - Union Plus is your holiday gift helper.

Don't forget to stay connected with 15% off AT&T wireless service.

Discover Savings Today

UnionPlus.org/Discounts



Credit approval required. New two-year service agreement may be required. Offer cannot be combined with any other discounts. Only the shared minutes and data for AT&T Mobile SharePlans are discounted. Offer available to union members and retired union members.

12/15

Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members' careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual's phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to 97779.

To sign up for the alerts, text the word JOIN to 97779.

Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

December 2015 & January 2016 Membership Meetings

Piney Point.....	Monday: December 7, January 4
Algonac.....	Friday: December 11, January 8
Baltimore.....	Thursday: December 10, January 7
Guam.....	Thursday: December 24, January 21
Honolulu.....	Friday: December 18, January 15
Houston.....	Monday: December 14, January 11
Jacksonville.....	Thursday: December 10, January 7
Joliet.....	Thursday: December 17, January 14
Mobile.....	Wednesday: December 16, January 13
New Orleans.....	Tuesday: December 15, January 12
Jersey City.....	Tuesday: December 8, January 5
Norfolk.....	Thursday: December 10, January 7
Oakland.....	Thursday: December 17, January 14
Philadelphia.....	Wednesday: December 9, January 6
Port Everglades.....	Thursday: December 17, January 14
San Juan.....	Thursday: December 10, January 7
St. Louis.....	Friday: December 18, January 15
Tacoma.....	*Monday: December 28, Friday: January 22
Wilmington.....	Monday: December 21, **Tuesday: January 19

*Tacoma change due to Christmas Day holiday

**Wilmington change due to Martin Luther King Jr.'s Birthday

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



"Nothing made with child labor."

Dispatchers' Report for Deep Sea

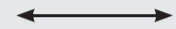
October 16, 2015 - November 15, 2015

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	24	5	2	9	7	1	3	31	11	1
Anchorage	1	1	1	0	0	0	0	3	4	1
Baltimore	7	3	1	3	4	2	2	8	7	1
Fort Lauderdale	16	17	5	10	5	1	5	24	25	6
Guam	4	2	0	1	1	0	0	7	2	0
Harvey	5	1	1	6	1	0	3	10	1	1
Honolulu	5	3	0	7	1	1	1	18	11	4
Houston	59	15	2	48	12	1	27	106	35	7
Jacksonville	25	19	3	29	8	1	17	59	34	4
Jersey City	34	10	1	25	9	0	13	70	18	3
Joliet	7	0	0	6	1	0	0	5	0	0
Mobile	4	3	3	4	2	0	2	17	4	4
Norfolk	19	12	3	9	8	2	6	33	31	2
Oakland	19	2	0	12	3	0	4	31	8	1
Philadelphia	3	0	0	2	1	1	2	7	4	2
Piney Point	7	1	1	1	2	0	1	8	3	1
Puerto Rico	8	6	0	4	2	0	2	10	10	1
Tacoma	34	9	0	29	9	0	9	66	17	0
St. Louis	0	1	0	0	2	0	1	2	4	0
Wilmington	21	11	0	13	7	1	3	51	24	4
TOTALS	302	121	23	218	85	11	101	566	253	43
Engine Department										
Algonac	1	3	1	1	2	1	0	2	6	1
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	5	0	4	3	0	2	3	5	1
Fort Lauderdale	6	6	0	5	4	2	3	11	5	1
Guam	1	0	0	2	0	0	0	0	1	0
Harvey	0	1	0	1	2	0	2	3	2	0
Honolulu	5	1	0	6	0	0	1	9	5	0
Houston	16	7	0	14	6	1	9	28	15	3
Jacksonville	17	13	0	8	11	1	7	40	24	2
Jersey City	9	3	3	6	5	0	2	20	13	3
Joliet	2	1	0	2	1	0	0	3	2	0
Mobile	5	3	0	2	2	0	1	12	7	1
Norfolk	9	11	1	8	10	1	3	20	20	0
Oakland	11	4	2	8	0	1	2	21	8	3
Philadelphia	3	1	0	1	0	0	0	6	3	1
Piney Point	2	5	0	1	1	0	1	1	6	0
Puerto Rico	2	2	1	0	1	0	0	4	3	1
Tacoma	12	8	1	10	3	0	6	27	13	5
St. Louis	2	2	0	0	1	0	0	4	3	0
Wilmington	8	8	1	4	4	0	2	23	13	1
TOTALS	114	84	10	83	56	7	41	238	154	23
Steward Department										
Algonac	2	4	0	0	3	0	0	3	3	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	1	1	0	1	0	0	0	6	1	0
Fort Lauderdale	11	2	1	5	1	0	2	22	4	1
Guam	2	0	0	0	0	0	0	2	1	0
Harvey	6	1	1	1	1	0	0	9	1	0
Honolulu	8	0	0	5	0	0	1	19	0	0
Houston	18	7	0	15	3	0	5	37	21	1
Jacksonville	14	5	0	15	6	0	11	33	15	1
Jersey City	19	5	1	17	3	0	6	23	6	2
Joliet	1	0	0	2	0	0	0	0	2	0
Mobile	3	0	0	1	1	1	0	8	3	1
Norfolk	9	9	2	8	4	1	3	21	15	5
Oakland	11	3	1	11	1	0	6	24	5	6
Philadelphia	2	0	0	3	1	1	3	0	2	0
Piney Point	3	3	0	0	1	0	0	5	3	1
Puerto Rico	4	5	0	2	2	0	1	3	10	0
Tacoma	14	1	0	11	2	0	5	23	1	2
St. Louis	2	0	0	1	0	0	0	2	1	0
Wilmington	15	5	1	16	2	0	4	38	8	4
TOTALS	145	51	7	114	31	3	47	279	102	24
Entry Department										
Algonac	7	7	1	3	7	2	0	8	5	2
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	1	3	0	0	0	0	0	1	2	1
Fort Lauderdale	0	3	1	0	6	0	1	2	5	1
Guam	0	2	0	0	0	0	0	0	3	0
Harvey	1	1	1	0	0	0	0	2	3	4
Honolulu	1	2	4	0	1	7	0	3	6	8
Houston	6	9	0	3	12	0	3	9	25	3
Jacksonville	1	10	3	4	6	2	3	1	11	7
Jersey City	2	17	4	1	14	0	0	3	25	5
Joliet	0	0	4	0	1	2	0	0	1	1
Mobile	0	0	0	0	1	0	0	0	2	1
Norfolk	1	20	10	1	11	5	1	0	24	14
Oakland	1	13	7	0	4	3	2	4	18	9
Philadelphia	0	0	0	0	0	0	0	0	2	0
Piney Point	0	1	0	0	0	0	0	0	1	0
Puerto Rico	0	0	0	0	0	0	0	0	0	0
Tacoma	3	6	2	2	7	3	0	7	14	14
St. Louis	0	0	1	0	0	0	0	0	1	1
Wilmington	4	13	2	2	8	4	0	6	33	21
TOTALS	28	107	40	16	78	28	10	46	182	92
GRAND TOTAL:	589	363	80	431	250	49	199	1,129	691	182

Seafarers International Union Directory

Michael Sacco, *President*
Augustin Tellez, *Executive Vice President*
David Heindel, *Secretary-Treasurer*
George Tricker, *Vice President Contracts*
Tom Orzechowski,
Vice President Lakes and Inland Waters
Dean Corgey, *Vice President Gulf Coast*
Nicholas J. Marrone, *Vice President West Coast*
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by students at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

Question: What makes for the perfect day on a vessel?



Jan Jalloh
OS

It takes beautiful weather, great teamwork, great management, and a well-trained crew to make the perfect day at sea. Training at Piney Point is essential to knowing how to complete tasks quickly and safely. That's what it's all about.



Gamal Al Gazzaly
Cook

A safe day at sea is a great day. Safety is very important, especially to me. I've received five separate safety certificates awarded to me from operators, all due to the safety training I received at the Paul Hall Center. So for me, a good day at sea is a safe day at sea.



Scott Smith
Inland

It takes three things: Wages, weather and the safety of our crews. Training is key, and a great crew goes a long way to making a great day on the water. The consistent level of training that SIU mariners receive means all that's left to chance is the weather.



Carlos Parrilla
QMED

A good day for me is when I get to climb up into the cranes. I'm up there, by myself, surrounded by blue sea and blue sky. It's where I feel free; it's where I feel at home. As long as the cranes are running smoothly and the sun is shining, nothing can get me down.



Jordan Harris
Phase III Apprentice

By muster in the morning, you can see how the crew is feeling that day. Attitudes on the ship mean a lot, and if the crew has a great attitude, it makes for smooth sailing. As long as everyone is on task and feeling good, then it makes for a great day at sea.



Kelly Doyle
AB

The weather is a big factor, as well as having a good crew working with you. If the water is calm and the sun is shining, that goes a long way to making a great day. My favorite job when I'm on the deck is prepping and painting, so if that's my task, I'm having a good day.

Pic From The Past



This photo from the LOG's archives was taken in 1969 in Piney Point, Maryland, at the christening of the training vessel *Charles S. Zimmerman*. SIU President Paul Hall is behind the podium. Jay Mazur, president of the International Ladies' Garment Workers' Union, gifted the photo to the SIU in 1988 in celebration of our union's 50th anniversary. An accompanying letter from Mazur included this line: "We are pleased to join with you in a rededication to our common purpose – the rights of working men and women to the fruits of their labor and to a respected voice in the affairs of our country."

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

OSCAR ANGELES

Brother Oscar Angeles, 66, started sailing with the SIU in 1990. He was initially employed on the *ITB Jacksonville*. Brother Angeles shipped in the steward department. He upgraded often at the maritime training center in Piney Point, Maryland. His final trip was aboard the *Overseas Anacortes*. Brother Angeles is a resident of Texas.



ATANACIO BERNARDEZ

Brother Atanacio Bernardez, 68, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. In 2006, he upgraded in Piney Point, Maryland. Brother Bernardez worked in the deck department, most recently aboard the *Maersk Ohio*. He was born in Honduras and now lives in Dorchester, Massachusetts.

KEITH BLOWERS

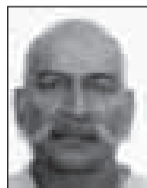
Brother Keith Blowers, 67, donned the SIU colors in 1988. He originally shipped on the *USNS Kane*. Brother Blowers enhanced his skills in 1988 at the union-affiliated maritime training center. He sailed in the deck department. Brother Blowers' last ship was the *Global Sentinel*. He calls Camarillo, California, home.

SILVANA CLARK

Sister Silvana Clark, 66, joined the SIU in 2001. She initially worked in the inland division aboard the *Sugar Island*. Sister Clark shipped as a member of all three departments. She attended classes in 2006 at the Paul Hall Center in Piney Point, Maryland. Sister Clark's most recent ship was the *USNS Bellatrix*. She resides in Norfolk, Virginia.

STANLEY FERNANDES

Brother Stanley Fernandes, 65, began shipping with the SIU during the 2001 SIU/NMU merger. He upgraded that same year at the Piney Point school. A member of the deck department, Brother Fernandes most recently sailed aboard the *Overseas Boston*. He resides Renton, Washington.



MILE FIAMENGO

Brother Mile Fiamengo, 65, joined the union in 2004 in Wilmington, California. The

steward department member's first trip was aboard the *Mokihana*. Brother Fiamengo was born in Croatia. His final ship was the *Alaskan Legend*. Brother Fiamengo makes his home in Moreno Valley, California.



DONALD GANUNG

Brother Donald Ganung, 71, became a Seafarer in 1977 in San Francisco. His first ship was the *President Harrison*; his most recent, the *Overseas Houston*. Brother Ganung worked in the steward department. He is a resident of Houston.

JAMES GLOVER

Brother James Glover, 65, signed on with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded twice at the maritime training center in Piney Point, Maryland. Brother Glover shipped in the engine department. His last ship was the *Green Cove*. Brother Glover resides in Marietta, Georgia.

JOHN GRAY

Brother John Gray, 68, donned the SIU colors in 2001 during the SIU/NMU merger. The deck department member attended classes in 2001 at the Piney Point school. Brother Gray concluded his career aboard the *Overseas Los Angeles*. He settled in San Francisco.

ERASMO GUEVARA

Brother Erasmo Guevara, 72, started shipping with the union in 1993. His first trip was on the *Independence*. Brother Guevara took advantage of educational opportunities available at the Paul Hall Center. His final ship was the *Maersk Chicago*. The steward department member lives in Jacksonville, Florida.

MARIO HENRIQUEZ

Brother Mario Henriquez, 65, began sailing with the Seafarers in 1990. He originally sailed aboard the *USNS Denebola*. Brother Henriquez shipped in the steward department and enhanced his skills in 2002 at the maritime training center in Piney Point, Maryland. His most recent trip was on the *El Yunque*. Brother Henriquez is a resident of Fort Lauderdale, Florida.



STEPHEN JOHNSON

Brother Stephen Johnson, 65,

first shipped aboard the *Independence*. Brother Johnson upgraded in 2001 at the SIU-affiliated school in Southern Maryland. The steward department member's most recent voyage was on the *Eagle*. Brother Johnson lives in Spring, Texas.



CHERYL LYNCH

Sister Cheryl Lynch, 65, became an SIU member in 2005. She initially sailed aboard the *1st Lt. Jack Lummus*. Sister Lynch enhanced her skills often at the Piney Point school. She was a member of the steward department. Sister Lynch last worked on a vessel operated by American Overseas Marine. She makes her home in Hampton, Virginia.

ROTILO MOREIRA

Brother Rotilio Moreira, 65, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. He was born in Honduras and sailed in the deck department. Brother Moreira's final trip was on the *Maersk Arkansas*. He calls New York home.

MOHAMED MUNASSAR

Brother Mohamed Munassar, 62, joined the union in 1991. He was initially employed aboard the *Gopher State*. Brother Munassar was born in Yemen and most recently sailed on the *APL Thailand*. Brother Munassar, who sailed in the steward department, is a resident of Oakland, California.

LUIS NUNEZ

Brother Luis Nunez, 65, signed on with the union in 2001. He first sailed in the inland division aboard the *Delta Queen*. On three occasions, Brother Nunez took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last shipped on the *Liberty Grace*, as an engine department member. Brother Nunez resides in Pangasinan, Philippines.

ROLANDO OCSON

Brother Rolando Ocson, 71, started sailing with the Seafarers in 2007. His first ship was the *Alaskan Explorer*; his most recent, the *Alaskan Frontier*. Brother Ocson shipped in all three departments. He is a resident of Long Beach, California.



FELIX PASSAPERA

Brother Felix Passapera, 65, began his seafaring career in 1978. He initially sailed on the *Transindiana*. Brother Passapera worked in all three departments. He last sailed aboard the *San Juan*. Brother Passapera is a resident of Caguas, Puerto Rico.

ROBERTO QUELIZA

Brother Roberto Queliza, 66, became an SIU member in 1991. He upgraded in 2011 at the Piney Point school. Brother Queliza was first employed aboard the *Independence*. His most recent trip was on the *Horizon Pacific*. Brother Queliza sailed in the deck department and makes his home in Alameda, California.

CHARLES SCOTT

Brother Charles Scott, 58, donned the SIU colors in 1987. His first trip was aboard the *USNS Prevail*. Brother Scott was a deck department member and he upgraded in 2003 at the Paul Hall Center. The Virginia native's most recent ship was the *Maersk Columbus*. Brother Scott lives in Norfolk.

JESSIE THOMAS

Brother Jessie Thomas, 65, began shipping with the union in 1968. His first trip was on the *Dauntless*. Brother Thomas was born in Mobile, Alabama and sailed in the deck department. He attended classes on two occasions at the Piney Point school. Prior to his retirement, Brother Thomas worked aboard the *Pfc. William Baugh*. He is still a resident of Alabama.

FRANK THOMPSON

Brother Frank Thompson, 71, joined the union in 1991, originally sailing aboard the *Sealift Mediterranean*. He worked in the deck department. Brother Thompson took advantage of educational opportunities available at the SIU-affiliated school in Piney Point, Maryland. He last sailed on the *Maersk Memphis*. Brother Thompson settled in Jacksonville, Florida.

INLAND

CARLTON BROWN

Brother Carlton Brown, 63, donned the SIU colors in 1985. He first sailed with Dixie Carriers. Brother Brown sailed in the deck department. He attended classes in 2001 at the Paul Hall Center. Brother Brown's most recent vessel was operated by OSG Ship Manage-



ment. He resides in Gulf Shores, Alabama.

WILLIAM MADDEN

Brother William Madden, 68, started sailing with the SIU in 2002. He initially worked with OSG Ship Management as a deck department member. Brother Madden was born in New York City. He upgraded twice at the Piney Point school. Brother Madden's final ship was the *Pacific Reliance*. He is a resident of Vermontville, New York.

WILLARD RANSOM

Brother Willard Ransom, 71, began shipping with the union in 1966. He primarily sailed aboard G&H Towing vessels. In 2000, Brother Ransom took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. The engine department member makes his home in Pearland, Texas.

ROBERT WOOTEN

Brother Robert Wooten, 55, joined the union in 1979. He first shipped with Allied Transportation Company. Brother Wooten's last trip was on a Penn Maritime vessel. He upgraded twice at the Paul Hall Center. Brother Wooten calls Meherrin, Virginia, home.

GREAT LAKES

ALI NASHER

Brother Ali Nasher, 68, signed on with the SIU in 1968. His first ship was the *Reiss Brothers*. Brother Nasher sailed in the deck department. He most recently worked on the *Paul Thayer*. Brother Nasher lives in Dearborn, Michigan.



HASSON OUDEIF

Brother Hasson Oudeif, 65, started sailing with the SIU in 1970. He initially sailed aboard the *Jack Writ*. A member of the deck department, Brother Oudeif enhanced his skills in 2002 at the Piney Point school. Prior to his retirement, he worked on the *American Spirit*. Brother Oudeif was born in Yemen and makes his home in Dearborn, Michigan.



Final Departures



DEEP SEA

FRANCIS BUHL

Pensioner Francis Buhl, 89, died August 1. Brother Buhl became an SIU member in 1947 in Baltimore. He initially shipped on the *Steel Maker*. Brother Buhl was born in Boston and sailed as a deck department member. His last voyage was aboard the *Leader*. Brother Buhl began receiving his retirement compensation in 1989. He lived in Braintree, Massachusetts.



DAVID GOOSBY

Pensioner David Goosby, 66, passed away May 14. He joined the union in 1967. Brother Goosby initially worked aboard the *Alcoa Voyager*. He sailed in the engine department. Brother Goosby's final trip to sea was on the *Overseas Boston*. He retired in 2013 and made his home in Tampa, Florida.



ELIZE KITCHEN

Pensioner Elize Kitchen, 85, died June 5. Brother Kitchen was a member of the steward department. He first sailed aboard an AH Bull Steamship Company vessel. Brother Kitchen was born in South Carolina. He concluded his career on the *Nuevo San Juan*. Brother Kitchen started collecting his pension in 1990 and called Woodlawn, Maryland, home.



JONATHAN NEWHOUSE

Brother Jonathan Newhouse, 61, passed away March 29. He began his seafaring career in 1970. Brother Newhouse originally worked on the *Wacosta*. He was born in New York and shipped in the engine department. Brother Newhouse's last vessel was the *Paul Buck*. He was a resident of Montgomery Village, Maryland.

CLARENCE OREE

Brother Clarence Oree, 72, died March 4. He joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. Brother Oree was a member of the steward department. His last trip to sea was aboard the *Endurance*. Brother Oree resided in South Carolina.

DANIEL O'ROURKE

Pensioner Daniel O'Rourke, 89, passed away June 3. Brother O'Rourke signed on with the SIU in 1951. He initially sailed on the *Golden City*. Brother O'Rourke worked in the deck department and concluded his career aboard the *Anchorage*. He became a pensioner in 1993 and lived in Washington state.



NORMAN PEACOCK

Brother Norman Peacock, 92, died May 31. He became a member of the Marine Cooks & Stewards prior to the 1978 merger with the SIU. Brother Peacock was born in Louisiana and worked as a member of the steward department. He was a resident of Shreveport, Louisiana.

IOANNIS PRASINOS

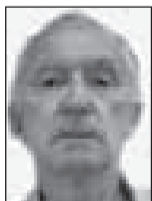
Pensioner Ioannis Prasinis, 82, passed away April 6. He donned the SIU colors in 1968. Brother Prasinis' first ship was the *Western Comet*. The deck department member last shipped on the *USNS Antares*.



Brother Prasinis retired in 1998 and called Greece home.

DARRELL SUTTON

Pensioner Darrell Sutton, 74, died April 29. He started shipping with the SIU in 2001 during the SIU/NMU merger. The deck department member's last trip was on the *Cape Vincent*. Brother Sutton began receiving his retirement pay in 2010. He made his home in Panama.



INLAND

ROBERT CALLIS

Pensioner Robert Callis, 87, passed away June 8. He began his union career in 1961. Brother Callis first worked with Pennsylvania Railroad in Norfolk, Virginia. He last shipped aboard a McAllister Towing of Virginia vessel. Brother Callis went on pension in 1994 and settled in Gwynn, Virginia.

LLOYD MCGREW

Pensioner Lloyd McGrew, 87, died June 6. Born in Kentucky,

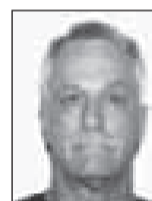
Brother McGrew sailed primarily with Bob-Lo Island as member of the deck department. He became a pensioner in 1990. Brother McGrew lived in Leitchfield, Kentucky.

JAMES ROBISON

Pensioner James Robison, 88, passed away June 19. An Alabama native, Brother Robison donned the SIU colors in 1962. His first trip was with Inland River Company. The engine department member last worked on a Dixie Carriers vessel. Brother Robison retired in 1989 and called Montgomery, Alabama, home.

CARL SANDERSON

Pensioner Carl Sanderson, 65, died July 7. He was born in California and shipped in the deck department. Brother Sanderson started out sailing in the deep sea division aboard the *Achilles*. His most recent vessel was the *Padre Island*. Brother Sanderson went on pension in 2012 and made his home in Mobile, Alabama.



CLABERT TROSCLAIR

Pensioner Clabert Trosclair, 72, passed away June 30. Brother Trosclair joined the union in 1975. He initially shipped with Whiteman Towing Company as a member of the engine department. He was born in Louisiana. Prior to his retirement in 1995, Brother Trosclair worked aboard a Crescent Towing of New Orleans vessel. He was a resident of Gretna, Louisiana.



GREAT LAKES

KAID ALGALHAM

Pensioner Kaid Algalham, 72, died March 31. Brother Algalham donned the SIU colors in 1972. Born in Arabia, Brother Algalham initially sailed with American Steamship Company. He worked in the deck department. Brother Algalham's final trip was on the *Buffalo*. He went on pension in 1993 and settled in Detroit.

NATIONAL

MARITIME UNION

JOSE ALDANA

Pensioner Jose Aldana, 82, passed away May 18. Brother

Aldana was born in Gernika-Lumo, Spain. He became a pensioner in 1995 and lived in San Juan, Puerto Rico.



LEROY ANDERSON

Pensioner Leroy Anderson, 87, died May 19. Brother Anderson, a native of North Carolina, began collecting his pension in 1966. He resided in Spartanburg, South Carolina.

CLARENCE ANTOINE

Pensioner Clarence Antoine, 95, passed away June 7. Brother Antoine was born in New Orleans. He started receiving his retirement compensation in 1969. Brother Antoine made his home in Denham Springs, Louisiana.

EDWARD BAKER

Pensioner Edward Baker, 86, died May 5. Born in New Bedford, Massachusetts, Brother Baker went on pension in 1971. He continued to live in New Bedford.

JAMES BARBEE

Pensioner James Barbee, 90, passed away June 11. Brother Barbee was a native of Jersey City, New Jersey. He began receiving his pension in 1971. Brother Barbee settled in Milltown Borough, New Jersey.

MARION BOYD

Pensioner Marion Boyd, 92, passed away May 21. Brother Boyd was born in Oklahoma. He retired in 1991 and was a resident of Union City, California.

JOSE CASTILLO

Pensioner Jose Castillo, 84, died May 26. Brother Castillo was a native of Corpus Christi, Texas. He became a pensioner in 1990 and continued to call Texas home.

LYLE COLON

Pensioner Lyle Colon, 94, passed away June 17. The Louisiana native began collecting his retirement pay in 1967. Brother Colon made his home in New Orleans.

LAVON CONNOR

Pensioner Lavon Connor, 67, died May 28. Brother Connor was born in Alabama. He retired in 1997 and settled in Mobile.

DAGOBERTO GARCIA

Pensioner Dagoberto Garcia, 87, passed away May 11. Brother Garcia went on pension

in 1988. He made his home in New Jersey.

JOHN GRIER

Brother John Grier, 70, died May 24. Brother Grier was born in Fitchburg, Massachusetts. He called Falmouth, Massachusetts, home.

ROBERT HORNER

Pensioner Robert Horner, 95, passed away May 10. Born in Pennsylvania, he became a pensioner in 1987. He resided in Las Vegas, Nevada.

JAMES KEEL

Pensioner James Keel, 82, died June 16. Brother Keel, a native of North Carolina, began collecting his pension in 1987. He was a resident of Suffolk, Virginia.

STANDLEY MILLER

Pensioner Standley Miller, 87, passed away June 16. Brother Miller was a native of Manhattan, New York. He retired in 1996 and called Florida home.

FRANKIE PATTON

Pensioner Frankie Patton, 88, died June 27. Born in Florida, Brother Patton became a pensioner in 1973. He was a resident of Savannah, Georgia.

FELIX SANTIAGO

Pensioner Felix Santiago, 78, passed away May 28. Brother Santiago was born in Ponce, Puerto Rico. He went on pension in 1993. Brother Santiago continued to live in Puerto Rico.

KELVIN SELBY

Pensioner Kelvin Selby, 94, died June 4. Brother Selby started collecting his retirement compensation in 1969. He made his home in St. Vincent and the Grenadines.

DAVID SMITH

Pensioner David Smith, 92, passed away June 17. Brother Smith, a native of Florida, became a pensioner in 1991. He called Savannah, Georgia, home.

LUIS TORRES

Pensioner Luis Torres, 87, died June 11. Born in Puerto Rico, Brother Torres started receiving his pension in 1987. He lived in New York.

Name	Age	DOD
Gaitan, Juan	91	June 14
McArdle, Robert	87	May 26
Perkins, Charles	93	Jan. 9
Romero, Mitchell	101	June 15
Tierney, James	77	May 8
Torres, Joseph	85	May 26

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.

ALASKAN NAVIGATOR (Alaska Tanker Company), September 13 – Chairman **Gregory Hamilton**, Secretary **George Borromeo**, Educational Director **Leland Peterson**, Deck Delegate **Donny Castillo**, Engine Delegate **Edwin Herbsman**. Chairman reported completion of shipyard period and noted vessel under way to Valdez, Alaska, to load cargo and resume coastwise run. He thanked crew for hard work and professionalism. Secretary thanked all for a great job keeping ship clean. Educational director reminded everyone to ensure all union and Coast Guard documents are current and up-to-date. He mentioned new STCW Basic Safety rules that take effect in 2017 and encouraged fellow members to enhance skills at SIU-affiliated Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew made suggestions for increased vacation days and greater flexibility in work rotations. Requests submitted for new mattresses and desk chairs for staterooms. Vote of thanks given to steward department. Next ports: Valdez, Alaska; Long Beach, California; and Cherry Point, Washington.

ANCHORAGE (Matson), September 18 – Chairman **Daniel Seagle**, Secretary **Amanda Suncin**, Educational Director **Gary Dahl**, Deck Delegate **Tar Ahmed**, Engine Delegate **Jeffrey Murray**, Steward Delegate **Gary Loftin**. Chairman announced upcoming payoff. Secretary encouraged mariners to upgrade at Piney Point and donate to SPAD, the union's voluntary political action fund, "as often as possible and as much as you can afford." Those donations help the union deliver pro-maritime messages at every level of government. No beefs or disputed OT reported. Crew asked for increase in dental benefits. Steward department thanked crew for cleanliness; crew in turn thanked galley gang for great food.

CHARLESTON (USS Transport), September 29 – Chairman **Tim Koebel**, Secretary **Ken Whitfield**, Educational Director **Kevin Hall**, Deck Delegate **Eddie Major**, Engine Delegate **Peter Joseph**, Steward Delegate **Atik Almontaser**. Crew discussed STCW-mandated courses required to maintain shipping eligibility and also reviewed Seafarers Health and Benefits Plan requirements. They discussed plans to contact union and U.S. Coast Guard about possibly of loosening restrictions related to shore leave, and in particular about access at tanker terminals. No beefs or disputed OT reported. Crew made suggestions about changing physical exam requirements and renaming vacation pay. Crew gave kudos to Chief Steward Whitfield "for superb cuisine." They asked union to negotiate return to three-person steward department. Next ports: Philadelphia and Houston.

LIBERTY GLORY (Liberty Maritime), September 6 – Chair-

man **Thomas Banks**, Secretary **Fausto Aranda**, Educational Director **Raul Quioto**, Deck Delegate **Justice Kuofie**. Under old business, crew discussed concerns with galley equipment. Chairman announced payoff and thanked deck department for good job. Secretary thanked fellow steward department members for safe, sanitary work, and also thanked DEU for keeping house clean. Educational director reminded fellow mariners to upgrade at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew requested new mattresses and pillows and new microwave.

LIBERTY PROMISE (Liberty Maritime), September 28 – Chairman **Raphael L. James**, Secretary **Denis W. Burke**, Educational Director **Anthony Henry**, Deck Delegate **William Steele**, Engine Delegate **Noah Shayef**, Steward Delegate **Christopher Hyatt**. Chairman thanked crew for safe voyage, with no accidents or incidents, and thanked galley gang for excellent meals. Secretary reminded crews to leave their rooms in pristine condition for upcoming crew change, and encouraged everyone to donate to SPAD. Educational director encouraged crew to upgrade their skills often at the Paul Hall Center. Treasurer reported ship's fund at \$1,529. No beefs or disputed OT reported. Crew requested increases in medical and pension benefits as well as direct deposit for vacation checks. Crew sent in photos to the *Seafarers LOG*.

MAERSK ATLANTA (Maersk Line, Limited), October 2 – Chairman **John R. O'Shaughnessy**, Secretary **Glenn Williams**, Educational Director **Jason J. Billingsley**, Deck Delegate **Peter Brill**, Engine Delegate **Reynaldo Lacayo**, Steward Delegate **Jose Garcia**. Chairman thanked deck and steward departments for their hard work. Secretary reminded crew to remove linens from beds before disembarking. Educational director advised crew to keep their credentials up-to-date. Ship's fund contains \$2,300. No beefs or disputed OT reported. Crew requested additional mattresses and a new computer for lounge. Internet connection needs repair. Vote of thanks given to steward department.

MAERSK CHICAGO (Maersk Line, Limited), October 11 – Chairman **Michael Brewley**, Secretary **Shirley Bellamy**, Educational Director **Donald Christian**, Deck Delegate **Noel Jardinico**. Chairman offered thanks to steward department for doing a fine job. He thanked entire crew for being good shipmates. Educational director thanked everyone for a safe trip. After reading President's Report, crew offered farewell to their sisters and brothers on board the *El Faro*. No beefs or disputed OT reported. Crew requested increased pension benefits.

APL Crews Ratify Contract



Seafarers have approved a new three-year contract with APL that calls for annual wage increases while boosting pension benefits and maintaining Seafarers Health and Benefits Plan coverage at the top level (Core Plus). Reacting to news of the agreement aboard the *APL China* (photo above, from left) are Recertified Steward Mark Scardino, Safety Director Roosevelt Osborne, Chief Cook Clarence Page and ACU Ahmed Omer; and, in the photo below, taken aboard the *APL Singapore*, Chief Cook Antedio Liguia, Patrolman Nick Marrone II, Asst. VP Nick Celona, Recertified Steward Benedict Opaon and ACU Calvin Williams.



MAERSK HARTFORD (Maersk Line, Limited), September 25 – Chairman **Herman P. Crisanto**, Secretary **Juan Vallejo**, Educational Director **Joaquim Figueiredo**, Deck Delegate **Shantaz Harper**, Steward Delegate **Elida Miguel**. Chairman reminded crew to be focused on safety first at all times, and thanked steward department for good food. Secretary thanked President Sacco and Executive Vice President Tellez for their hard work on Capitol Hill defending the Jones Act. He reminded everyone to keep documents current, keep rooms clean, and separate garbage. Educational director encouraged crew to return to the Piney Point school and upgrade. Crew was reminded to read *Seafarers LOG* on union's website. No beefs or disputed OT

reported by deck or engine delegates; steward delegate reported disputed OT. Crew discussed concerns about jurisdiction for deck work and reductions in OT. They requested fans for rooms, increased pension benefits and direct deposit for vacation checks.

SPIRIT (Pasha), September 27 – Chairman **Joshua Mensah**, Secretary **Lloyd Ingram**, Educational Director **Mohamed Abdullah**, Deck Delegate **Emmanuel Buyser**, Engine Delegate **Ricky Arroyo**. Chairman discussed new tonnage entering SIU-crewed fleet. Secretary encouraged members to upgrade at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew asked for clarifications related to upcoming drydock. They requested new mattresses and TVs

for rooms. Better satellite also needed.

TEXAS CITY (OSG), September 6 – Chairman **John Cedeno**, Secretary **Jeffrey Beasley**, Educational Director **Pedro Santiago**. Chairman talked about new ships coming out. Educational director reminded mariners to keep an eye on document expiration dates. He encouraged everyone to upgrade. No beefs or disputed OT reported. Crew made recommendations and requests relating to WiFi, relief jobs, Seafarers 401(K) Plan, food budget and more. They thanked steward department for great food and keeping house clean. Crew also thanked bosun for picking up coolers. Next ports: Lake Charles, Louisiana; and Corpus Christi, Texas.

Letters to the Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to webmaster@seafarers.org.

Thank You, SIU

I want to thank you for participating in the Paint Tacoma-Pierce Beautiful program. I bought my home just a year ago and the inspector said I would need to get it painted within the next few years. I am on a disability income, so it would take me a long time to save up for the job.

I received an application for the Paint Tacoma program and thought it couldn't hurt to fill it out and see what happens. To my surprise, a couple of weeks later I got a call from SIU Port Agent Joe Vincenzo telling me that I had been picked to have my home painted, free of charge.

I can't express how happy that made me. The group of SIU volunteers that Joe and Brenda Flesner and Ben Anderson put together were all amazing. Every one of them was giving, polite and easy to talk with — an awesome group of people. For them to volunteer their time to help people like me on a fixed income was fantastic.

Thank you again for participating in programs like this for people like me.

Vicki Mathison
Tacoma, Washington

Strong Merchant Marine Vital

Many people don't realize that 90 percent of goods still travel by sea. As a retired member of the U.S. Merchant Marine, nothing would please me more than to see strong support of the Ameri-

can-flag fleet. I view it as a military and commercial necessity to show our flag.

We have conceded so much to Russia and Putin, Xi and China, that it would be heartbreaking, as well as suicidal, to turn over all shipping to those interests and others who would employ substandard ships and crews. Our fleet delivers the goods always, in war and in peace, as they fulfill commitments worldwide. It is easy for a politician to say, "Ship it under a Liberian flag vessel, it's cheaper," but that approach would be foolhardy and the overall cost to our country would be immense.

Right now the U.S. has excellent maritime schools, some run by the states, the USMMA at King's Point and the unions, Seafarers International Union and American Maritime Officers to mention two. I would pit those graduates against any sailors in the world when it comes to training and all-around fitness to do the job and do it correctly. Just recently an LNG containership built and flagged American was delivered to Tote (a U.S.-flag company) to run between Jacksonville and Puerto Rico. The men and women manning that ship have received LNG training at schools that have been doing so since I went through in the 1980s.

In closing I would ask our elected representatives on Capitol Hill to step forward and support a strong and vibrant U.S. Merchant Marine, one that has the full backing of the American people as well as the political class in

Washington, D.C.

Harry T. Scholer, USMM (Ret)
Orlando Florida

Why Not U.S.-Flag Cruise Ships?

We should get the ball rolling and build a pair of American-flag, mega cruise ships with a dry dock to service them here in the USA. They don't have to be the biggest or fastest.

We consider ourselves a maritime nation, with the Atlantic and Pacific oceans and the Gulf of Mexico on our shorelines, the most powerful navy in the world and a rich history of maritime service in peace and war. We're looking for jobs for the future and yet don't have any cruise ships planned. It is my understanding that in other countries, a government subsidy is standard for part of the enormous cost of these ships.

Currently we are on the verge of scrapping the 1952-built *SS United States*.... Once we start building, the cost should go down for subsequent ships as we become more competitive in a revived industry. If not now, when?

Everyone knows that all those luxury cruise ships (with the notable exception of the SIU-crewed *Pride of America*) are foreign-crewed and foreign-flagged even though they're home-ported here. It's a case of profits before patriotism.

Stanley Blumenthal
Sunrise, Florida

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Union
Plus

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Know Your Rights

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

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

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

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

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

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

EDITORIAL POLICY — THE SEAFARERS LOG. The Seafarers LOG traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or mem-

ber. 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.

MEMBER RIGHTS/LMRDA. The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights: Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

Copies of Collective Bargaining Agreements: Union members and nonunion employees have the

right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow can-

didates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov.)

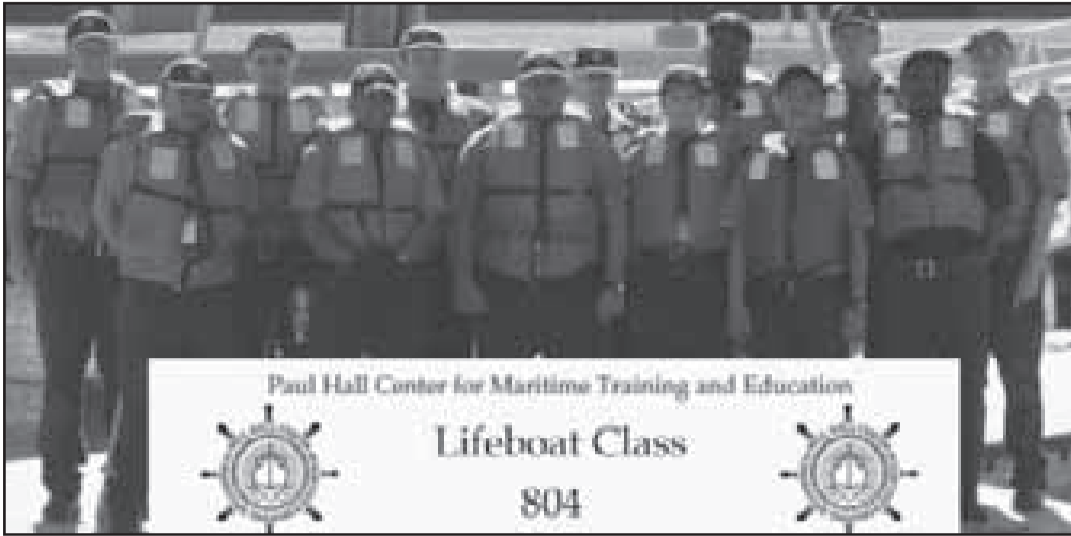
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #804 – The following Phase I apprentices (above, in alphabetical order) graduated from this course October 23: Frank Bigornia, Blake Braye, Bevan Cottone, Lionel Felix Lugo, Samuel Golland, Thedford Jones Jr., Ian Juanillo, Timothy Kelly, Mackenzie Latta, Luis Perez Acosta, Rebecca Rankin, Liam Richey and James Sanchez.



Welding – Seven upgraders completed this course October 9. Graduating (above, in alphabetical order) were: Aaron Baker, Joel Boyd, Jonathan Collier, Terrell Cuffee, Cortney Gantt, Domingo Hurtado and Teresa Rowland. Class instructor Chris Raley is at the far right.



Water Survival (Upgraders) – The following Seafarers satisfied all of their requirements in this course October 23. Graduating (above, in alphabetical order) were: Kevin Daughtry Jr., Norman Langlois, William McLaren, Mario Moralita and Tijani Rashid.



Magnetic & Gyro Compasses – Seven upgraders completed the enhancement of their skills in this course October 16. Graduating (above, in alphabetical order) were: Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Kreg Stiebben and Emmanuel Wilson.



Engine Room Resource Management – The following Seafarers (above, in alphabetical order) upgraded their skills by graduating from this course October 30: Kevin Daughtry Jr., Mario Moralita and Tijani Rashid. Their instructor, Freddie Toedtemeier, is at the far right.



Engine Room Recourse Management – Five individuals completed this course October 23. Graduating (above, in alphabetical order) were: Michael Condron, Mark Goshorn, Karen Gossett, Travis Hudgins and Christopher Scherhafer. Class instructor Freddie Toedtemeier is at the far left.



Engine Room Resource Management – The following upgraders (above, in alphabetical order) graduated from this course October 9: Harry Booth, Kevin Miles and Milan Wolgammott. Freddie Toedtemeier, their instructor, is at the far right.



Tank Ship Familiarization - The following Phase III apprentices (above, in alphabetical order and each of whom plans to work in the deck department aboard American-flagged vessels once they complete their training) finished this course October 30: Abdulla Alawi, Priscilla Brooks, Dominick Corbitt, Hunter Cox, Michael Dibelandino, Justin Drayton, Charlie English III, Krystal Glenn, Henry Green, Melvin Hunter Jr., Andrew Mendoza, Dauron Mitchell, Shereka Morris, Cameron Peake, Christian Perez Gonzalez, Kevin Quenzer, Osman Ramirez Fajardo, Josh Saldana, Zachary Savasuk, Marquisha Simmons, Tyler Soto, Jeffrey Thomas and Joshua Welcome.



Tank Ship Familiarization – Sixteen Phase III apprentices completed this course October 30. Graduating (above, in alphabetical order) were Jarion Andrews, Clayton Black, Deontre Blount, Francois Bonilla, Ryan Brandle, Oscar Olachea Cesena, Cameron Cobb, Kayla Doiron, Tre Hill, Domenick Longmire, Yves Nsuami, Harlan Ouellette, Tyler Perry, Gerardo Rosaly Martinez, Christopher Savage, and Scott Wyland. Upon graduation from the Paul Hall Center, each plans to work in the engine department aboard American-flagged vessels.



Tank Ship Familiarization – The following Phase III apprentices (above, in alphabetical order) enhanced their skills by completing this course October 30: Drushelia Finney, Latosha Love, Shawn Mitchell, Ariven Olamit II, Delia Peters, and Kevin Valentin Rivera. Once their training is completed, each of these individuals plans to work aboard American-flagged vessels in the steward department.



MEECE – The following upgraders (above, in alphabetical order) completed their requirements in this course October 9: Dominic Castner, Mark Goshorn, Seth Green, Vincent Haber, Travis Hudgins, Goran Milisic, Mark Mize, Thomas Paytosh, Arsen Perhat, Douglas Quill, David Tucker, Kim Tye and Tristan Werner. (Note: Not all are pictured.)

UA to FOWT – Twenty-seven Seafarers finished their requirements in this course October 23. Graduating (photo at right, in alphabetical order) were: Ryan Aaron, Carlos Amaya-Avila, Loren Arriota, Carlos Arzuaga Flores, Michael Banks, Jackson Blaty, Nathan Bryant, Kenneth Cabrera, Bailey Chandler, Joseph Dickinson, Christopher Edwards, Jarret Ford, Jonathon Foulks, Randolph Harrell, Kalil Hughes, Trent Jacobson, Joshua Leonor, Sutton McDaniel, David Myrick, Martin O'Brien, Kelly Percy, Mitchell Rylander, Ethan Schoenbacher, Corbin Soto, Patrick Spark, Jeffery Thomas and Gabriel Waiwaiole. Class instructor John Weigman III is at the far right.



Paul Hall Center Classes



Government Vessels – The following Seafarers (above, in alphabetical order) improved their skills by completing this course October 30: Saleh Mohammed Alshawesh, Larry Bachelor, Daniel Daligcon, Edgar Dionio, Sheryl Farmer, Yvonne Feltham, Wayne Green Jr., Hussain Mohamed Hafid, Nasser Mohamed Hafid, Elaraby Mohamed Hassan, Niven8 Hurlston, Troy Ingersoll, Hanapiah Ismail, Toni Johnson, Kimberly Kalua, James Martin Jr., Justin Pierce, Lionel Rivera, Jerome Slade, Felix Somorostro, Jesse Sunga and Beverly Williams. Their instructor, Mark Cates, is at the far right.



First Aid & CPR - Fifteen upgraders finished this course October 23. Graduating (above, in alphabetical order) were: Michael Alghafeili, Ramon Borrero, Major Brooks Jr., Woodrow Coleman, Leesther Collins, Mahmoud Elsayes, Elaraby Hassan, Frederick Hayston, Robert Hoppenworth, Boyko Kovatchev, James Pierce, Joseph Pittman, Lionel Rivera, Terry Santure and Emanuel Spain Jr. Class instructor John Thomas is at the far right. (Note: Not all are pictured.)



BAPO – The following individuals (above, in alphabetical order) graduated from this course October 9: Abdulaziz Mohamed Nagi Alsinai, Alejandro Zacarias Alvarez Flores, Loren Arriola, Carlos Jesus Arzuaga Flores, Kristopher Bechtel II, Randolph Harrell, Gil Lawrence, Gary Longmire Jr., Richard Miller, Martin O'Brien, Dennis Pangan, Jeffery Thomas and Edward Williams. (Note: Not all are pictured.)



Junior Engineer – Fourteen upgraders improved their abilities by completing this course October 16. Graduating (above, in alphabetical order) were: Alvin Alcasid, Allan Bombita, Derek Chestnut, Vasil Cholakovski, Oscar Cordero, Melgar Daguio, Daniel Daligcon, Sean Geddie, Brandon Mackie, Nicholas Panagakos, Joseph Parsons, John Peterson, Lazaro Salvador Rivera Rodriguez, and Cameron Siele. Class instructor Jay Henderson is at the far right.



Machinist – Ten Seafarers completed their requirements in this course October 16. Graduating (above, in alphabetical order) were: Tousif Ahmed, Mark Canada, James Fells, Brian Jackson, Joshua Johnson, Mahare Kidane, Douglas McLaughlin, Andrew Peprah, Charles Searfass and Antonio Watson. (Note: Not all are pictured.)



Pumpman – Ten individuals finished this course October 30. Graduating (above, in alphabetical order) were: Tousif Ahmed, Mark Canada, James Fells, Brian Jackson, Joshua Johnson, Mahare Kidane, Douglas McLaughlin, Andrew Peprah, Charles Searfass and Antonio Watson. Keith Adamson, their instructor, is at the far right.



Tank Ship Familiarization LG – The following upgraders (above, in alphabetical order) graduated from this course October 9: Mohamed Ibrahim Ahmed, Julio Cesar Alvarez, Sheldon Brittain, Kenneth Cabrera, Ferdinand Charite, Jessie Espiritu, Janice Gabbert, David Hawkins, Richard Huffman, Rayshaun Hughes, Tyrone Leonard, Ma Marilynda Miro Nance, and Barbara Smith. Class instructor Brad Wheeler is at the far right.



Tank Barge DL – Eleven upgraders completed their requirements in this course October 9. Graduating (above, in alphabetical order) were: Carlos Estuardo Cayetano-Mena, Colton Edmiston, Hector Jose Fernandez Curbelo, Barney George, Benigno Gonzales Jr., Terrance Jackson, David Keefe, Derek Minnix, Nicholas Santillo, Kyle Silva and John Sorsdal. Their instructor, Patrick Schoenberger, is at the far left.



Certified Chief Cook – Four steward department upgraders graduated from this course October 9. Completing all of their requirements (above, in alphabetical order) were: Charles Crawford, Ryan Gallano, Markese Haynes and William White Jr.



Advanced Galley Ops – Three steward department Seafarers finished this course October 23. Graduating (above, in alphabetical order) were: James Martin Jr., Salah Omar, and Maili Wang.



Chief Steward – Six Seafarers completed this course October 23. Graduating (above, in alphabetical order) were: Antajuan Beasley, Alexander Cordero, Sheryl Farmer, Roxanne Fike, Donna Hickman and Toni Johnson. John Hetmanski, their instructor, is at the far left.



Certified Chief Cook – Two steward department members completed their requirements in this course October 21. They are Logan Gatton (above left) and Susan Emmons.

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.

NASSCO Delivers LNG-Powered Isla Bella

General Dynamics NASSCO delivered the world's first liquefied natural gas (LNG) powered containership, the *Isla Bella*, on Oct. 16. The vessel was delivered almost two months ahead of schedule for SIU-contracted Tote Maritime, as the first of a two-ship contract that should see the second Marlin Class vessel, the *Perla Del Caribe*, enter service in the first quarter of 2016.

The *Isla Bella* was christened in April by SIU President Michael Sacco's wife, Sophie, in a ceremony in San Diego.

"Successfully building and delivering the world's first LNG-powered containership here in the United States for coastwise service demonstrates that commercial shipbuilders, and owners and operators, are leading the world in the introduction of cutting-edge, green technology in support of the Jones Act," said Kevin Graney, vice president and general manager of General Dynamics NASSCO, a union shipyard.

The 764-foot long Marlin Class containerships will be the largest dry cargo ships powered by LNG, making them the cleanest cargo-carrying ships anywhere in the world. This groundbreaking green ship technology will dramatically decrease emissions and increase fuel efficiency when compared to conventionally powered ships, the equivalent of removing 15,700 automobiles from the road.

The Marlin Class ships are the result of many different groups working together, according to NASSCO: "The delivery of this historic ship also demonstrates successful collaboration between industry and regulatory bodies. Tote, NASSCO, the American Bureau of Shipping, and the U.S. Coast Guard worked hand-in-hand from the beginning of the project to the delivery of the *Isla Bella*. This included



The *Isla Bella* undergoes sea trials in August. (Photos courtesy General Dynamics NASSCO)

collaboration during the design approval, construction and commissioning the ship to safely and effectively operate on natural gas."

When the ship was christened, U.S. Rep. Duncan Hunter (R-California) offered his thoughts during his keynote speech at the ceremony: "With the launch of the world's first natural gas-powered containership, NASSCO and Tote prove that American shipbuilders and American

ships can lead the industry in innovation, and it is my hope that American shipbuilders and operators can continue to build upon this success."

The Jones Act-qualified ships will operate between Jacksonville, Florida, and San Juan, Puerto Rico. These ships were commissioned in 2012 to replace the *El Faro* along the Puerto Rico trade route. The *El Faro* was to, in turn, replace the *MV North Star* and *MV Midnight Sun*,

operating between Washington State and Alaska.

A key component of U.S. national, economic and homeland security, the Jones Act requires that vessels sailing between domestic ports are crewed, built, owned and flagged American. American's freight cabotage law helps sustain nearly 500,000 jobs (both aboard ships and in related shore-side positions) while contributing billions of dollars per year to the economy.



Aboard the *Isla Bella*, Peter Keller (left), executive vice president for Tote, and Kevin Graney, general manager and vice president of General Dynamics NASSCO, conclude a signing ceremony.



Shipyard workers prepare the *Isla Bella*'s sister ship, the *Perla del Caribe*, for launch in late August.