

SEAFARERS



LOG

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

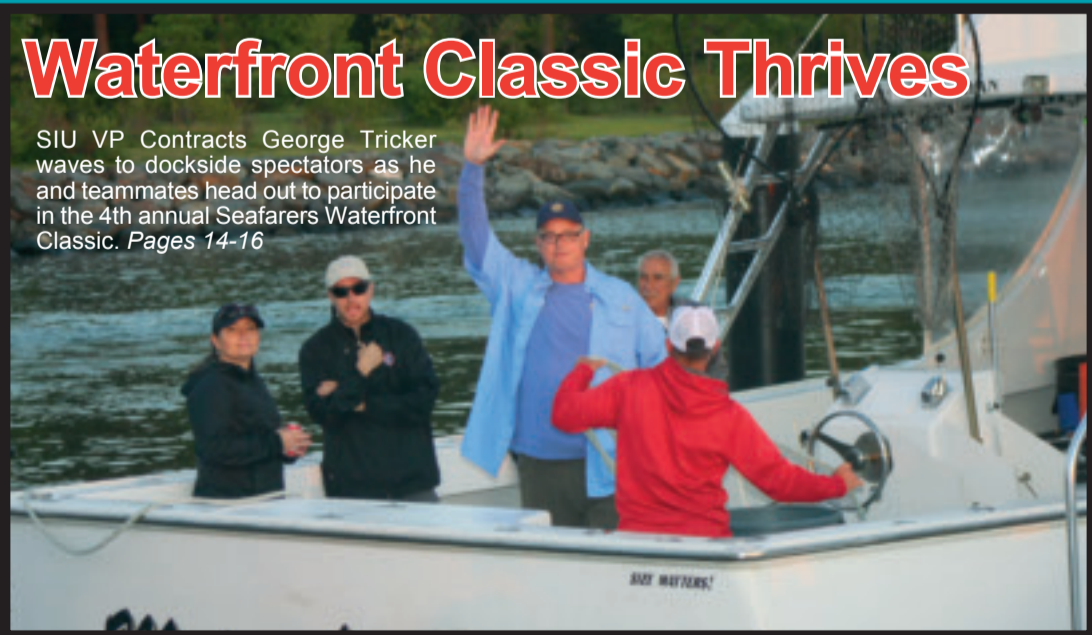
New Tonnage Galore

The SIU recently welcomed three new Jones Act tankers into the Seafarers-contracted fleet. Those vessels are the *Louisiana* (background of top photo), the *Garden State* (lower right) and the *Magnolia State* (directly below). Among the individuals in the group photo are SIU crew members, Crowley Maritime Chairman/CEO Tom Crowley (front, center), SIU VP Gulf Coast Dean Corgey (next to Crowley) and Port Agent Chris Westbrook (fourth from left). *Page 3.*



Waterfront Classic Thrives

SIU VP Contracts George Tricker waves to dockside spectators as he and teammates head out to participate in the 4th annual Seafarers Waterfront Classic. *Pages 14-16*



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President's Report

Waterfront Classic a Winner

For the fourth straight year, the SIU and our affiliated school in Piney Point, Maryland, were proud to host the Seafarers Waterfront Classic, benefiting both the Wounded Warrior Anglers of America and the Paul Hall Center for Maritime Training and Education. It's a great event that brings together Seafarers, military veterans, representatives of SIU-contracted companies and many other friends and colleagues.

Check out our coverage elsewhere in this edition, and if you missed the online posts, go on Facebook and search for 2016 Seafarers Waterfront Classic. The photos from the event page give a good sense of the camaraderie enjoyed throughout the day, as well as the strong attendance.



Michael Sacco

In many ways, this gathering captures the mutual respect that exists between SIU members and the men and women of our armed forces, plus our veterans. That's a bond that goes back three quarters of a century – and one that will endure for many, many years to come.

I completely understand that as Seafarers help uphold the U.S. Merchant Marine's vital role as America's fourth arm of defense, what matters is delivering the goods wherever and whenever needed. In some cases it also may mean transporting the troops themselves. But it's a bonus to know that our members have a commitment to backing our military which runs much deeper than simply wanting to wrap up a voyage efficiently. Our hearts are in those missions. We know the military depends on us, and that's a commitment we treat with utmost dedication.

On the heels of National Maritime Day (check the SIU website and next month's edition of the *LOG* for coverage), I salute all of our SIU brothers and sisters who've supported our troops throughout the years. Like the merchant marine song says, "Give us the goods and we'll deliver."

Register and Vote

It's not too soon to make sure you're registered to vote on Election Day, or even before then by absentee ballot. Check out the brief on page 5 of this issue or ask your port agent how to get started.

Our union has a long record of supporting pro-maritime, pro-worker candidates at every level of government, regardless of political party. That'll never change.

I've already touched on this topic earlier in the year and probably will hit it again more than once between now and November, but be fully assured the union does our homework very thoroughly before throwing our support behind any candidate. We also respect each individual's right to back the candidate of his or her choice. My personal view is that it makes the most sense to support the candidates who will support both the U.S. Merchant Marine and the rest of America's working families.

In that spirit, you may know that the SIU very early this year endorsed Hillary Clinton for president. I understand that any such endorsement is going to bring out strong emotions, and again I respect people's right to an opinion. But for anyone who didn't read the letter from Secretary Clinton outlining her detailed backing of our industry, take a few minutes and either look it up on our website or read it in the February issue of the *LOG*. Copies of the letter also are available at all of our union halls. If you can find anything wrong with that letter, let me know. It's as strong and thorough a declaration of support for the U.S. Merchant Marine as I've ever read from any candidate.

Lastly, this is also an election year for us in the SIU. Your vote counts, so make sure you exercise your right to cast a ballot. As usual, we'll publish eligibility rules and voting procedures in the coming months. In fact, we've already got a brief covering absentee ballot instructions this month. This is especially useful for our brothers and sisters who plan to be at sea from November through the end of the year.

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

New Panama Canal Study Raises Safety Concerns

An independent safety study into the Panama Canal expansion commissioned by the International Transport Workers' Federation (ITF) has raised pressing concerns about the canal's new locks.

The study was carried out by Brazil's Fundação Homem de Mar (FHM), in response to safety concerns raised by its Panamanian member unions. FHM was tasked with preparing a mathematical model, using a Maneuvering Simulator Class A, to recreate the new locks, a neo-Panamax vessel and the tugboats that would assist its maneuvers.

The concerns raised by the unions centered on the Panama Canal Administration's refusal to engage in dialogue on matters such as training, as well as the technical and construction issues that have led to delays in the operation of the new infrastructure.

According to the results of the study, using a neo-Panamax model vessel and two tugboats, it was concluded that the safety of maneuverability is compromised due to several factors:

- The locks' dimensions are too small for safe operation (with both gates closed);

- There are no refuge areas for the tugboats inside the locks, leaving no room for failure (human error, miscommunication, broken lines or engine failure);

- The bollard pull is insufficient;

- In terms of maneuverability in the locks, the control of the vessel was compromised under the average environmental conditions present in that geographic area (data provided by the contracting party). The main reasons were the low power of the tugboats and the required bollard pull. With milder conditions the exercise was

concluded safely.

The study recommends that a complete risk analysis and special training should be carried out to avoid any accidents that may result in loss of life or pollution. The study's conclusions were released April 27 at a press conference in Panama City that was attended by leading representatives of trade unions, safety and maritime organizations, as well as government representatives.

"I wish I could report that the study gave the new locks the all clear. Sadly, I can't. Instead we face a situation where those working on the canal, and those passing through it, are potentially at risk. That will have to change," said ITF general secretary Steve Cotton. "The study was based on the PCA's original plan to use one forward tug and one aft tug. We understand that compensatory alternatives are being examined, which we welcome.

"The issues identified in this study will not be a surprise to workers on the canal. Unfortunately their expertise and experience have up to now been snubbed. Thankfully they're still on offer. Those who'll be working these locks have to be brought into the process, while there's still time to fix the defects," continued Cotton.

"We share our affiliated unions' concerns and we can assure that The ITF and its canal affiliates want the new canal to be safe and to work. The Panama Canal is crucial for the international maritime industry. We offer our full support to make this important maritime route safe for all those who transit it or work on it, and for a positive engagement between unions and the PCA," concluded Cotton.

Federation Orders Study of MLC

The International Transport Workers' Federation (ITF) has commissioned an in-depth study into the implementation and enforcement of the ILO Maritime Labor Convention 2006 (MLC), which came into force in August 2013. The study will be carried out by Seafarers' Rights International (SRI).

The ITF was a major mover in the development of the MLC, which sets out comprehensive and enforceable minimum standards for seafarers' working and living conditions, and which has been described as the most ambitious convention ever, covering the modern realities of working conditions on board a 21st century ship. According to the federation, the MLC is the "fourth pillar" in the maritime regulatory regime, along with SOLAS, Marpol and the STCW conventions.

ITF Seafarers' Section Chair David Heindel, who is secretary-treasurer of the SIU, explained, "Al-

though the ITF is delighted that the convention is now in force, there is a clear need for a critical evaluation of its implementation and enforcement. Both port state control and ITF inspectors have reported numerous breaches of the MLC. That's why we've decided to commission SRI to do a thorough study to assess its effectiveness, and identify any areas where it may need strengthening. That study is likely to take around two years to complete."

He continued, "The MLC is a fine, pioneering achievement of which all of those who supported it can be proud. But there is no room for complacency. We've said all along that its enforcement and effectiveness must be monitored and checked. We're glad to be supporting that aim."

The International Chamber of Shipping and the ITF had discussed a joint project, but it was decided that the ITF would commission the study.

Investigators Find El Faro's Data Recorder

U.S. Coast Guard Convenes Second Round of Hearings

The National Transportation Safety Board (NTSB) reported that the research vessel *Atlantis* located the *El Faro*'s voyage data recorder (VDR) April 26 near the Bahamas, but the process of retrieving it and extracting the information could take another two or three months.

Two days after the recorder was found, the agency announced that a separate mission would be required to recover it. "The team of investigators and scientists aboard *Atlantis* collaborated with investigators at the National Transportation Safety Board lab in Washington and determined that given the VDR's proximity to the mast and other obstructions, recovery of the VDR cannot be accomplished with the equipment currently available on the ship," the NTSB noted. "Video and photographic images revealed that the VDR appears to remain attached to a steel beam connected to the mast structure."

"Now that we have been able to see just how the VDR is oriented relative to the mast structure, it's clear that we're going to need specialized deep-wa-

ter salvage recovery equipment in order to bring it up," said Brian Curtis, acting director of the NTSB Office of Marine Safety. "Extracting a recorder capsule attached to a four-ton mast under 15,000 feet of water presents formidable challenges, but we're going to do everything that is technically feasible to get that recorder into our lab."

A week later, NTSB officials told reporters that the VDR should contain data and the final 12 hours of audio from the *El Faro*'s bridge. The device reportedly was constructed to withstand pressure up to 20,000 feet below sea level.

The recent search mission was a follow-up to the initial one last October and November, which involved locating the sunken vessel itself and surveying the debris field. Data collected at that time was utilized to plot "high probability" search zones for the VDR.

Meanwhile, the U.S. Coast Guard's Marine Board of Investigation in mid-May began a second round of public hearings in Jacksonville, Florida, on the loss of the *El Faro* and its 33 crew members, including 17 Seafarers. They were scheduled to end too late for inclusion in this edition. (Please check the News section of the SIU website for updates.)



New Crowley Vessel Louisiana Boosts SIU Fleet

SIU-contracted Crowley Maritime Corporation recently christened the third of four new product tankers at the Julia Street Cruise Terminal in New Orleans. The vessel, named the *Louisiana*, will join two sister ships, *Texas* and *Ohio*, in the Jones Act trade, and will carry a crew of SIU mariners.

SIU Vice President Gulf Coast Dean Corgey and Port Agent Chris Westbrook represented the union at the christening May 5. Attendees representing Marathon Petroleum Corporation, the vessel's charterer, and shipbuilder Philly Shipyard Inc., watched as Carrie Templin, wife of Don Templin, Marathon executive vice president, carried out the time-honored tradition of christening the tanker by breaking a ceremonial bottle of champagne across the hull.

The 50,000 dead-weight-ton (dwt), 330,000-barrel-capacity *Louisiana* is one of the first tankers to receive the American Bureau of Shipping's LNG-Ready Level 1 approval, giving Crowley the option to convert the tanker to liquefied natural gas for propulsion in the future.

"This is a great day of celebration for Crowley, Marathon, Philly Shipyard and all the people who had a role in bringing this great ship to life," said Tom Crowley, company chairman and CEO. "We also celebrate the men and women seafarers who will be

counted on to operate her safely and reliably for our customer, Marathon. There is nothing more important."

The new tankers are based on a proven Hyundai Mipo Dockyards (HMD) design that incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. Similar to its sister ships, *Louisiana* is 600 feet long and is capable of carrying crude oil or refined petroleum products, as well as other chemical products.

SIU Vice President Contracts George Tricker said, "This new vessel is the pinnacle of modern technology, combining efficiency and environmental safety to help ensure smooth sailing. Our mariners undoubtedly will do outstanding work aboard this ship."

Construction management services were provided by Crowley's marine solutions group, which provides oversight and management in shipyards across the country for Crowley and other third-party companies. Philly Shipyard (formerly known as Aker Philadelphia Shipyard, Inc.) also built the tankers *Texas* and *Ohio* for Crowley; the fourth ship in the program is under construction, with delivery planned for third quarter 2016.

"The christening underscores our contin-

ued commitment to building and operating innovative vessels that deliver the best possible service and efficiency for our customers who depend on us for safe and reliable transportation of petroleum products," said Rob Grune, Crowley's senior vice president and general manager, petroleum services.

"And, as is the case with its sister ships, we designed and built the *Louisiana* to have the capability to be converted to LNG propulsion in the future, increasing the likelihood of a long service life as new emissions regulations are developed in the years ahead."



The new Crowley tanker *Louisiana* (photo at top of page), which will sail in the Jones Act trade, features this SIU crew (photo directly above): Pumpman Kevin Hall, Bosun Greg Jenkins, ABM Rodney Roberson, AB Angel Carrillo, AB Willie McCray, AB Henry Brown Jr., SA Marvin Davis, Steward Joe Emidy, Chief Cook Marta Williams, Oiler Dave Garrett, OMU Darnell O'Hara and ABM Edward Tennyson. Thanks to Patrolman Andre MacCray for the crew photo.

NASSCO Christens Two Tankers in San Diego

Anyone doubting the capabilities of U.S. shipbuilders hasn't paid attention to General Dynamics NASSCO lately. The San Diego shipyard – a union facility – recently hosted christenings for two state-of-the-art, SIU-contracted, Jones Act tankers: the *Garden State* and the *Magnolia State*, respectively.

The vessels are part of a five-ship order for American Petroleum Tankers. They will be operated by SIU-contracted Intrepid Personnel and Provisioning, a Crowley subsidiary. Each of the tankers is 610 feet long, with a 330,000-barrel cargo capacity. They're being built to allow for conversion to LNG power.

SIU Vice President West Coast Nick Marrone represented the union at the *Garden State* ceremony, which took place May 7.

"This new tonnage is great news for our union and great news for the U.S. maritime industry as a whole," Marrone noted. "We welcome the new jobs, and on top of that, the additions to the Jones Act fleet are vital for American's national and economic security."

"The launch of the *Garden State* symbolizes and celebrates the culmination of thousands of hours of hard labor put forth by the men and women of General Dynamics NASSCO," said Fred Harris, president of General Dynamics NASSCO and Bath Iron Works (and himself a former union mariner). "NASSCO is proud to be building yet another quality product tanker for longtime partners American Petroleum Tankers and Kinder Morgan."

"We are excited to see our third ECO Class tanker, the *Garden State*, launched and christened," said Rob Kurz, vice president of Kinder Morgan Terminals and president of American Petroleum Tankers,



The *Garden State* slides down the ways at the shipyard in San Diego.

a Kinder Morgan, Inc. subsidiary. "This marks another milestone in the construction process of our five-ship program with NASSCO. We thank everyone at NASSCO for their continued support and look forward to adding this impressive vessel to the APT – Kinder Morgan fleet this coming August."

Ship sponsor Mrs. Yvette Romasko christened the vessel with the traditional

break of a champagne bottle on the ship's hull. The Honorable Greg Cox, from the San Diego County Board of Supervisors, served as the keynote speaker. Previously, Cox ceremonially laid the keel for the ship.

Just two weeks earlier, on April 23, SIU Port Agent Jeff Turkus was on hand as the shipyard christened the sister ship *Magnolia State*. U.S. Rep. Scott Peters (D-California) spoke at the ceremony, and

the ship's sponsor, Mrs. Trang Cormack, christened the vessel.

According to NASSCO, the tankers in this order "are equipped with a new ECO design which will provide a very significant improvement in fuel efficiency."

"San Diego's shipbuilding industry currently supports as many as 14,000 local

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David Heindel
SIU Secretary-Treasurer



Attendees listen to a presentation.

Advisory Board Examines Present, Future of Maritime Union-Affiliated Paul Hall Center Hosts Key Gathering of Industry Stakeholders

Experts from many segments of the maritime industry recently convened on the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC), which played host this year to the annual PHC Advisory Board meeting. Representatives from the U.S. Coast Guard (USCG), U.S. Maritime Administration, Comprehensive Health Services (CHS), union-contracted operators and the SIU executive board all met April 27 at the Piney Point, Maryland, campus to participate in a forum covering current state of maritime training as well as the latest news from the Paul Hall Center.

Speakers at the event included David Van Nevel, legal advisor to the Office of Commercial Vessel Compliance, USCG; E.J. Terminella, maritime personnel qualifications division, USCG; Ira Douglas, director of marine personnel, Crowley; Tracey Singleton, program manager/RN, CHS; Priscilla Labanowski, PHC director of training; John Hetmanski, executive chef, PHC; Robert Smith, curriculum development, PHC; Susan Fagan, simulator coordinator, PHC; and Tracey Mayhew, director of training standards, PHC.

Representing the union were Executive Vice President Augustin Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President West Coast Nick Marrone, Vice President Atlantic Coast Joseph Soresi, Vice President Great Lakes Tommy Orzechowski and SIU Plans Administrator Margaret Bowen.

The meeting opened with the Pledge of Allegiance, led by Apprentice **Daniel Dunn**, after which Heindel gave his opening remarks. Heindel used this opportunity to describe the purpose of the meeting.

He said, "We want to know what we're doing right, we want to know what we could do better, and even what we're doing wrong." This sentiment was echoed by other speakers from the union and school, and reflected the cooperative nature of the meeting. Guests and panelists discussed the topics including new and scheduled upgrades to the Paul Hall Center, best practices for staying ahead of new STCW regulations, and USCG rule updates.

Representatives from the Coast Guard presented first, offering some clarity on the subject of changing credential requirements and upcoming dates when new rules take effect. They discussed the many effects of the STCW transitions that are happening, as well as the most recent changes to renewal requirements. This included topics such as revalidation courses needed for MMC renewal, the requirement for schools to have a quality standard system (QSS), qualified assessor requirements, new LNG regulations and the polar code.

Next to speak was Douglas, representing Crowley. He addressed the importance of staying ahead of upcoming STCW requirements from an operator's standpoint.

"We're ready to go to get ahead of

these requirements," said Douglas. "Mariners working for Crowley are about 95 percent compliant at the moment. More than half of that remaining five percent is retiring, and we're aware and concerned about that number."

He also used his presentation as a chance to address the importance to operators of being prepared for new requirements: "If you're not in front of these things and actively engaged, you're going to get surprised by them."

Singleton addressed the crowd next, speaking of the improvements made to the availability and convenience of medical care to Seafarers on the beach. The number of clinics authorized to medically evaluate and clear SIU mariners has expanded from 24 to 60, and 60 percent of active mariners have used those facilities, as opposed to going out-of-network.

Additionally, she talked about the addition of A1C testing into the standard physical exam. A1C glucose-level testing is a key indicator of Type 2 Diabetes, also commonly called adult onset diabetes. This new testing has already helped some mariners in learning that they were unknowingly diabetic.

Labanowski took to the podium next, and gave a comprehensive rundown of the newly created or redesigned courses at the Paul Hall Center. These course changes have been well documented, in previous issues of the *Seafarers LOG* and on the union website.

She also touched on the usage of the



SIU Exec. VP Augie Tellez addresses the crowd.

Freedom Star, the newest training vessel provided by MARAD for use by PHC students. While the ship is currently being well-utilized by all departments for training purposes, it will begin to set sail on educational voyages in the near future.

"We will be taking the *Freedom Star* out on 12-hour voyages as part of

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Tommy Orzechowski
SIU VP Great Lakes



Ira Douglas
Director of Marine Personnel
Crowley



E.J. Terminella
Maritime Personnel
Qualifications Division, USCG



David Van Nevel,
Legal Advisor to Office
Of Commercial Vessel
Compliance, USCG



Priscilla Labanowski
Director of Training
Paul Hall Center

Two More Tankers Join Jones Act Fleet

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jobs,” said Peters. “Part of this is due to the Navy’s rebalance to the Pacific, but it’s also due to significant private contracts such as this one. The *Magnolia State* created good jobs for San Diegans and will provide a safe, more efficient, and cleaner way to transport fuel across the ocean. It was an honor to be present at the start of its construction, and it’s an honor to see her off.”

The ships were designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea. The design incorporates improved fuel efficiency concepts through several features. The tankers will have dual-fuel-capable auxiliary engines and the ability to accommodate future installation of an LNG fuel-gas system.



Bosun Dan Carman, Port Agent Jeff Turkus



Mrs. Trang Cormack christens the *Magnolia State*. Shipyard President Fred Harris is at right.



Like its sister ships, the *Magnolia State* will sail in the Jones Act trade.

SIU President Delivers Keynote Address

Sacco Calls for Support of Candidates Who Will Stand with Working Families

SIU President Michael Sacco kicked off the convention of the International Union of Allied, Novelty and Production Workers by urging the delegates to get and stay involved in the upcoming fall elections.

“We need to make sure our members know who really supports workers and get those people elected,” declared Sacco to the more than 125 delegates on April 26. “We don’t care if they are Republican, Democrat or independent – they must support workers and jobs!”

Sacco was the keynote speaker for the Novelty Workers, who were gathered in St. Petersburg Beach, Florida. Members of that union produce Weber grills, Great Dane trailers and various other goods.

The SIU president reminded the delegates a lot of money will be spent during the upcoming election cycle to confuse workers and their families as to who will watch out for them once elected. He noted the SIU has endorsed Hillary Clinton because she clearly understood the issues before the union and the maritime industry – more so than any of the other presidential candidates running from either party. But he added that his union readily supports candidates from both major parties running for the U.S. Senate and House.

While the unions may not come close to matching the dollars that will come from big business and other sources, “we still know how to get out the vote,” Sacco stated. “That’s



SIU President Michael Sacco urges delegates to back pro-worker candidates.

how we’re able to elect pro-worker candidates, and that’s the key to our resurgence. We’ve literally made the difference, time after time, in elections at the federal, state and local levels.”

Sacco pointed out several of the issues for which the labor movements is fighting: workers’ rights to join a union, overcoming income

inequality, reigning in health care costs while providing coverage for all, infrastructure needs and improved education.

“We have to throw our support behind the political candidates who will stand with us not just between now and November, but for years beyond. And we must hold them accountable,” he advised the delegates.



SIU President Michael Sacco poses between International Union of Allied, Novelty and Production Workers President Mark Spano (left) and Secretary-Treasurer Steve Torello after delivering the keynote address at the union’s convention.

Union Encourages Seafarers to Register, Vote

Seafarers are strongly encouraged to vote on Election Day (or by absentee ballot during the election period). Detailed information about voter registration is available online at: <https://www.usa.gov/register-to-vote>

Via that website, depending on

one’s state of residence, a visitor can either register directly online (23 states offer online registration) or complete the National Mail Voter Registration Form and then print, sign and mail it to the address listed under the user’s

state in the individual “State Instructions.”

The website also includes information about voter eligibility, voting by absentee ballot, finding local election offices and much more.



Pictured from left to right are Seafarers Billy Barletto, Kevin McDermott, David Findley, Alex Mata, Viet Nguyen, Charles Messmer, Terry Murley, Bryan Hughes, Mike Nance, Dutch Carrillo, Jeff Adams, Grant Gutter and Greg Gerrets.

Crescent Crews Approve New Contracts **Three-Year Agreements Boost Wages, Maintain Benefits**

By overwhelming majorities, SIU members employed by Crescent Towing recently approved new, three-year contracts calling for wage increases while maintaining benefits and securing other gains.

One of the contracts covers SIU boatmen based in New Orleans and Savannah, Georgia, while the other applies to Seafarers located in Mobile, Alabama. The agreements are nearly identical, and altogether they cover approximately 250 employees who sail aboard Crescent's 26 tugboats.

"These contracts are good for everybody involved, both from the union and from the company," said SIU New Orleans Port Agent Chris Westbrook, who served on the negotiating committees. "We made

a number of important gains and the company definitely got increased stability. It's a win-win situation."

Joining Westbrook in the Mobile bargaining group were Mobile Port Agent Jimmy White and Seafarers **Davin Tucker, Ronnie Walker and Michael Hurst.**

The SIU's negotiating committee for New Orleans/Savannah included White, Westbrook and union members **David Findley, Kevin McDermott, Charles Hammesfahr and Terry Murley.**

"We got a good contract," stated Murley. "We worked at it and we did what we were supposed to do to take care of the guys on the boats. We maintained our (benefit) contributions and got a little bit of a raise on top of it. That's pretty much

what I was shooting for. I think we did good and the company did good, too. They have good people working for them."

McDermott noted that although he has worked for Crescent for 22 years, this was his first time serving on a negotiating committee.

"It was a tough experience and there were a lot of headaches and stress for a couple of days, but it worked out good for everybody," McDermott said. "Everyone got raises across the board, and all our benefits are there. It came out good for all the guys."

The contracts maintain medical benefits the highest level (Core Plus) while providing annual wage increases. They also continue with full contributions to the Seafarers Pension Plan while improving

seniority protections.

Crescent also boosted its contributions to the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Westbrook applauded that change and credited the company for "clearly understanding that Piney Point is a valuable tool – one they'll need more and more in the future."

He added, "These were among the best negotiating committees I've ever served with. They brought a wealth of knowledge and were fantastic to work with."

Negotiations for New Orleans/Savannah took place in Kenner, Louisiana, April 6-9. Voting began April 9 and concluded on April 15. The Mobile negotiations took place April 14; voting began that same day and ended on April 18.



The Mobile bargaining teams included (from left) Crescent Asst. VP John Fountain, Port Agent Jimmy White, Wheelman/Deckhand Delegate Davin Tucker, Crescent Senior Consultant Prentiss Willcutt, Captain Delegate Ronnie Walker, Port Agent Chris Westbrook, Engineer Delegate Michael Hurst, Crescent Exec. VP Keith Kettenring, Crescent Marine Administrator Steven Reeg, Crescent VP Edward Pinner and Crescent Operations Manager James Fowler.



Serving on the New Orleans/Savannah negotiating groups were (from left) Port Agent Jimmy White, Engineer Delegate David Findley, Crescent Senior Consultant Prentiss Willcutt, Wheelman/Deckhand Delegate Kevin McDermott, Wheelman/Deckhand Delegate Charles Hammesfahr, Crescent Executive VP Keith Kettenring, Captain Delegate Terry Murley, Port Agent Chris Westbrook, Crescent Operations Manager James Fowler, Crescent VP Edward Pinner, Crescent Marine Administrator Steven Reeg and Crescent VP Hays Clark.

Senate Hearing Examines Maritime Industry

SIU, Other Unions Reiterate Critical Need for Strong U.S. Merchant Marine

The SIU recently joined with other maritime industry allies and representatives in delivering a pro-U.S.-flag message to Capitol Hill.

Six maritime unions jointly submitted testimony for an April 20 hearing of the U.S. Senate Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security. Those organizations are the SIU; the American Maritime Officers (AMO); the International Organization of Masters, Mates & Pilots (MM&P); the Marine Engineers' Beneficial Association (MEBA); the Marine Firemen's Union (MFOU); and the Sailors' Union of the Pacific (SUP). MM&P Chief of Staff Klaus Luhta presented the joint testimony.

Also testifying were Michael Roberts, senior vice president and general counsel, Crowley Maritime Corporation; Perry Bourne, director of international transportation and rail operations, Tyson Fresh Meats; and Mark McAndrews, director of the Port of Pascagoula, Mississippi, and chairman-elect, American Association of Port Authorities.

Focusing on the state of the American maritime industry, the hearing was a continuation in a series of such gatherings. The April 20 hearing was led by Sen. Deb Fischer (R-Nebraska), chair of the subcommittee, with additional questions asked by Senate Commerce Committee Chairman John Thune (R-South Dakota), Senators Cory Booker (D-New Jersey), Roger Wicker (R-Mississippi), Amy Klobuchar (D-Minnesota) and Richard Blumenthal (D-Connecticut).

Fischer said in her opening statement,

"As a global leader, the United States needs an efficient and reliable intermodal freight transportation network, to help our economy grow and create new jobs. As freight flows continue to increase, the United States maritime fleets and our ports are critical to keeping America competitive in this global market."

Booker also gave his endorsement, saying, "This country's ports, vessels and merchant marine forces are absolutely critical to our nation's economic growth, military preparedness and disaster relief efforts. These are things I know personally. Our nation's ports and maritime terminals, as well as the rail and road networks that support them, are essential for getting American products to overseas markets and generating U.S. jobs and driving economic growth."

Speaking on behalf of the unions, Luhta told the subcommittee that U.S.-flag shipping is critical to life in America as we know it. However, support for the industry could be significantly better, he stated.

"Despite the repeated expressions from leaders in the Department of Defense (DOD) that our nation needs a U.S.-flag merchant marine, the privately owned U.S.-flag merchant marine has, in recent years, declined, threatening the ability of our nation to provide the commercial sealift capability and U.S. citizen mariners that DOD requires," he said. Luhta noted that the number of vessels in the U.S.-flag foreign trade fleet declined from 106 vessels in 2011 to 78 vessels at the end of February 2016.

He also stressed the amount of time it takes to train new mariners to sail on

American-flag ships, through schools such as the Seafarers-affiliated Paul Hall Center for Maritime Training and Education: "Our country and our industry will not be able to recover overnight from the continued downsizing of our fleet and the outsourcing of American maritime jobs when the call goes out for mariners to once again respond to our nation's need. Young people will not be encouraged to enter an industry that is ignored or abandoned by policy-makers and that promises no realistic future for employment. Rather, the government, U.S.-flag shipping companies and America's maritime labor organizations should continue to work together, as we did last year to address issues surrounding the Maritime Security Program, to modify and enhance existing programs and to create new programs and opportunities that will increase the number of vessels operating under the U.S.-flag, the amount of cargo carried aboard U.S.-flag vessels, and the shipboard employment opportunities for American licensed and unlicensed merchant mariners."

Roberts echoed those statements before making specific note of the current economic struggles in Puerto Rico. While some have attempted to cast partial blame on the Jones Act, there is no evidence to support those claims, he asserted.

"Carriers in the trade have supported efforts by political leaders on the island and on Capitol Hill to develop a legislative package that will help stabilize the economy," he said. "A few have taken this legislative activity as an opportunity to urge that a Jones Act exemption for Puerto Rico be included in the package. They have of-

fered no credible proof that such a change would help Puerto Rico, and we are confident it would do more harm than good both for Puerto Rico and for the country generally. Such a change would put at risk the reliable, efficient service the island currently receives, as well as hundreds of private-sector jobs on the island, with no offsetting gains. It would also send a chilling message that would bring further investment in vessels built in U.S. shipyards to a standstill."

Roberts also addressed the importance of continuing to operate U.S.-flag ships internationally: "Accordingly, two longstanding government programs have enabled a number of U.S.-flag vessels to continue operating commercially in international trades," he said. "The Maritime Security Program provides a flat-rate stipend to the owners of contracted U.S.-flag vessels to offset the extra cost of operating under the U.S. flag. The contracts also require the owners to participate in the Voluntary Intermodal Sealift Agreement, a readiness program covering the use and potential requisition of U.S.-flag vessels entered into MSP. The second program, cargo preference, generally requires that government shipments move on U.S.-flag vessels. It was intended that the combination of the two programs would provide enough of an incentive for carriers to participate. MSP by itself would not be enough."

Bourne delved into shipper concerns about upcoming implementation of SOLAS amendments, while McAndrews discussed the port system and how to fight congestion.

Crowley Hosts Admiral For National Launch Of Mariner Safety Week

SIU-contracted Crowley hosted a national launch event April 19 in Jacksonville, Florida, for Mariner Safety Week, featuring leaders from across the maritime industry. U.S. Coast Guard Commander Rear Adm. Scott Buschman (at podium) kicked off the event at Crowley's offices during remarks to 40 representatives. The week highlighted innovative safety trends to communicate top issues and solutions to upper management representatives from class societies, labor organizations, industry members and news media. The goal is improving safety and reducing injuries across the maritime transportation sector. The event was sponsored by the National Safety Council's Waterborne Transport Group, which is chaired by Crowley's Peter Sutton, manager for health, safety, security and environmental (HSSE).



Union Constitution Outlines Absentee Ballot Procedure

LOG Will Publish Comprehensive Guide

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2016 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2016 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2016.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2016.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2016 and received by the bank depository no later than Jan. 5, 2017.

Union Dedicates El Faro Memorial in Piney Point

Seafarers and guests gathered at the union-affiliated Paul Hall Center for Maritime Training and Education to solemnly dedicate parts of the school's waterfront park in memory of those who perished aboard the *El Faro*.

The heartfelt ceremony took place April 26 in Piney Point, Maryland, following the fourth annual Seafarers Waterfront Classic. A plaque and a ship's bell were dedicated on the park's lighthouse (the vessel's name means "the lighthouse"). The park also features memorial bricks for each of the 33 individuals (including 17 SIU members) who were on the *El Faro* when it sank near the Bahamas during Hurricane Joaquin last Oct. 1.

SIU Secretary-Treasurer David Heindel opened the ceremony. He said that even though the maritime industry doesn't leave anything to chance, "sometimes it's in the hands of God, no matter what we do."

He cited both the Paul Hall Center and the American Maritime Officers school in Dania, Florida, as testaments to the thorough training that the *El Faro* mariners and other crews have completed throughout the years.

Ben Christian, a vice president from vessel operator TOTE Maritime, said the company considers all 33 members of the *El Faro's* final crew as family, but added he knows that no one other than actual family members can fully understand the pain of the lost lives.

"But their memories live on through this memorial and others," he said. "This is one more way we remember them."

Fr. Paul Nguyen from nearby St. George Catholic Church led a prayer,



and also said he was struck by the camaraderie in the maritime community. (He had led the memorial mass last November at the school.)

"As SIU President Mike Sacco says all the time, we are a family," Fr. Nguyen noted. "The *El Faro* crew will always be part of that family." (President Sacco was out of town April 26, fulfilling a commitment made long ago to deliver the keynote address at another union's convention.)

Paul Hall Center Trustee Tony Naccarato and SIU Executive Vice President Augie Tellez also addressed the crowd, offering words of comfort and vowing to help maintain the memories of the crew.

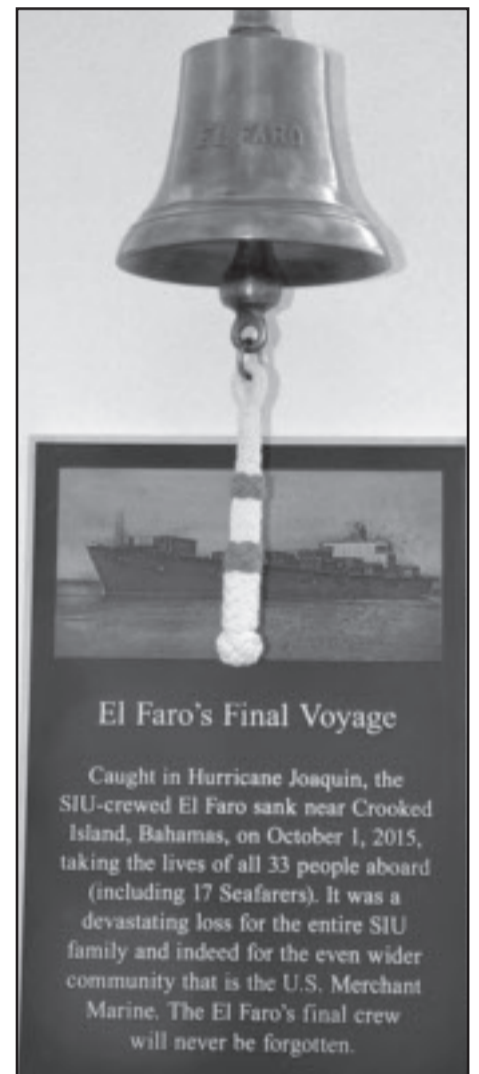
"The way we keep their legacy alive," said Tellez, "is by training and best practices and safety. Our profession is a noble profession and there are many, many folks that depend on us,



Each of the 33 crew members is memorialized via a brick at the Piney Point, Maryland, campus.

especially our military."

Tellez also thanked the members of the Wounded Warrior Anglers who were in attendance.



A new plaque and bell adorn the lighthouse at the waterfront park



Ben Christian
VP, TOTE Maritime



Fr. Paul Nguyen



Pictured from right to left are SIU Secretary-Treasurer David Heindel, PHC Trustee Tony Naccarato, SIU Executive VP Augie Tellez and SIU VP Contracts George Tricker.



Seafarers, guests, SIU officials and Paul Hall Center personnel convene for the memorial dedication.





CANVASSING IN BALTIMORE – SIU members and officials gather at the Baltimore hall before a busy day of reaching out to area residents and asking them to support pro-worker candidates, including Hillary Clinton, whom the union endorsed early this year. Among those pictured are Port Agents Elizabeth Brown (center, leaning forward) and Pat Vandegrift (fourth from right).



A-BOOK IN JERSEY – Engine department Seafarer Tsawang Gyurme (left) picks up his A-seniority book from acting Port Agent Mark von Siegel at the hall in Jersey City, New Jersey.

At Sea and Ashore With the SIU



CONGRESSMAN VISITS TACOMA HALL – U.S. Rep. Derek Kilmer (D-Washington) (right) spoke to Seafarers during the April membership meeting at the hall in Tacoma, Washington. A strong supporter of the U.S. Merchant Marine, he is pictured with Port Agent Joe Vincenzo.



AT THE HALL IN SAN JUAN – A few career milestones recently were observed at the hall in Puerto Rico. In photo at left, above, OMU Jose Vega Caraballo (right, with Port Agent Amancio Crespo) receives his full book. In the other photo, Reisa Martinez (left) shows her first ABW registration, while QMED Richardo Quinones (right) displays his newly acquired A-seniority book. Martinez said, "I'm very excited and looking forward to travel, experiencing the industry and being part of the SIU family." Quinones stated, "I'm very proud to obtain this book and look forward to expanding my horizons by pursuing my third engineer license."



GOOD AS NEW – This snapshot from the Crowley-operated *USNS Button* reflects the handiwork of ABs Cindy Granter (right) and Howard Vance Guilliams (left). When Bosun Jo Postell (center) assigned Cindy and Howard the task of repairing the *Button's* name board, they went all out – sanding, filling, repairing, staining, carefully painting the letters and then varnishing it so it looked like new.



ABOARD CHARLESTON EXPRESS – Pictured from left to right are SA Hussein Quraish, Chief Cook Rene Gil, Chief Steward Ron Tarantino and Apprentice Tarrell Jones. The ship is operated by Marine Personnel and Provisioning.



WELCOME ASHORE IN JACKSONVILLE – Longtime Seafarer William Drummond (right) picks up his first pension check at the union hall in Jacksonville, Florida. Congratulating him is SIU Asst. VP Archie Ware.



ABOARD MAERSK IDAHO – This photo was taken May 2 aboard the *Maersk Idaho* in Port Newark, New Jersey. Pictured from left are Safety Director Osvaldo Ramos, Captain Kevin McHugh, Recertified Bosun Ronald Mena and Apprentice Christian Cruz. The captain told Ramos he appreciated the SIU dispatching well-trained seamen and also gave a big thank you to the steward department for great meals.



ON SITE IN HOUSTON – SIU VP Gulf Coast Dean Corgey (left) and Port Agent Mike Russo (right) recently showed off the site where the union's new hall is under construction in Houston. Joining them were Julian Alvarez (second from left) and Jeanette Dela Cruz of the Texas Workforce Commission.



Outreach takes place in areas of great need, including this one in the Philippines.



AB Wilson (standing toward the right, in plaid shirt) and helpers prepare to distribute meals to kids.

AB Still Dedicated to Helping Others

Seafarer Wilson Continues Philanthropic Efforts

For AB Sean Wilson, devoting time, money and personal supportiveness to help impoverished kids is as much a part of life as going to sea.

One of his bigger outreach projects took place early this year, when Wilson and other volunteers teamed up to donate school supplies and sporting goods for 2,000 kids in the Philippines. They also fed 150 homeless children on Christmas.

"I'm planning on doing it regularly," said Wilson, who has been involved in domestic and overseas charity work for many years. "A little money goes a long way."

Now in his tenth year as a Seafarer, Wilson (a graduate of the Paul Hall Center's apprentice program) is understated about his philanthropy. Inspired during voyages to the Philippines, he has set up a non-profit organization aimed at assisting people in need (primarily there, though not

exclusively).

He's also still working cooperatively with his mother, Dr. Rosamaria Machado, whose faith-based mission work takes place around the world.

If it takes a bit of prodding to get Wilson to open up about his volunteerism, it's not necessarily easy to slow the passionate pronouncements of Machado. She noted that there is much more significance to their outreach than just the food or supplies themselves.

"We want to protect kids from predators and help youth excel," she said. "My intention is to show them other options than becoming prostitutes, for example, or otherwise entering the world of human trafficking. All of those things are happening in a world with such extreme financial difficulties. Someone offers them a carrot, per se, and they become entrapped."

She added that drug addiction and substance abuse are "tragic" problems across the globe, and that when young people fall into that trap, "they become property and not people. We help them to know there's another way. We give them safety tips and teach them that they have their own personal power — things that we teach our own kids. Most of all, our goal is to educate."

Moreover, when asked where religion fits into these efforts, she replied, "We aren't there to promote a religion; we promote faith. We aren't trying to push our beliefs on anyone, and parents are always present when the subject is discussed."

"It's an interfaith ministry and it's really more of an outreach to the community," she added. "We promote it this way: God has a plan for everyone, and you are part of that plan. Every player in the orchestra plays their part; if one part of that music doesn't play, the conductor knows. You as children or adults are part of that great music."

Wilson noted that although the work is vital and rewarding, it also can be frustrating.

"As you start, you feel like you're going to change the world and make a big difference," he said. "After you help the kids, you realize how much you have that they don't, and you also realize how many more of them you can't help. No matter what you do, it's never enough — but I keep trying."

Want to Donate?

Make checks payable to Xcel Ministries Incorporated and mail them PO Box 773, Rainier, WA 98576. Donations are tax-deductible, and efforts are being made to arrange for online contributions. For additional information, email XcelMinistriesInc@gmail.com

Humility, Perseverance Pay Dividends in Career of Recertified Steward

Newly Recertified Steward **Antonio Mendez Cruz** knows first-hand that even the most challenging obstacles can be overcome, provided the proper mix of humility and perseverance is employed in one's undertakings. His SIU career to date provides evidence that such a proposition not only has merit, but also oftentimes is true.

A native of Puerto Rico, Mendez Cruz signed on with the union in 2001 and initially was a member of Paul Hall Center (PHC) Apprentice Class #623. Although Spanish was his primary language, he did—to a degree—speak and understand English.

At the outset, life for the young apprentice was good and devoid of any significant challenges. His initial courses largely were of the hands-on variety. Students were required to demonstrate their mastery of certain skills by actually performing specific tasks. As the curriculum grew more intense, however, and oral and written communication skills started coming to the fore, he began experiencing difficulties.

"I did not speak or write English very well at that time," he said. "And a lot of in-depth material was being presented in my classes. I found myself falling further and further behind my classmates."

"In my second month of training, I failed the First Aid/CPR class twice," he continued. "As a result, I was moved back one month in my training and placed in Class #624."

At that point, Mendez Cruz was faced with a huge choice: He could quit, accept defeat, and pursue some other occupation; or he could take full advantage of the resources available to him at the PHC and continue working toward his dream of being a steward aboard an American-flag vessel. He chose the latter.

With the support and backing of then Commandant Pat Vandegrift (now Piney Pint port agent), Mendez Cruz mapped out a new strategy to complete his classwork.

He would spend non-class hours improving his English skills.

Enter PHC Academic Advisor Peggy Densford and Gail Dobson, a former part-time academic instructor. Both spent considerable hours — sometimes two to three daily — with Mendez Cruz reviewing and reinforcing his classwork as well as tutoring him in English.

"When he came to the trainee program, he could barely speak English, but he was clearly well educated," said Densford. "He could read very well ... so that really helped him a lot."

"He would come to me after his vocational classes and we'd go over everything that he did that day," Densford continued. "In his case, I think that the key was that he had a good academic background so he knew how to study."

"English was not his first language," Densford concluded. "But it just goes to show that if you are willing to work at it, you can overcome those types of problems. He really worked his tail off. ... He knew how to study and he never stopped trying."

"Miss Peggy and Ms. Gail helped me a great deal during my apprentice training," recalled Mendez Cruz. "After my vocational classes were over, during the afternoons and evenings while my classmates were relaxing, I was studying with Miss Peggy and Mrs. Dobson. It took me one year to complete my apprentice training. I always will be grateful to both of them for all that they did for me."

"My goal was to become a steward when I joined the union because I love to cook," Mendez Cruz continued. "Here I am now 15 years later a recertified steward, an accomplishment that I didn't even think about back then. I owe it all to the school and people like Miss Peggy and Mrs. Dobson."

"The school and staff have always been there for me,"

Mendez Cruz concluded. "They helped me get to where I am today."

Editor's note: Policies regarding recycling students at the PHC have changed since Brother Mendez Cruz went through the apprentice program.



Recertified Steward Antonio Mendez Cruz (right) poses with PHC Academic Advisor Peggy Densford shortly after his recent graduation from the school's Steward Recertification Program. Mendez Cruz credits Densford, former part-time academic instructor Mrs. Gail Dobson and the PHC vocational staff for his ascension to his current rate.

‘Rescued from the Brink of Death’

Survivor Recalls Dramatic Episode at Sea from 1980

Editor’s note: This article and the accompanying photos were submitted by Lauren Vuong, who was rescued by the SIU-crewed LNG Virgo decades ago. She is interested in hearing from anyone who was aboard the ship at that time, and may be reached by email at lauren.vuong@gmail.com and by phone at (415) 603-1025.

My Florida Reunion: 36 years of Gratitude to Seafarers

My family was rescued from the brink of death from the South China Sea in June 1980. My lifelong dream of meeting and thanking my family’s rescuers came true on March 26, 2016. Please join in my journey of survival, perseverance and gratitude.

The Past

Imagine a little girl, three years old, who worships her father because he fights for his country. She tags along like his shadow whenever he’s home. One day she wakes up and finds him gone. She’s told that he will be away for a few months. Three years later, he’s still not home. One day, when the little girl is six, she walks all day with her mother and grandmothers on unpaved roads and plowed fields to the border between Vietnam and Cambodia. She’s told her father will be there and

that she’ll see him. When she gets there, a barbed wire fence separates her and a man faintly resembling her father. She waits all day under the scorching sun. When her father finally approaches, he’s different, not the shining hero of her memory.

Next, imagine that same little girl, not yet eight years old, still missing some teeth. One night she and her family slip quietly out of their house without a single goodbye to anyone. They have in their possession: a small bag of dried foods, a few gold chains sewn into their hemlines, and her father’s army dog tag. They board a tiny fishing boat to flee communist Vietnam. They bring the dog tag to prove her father’s affiliation with the U.S. Army.

I was that little girl. My father, a captain in the South Vietnamese Army, was imprisoned for four years in a Vietcong re-education camp after Saigon surrendered. As a child, I was not permitted to attend school because my father was “a traitor.” My family was under constant surveillance from our neighbors who would report even the most minor detail of our lives, like what we ate or what soap we bathed with. A few months after my father’s release in 1979, we were compelled to attend an execution of an accused subversive. The purpose of our mandatory attendance was to remind us that the same fate could befall my father.



The writer (far right) is pictured recently with family members.

Our persecution was pervasive, unbearable and ceaseless. There was no future for my father and likely none for us. My parents realized with great sadness that the only option was to escape Vietnam. My parents and their trusted associates, some of whom were imprisoned with my father, meticulously planned the escape. They pooled money to buy a fishing boat, and secretly gathered emergency supplies like medicine and dried goods. Even the timing and route were carefully calculated. We left during the monsoon season and took the route commonly known as Typhoon Alley to the Philippines. We chose the longest route during the most dangerous time of the year because most of the families on my boat were high political risks, such as former military officers, governors and intellectuals. Capture would have likely resulted in a death sentence. We therefore hoped that by choosing such a dangerous time to leave, there would be less coastal patrol, thus helping us to elude capture. The estimated travel time was seven days in good weather.

The first two days of good weather allowed us to safely get to international waters and avoid capture. The next days are now a blur in my mind. What I do remember: the awful smells of human waste; the constant churning of my stomach; vomiting until I thought I would die. I remember the black walls of water that threatened to engulf our boat. I remember hunger so great that it took on its own shape: dark and twisting like a rope around all my organs. I remember my brother falling ill and others openly discussing what to do with his body if he were to die. I remember the desperation on my mother’s face as she looked at us, listless, starving and dehydrated.

On the tenth morning, the skies cleared. We were lost, low on fuel, food and water. We understood our dire situation. Barring a miracle, imminent death was a certainty. As we floated hopelessly, a ship flying the U.S. flag spotted us and slowed down. We waved our arms, jumped up and down and prayed for rescue. That ship was the *LNG Virgo*, part of the SIU-contracted company Energy Transportation Corporation fleet which transported liquefied natural gas from Indonesia to Japan. We were rescued by the *Virgo* in June 1980. (Seafarer **Don Hicks** was the bosun, while **L. Jarman** was the chief steward.). There were 62 of us; 27 were children under 12 years old. After about a week on board the *Virgo*, we transferred to another SIU-crewed ship, the *USNS Sealift Antarctic*. At the time, I understood that the transfer was made for our benefit because following the United Nations’ Geneva Convention on the refugee crisis in July 1979, President Jimmy Carter ordered the Seventh Fleet operating in the South China Sea to look for

and pick up “boat people.” Such an active decree by the president led us to believe that being under a U.S. Navy ship’s rescue (as opposed to a commercial vessel) would almost certainly ensure our refugee status and resettlement in America. In my mind, though, it did not matter whether the vessel was military or commercial. The undisputed fact was that we were saved by ships flying the American flag. That image forever cemented itself in my mind as synonymous with life and freedom.

We transferred to the *USNS Sealift Antarctic* on July 3, 1980 and disembarked two days later in Singapore, many of us shoeless and still with only the clothes on our backs. We spent the next five months in a refugee camp in Galang, Indonesia, waiting for resettlement. We lived in a tin-roofed army barrack with other families. There were 104 people in my barrack. There was no electricity or indoor plumbing in the camp. My family resettled in San Jose, California. My parents went to school in the daytime to learn English. At night, they went to trade school to learn electronics to work in the Silicon Valley. We cleaned houses on the weekends. My parents did everything they could to ensure our survival. My siblings and I were told never to squander the life our saviors gave us. We tried very hard in school; failure was not an option.

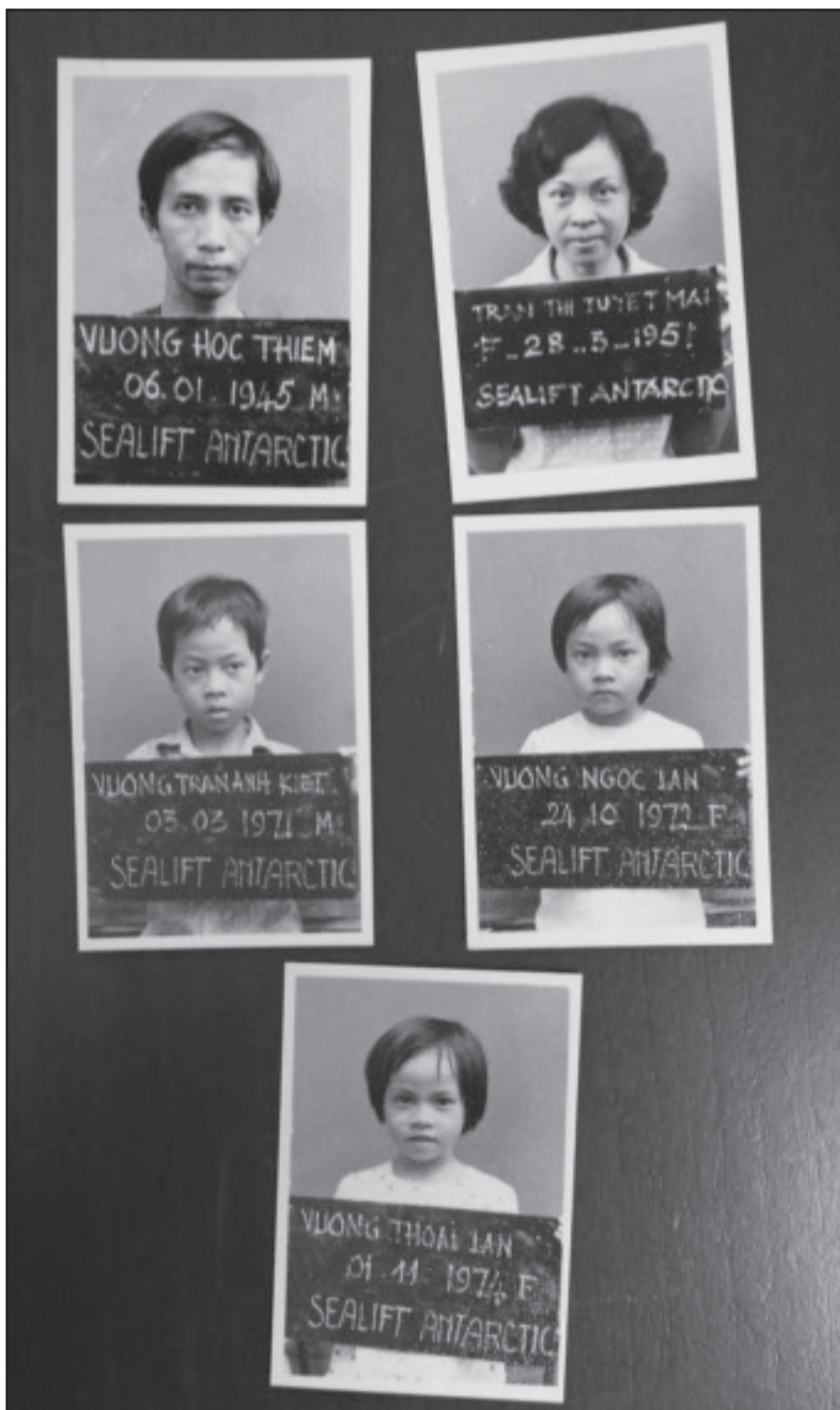
The Present

I am now a practicing attorney in San Francisco. My brother works in information technology in the Silicon Valley; my sister is a pharmacist in Westminster. Both my parents are in good health and enjoying their well-deserved retirement.

Since June 1980, the skyscraping image of the *Virgo* never left my mind. It was my lifelong dream to find and thank the captain and crew who saved us. I first started searching for the *Virgo* in 1991 when I was researching college scholarships. My mother said our saving vessel’s name is “Viet-go.” I could not find any such ship in the maritime registries.

In 2007, I realized that my mother was mispronouncing the ship’s name. I asked her to spell out “Viet-go;” she wrote “Virgo.” With the help of a researcher and the marvel of the internet, I located Captain George Overstreet. I initially thought Captain Overstreet was our rescuer. He clarified, however, that our benefactor was actually Captain Hartmann Schonn, who passed away in 2000. Though disappointed, I still wanted to find others who were present during our rescue. Captain Overstreet introduced me to retired Chief Engineer Don McLendon, who sailed with various ships in the ETC fleet and who had

Continued on Page 17



Lauren Vuong (birth name Vuong, Ngoc Lan) and other refugees were photographed after being transferred to the SIU-crewed *USNS Sealift Antarctic*. She’s pictured on the right, second row.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2015. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$277,852 as of July 31, 2015, compared to \$36,743 as of August 1, 2014. During the plan year the plan experienced an increase in its net assets of \$241,109. 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 \$12,771,153, including employer contributions of \$12,767,344, earnings from investments of \$1,572, and other income of \$2,237.

Plan expenses were \$12,530,044. These expenses included \$343,735 in administrative expenses and \$12,186,309 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 pay-

ments to service providers;

3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, California 94107 telephone number (415) 764-4990. The charge to cover copying costs will be \$4.25 for the full annual report, or \$0.25 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 at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC 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: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2015. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(156,720) as of June 30, 2015, compared to \$(155,407) as of July 1, 2014. During the plan year the plan experienced a decrease in its net assets of \$1,313. During the plan year, the plan had total

income of \$653,439, including employer contributions of \$650,279, earnings from investments of \$35, and other income of \$3,125.

Plan expenses were \$654,752. These expenses included \$196,488 in administrative expenses, and \$458,264 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; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$0.25 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 accompany-

ing 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.

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Annual Funding Notice – MCS Supplementary Pension Plan

Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2015 and ending December 31, 2015 ("Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2015	2014	2013
Valuation Date	January 1, 2015	January 1, 2014	January 1, 2013
Funded Percentage	163.51%	159.16%	159.05%
Value of Assets	\$6,748,469	\$6,779,398	\$6,814,098
Value of Liabilities	\$4,127,355	\$4,259,436	\$4,284,318

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2015 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2015	December 31, 2014	December 31, 2013
Fair Market Value of Assets	\$6,758,379	\$7,027,934	\$7,079,945

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2016, separate notification of the status has or will be provided.

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 763. Of this number, 259 were current employees, 380 were retired and receiving benefits, and 124 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Prudential Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 30% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	0
2. U.S. Government securities	4
3. Corporate debt instruments (other than employer securities):	
a. Preferred	14
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0

b. Common	28
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	7
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	3
14. Value of funds held in insurance co. general account (unallocated contracts)	44
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pb.gc.gov/multiemployer. Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information About Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Margaret Bowen, MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, Maryland 20746, (301) 899-0675.

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856.

SHBP Offers COBRA Continuation Coverage to Union Members

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

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are

the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you

may not be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement

for a certain period of time. If you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

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

Annual Funding Notice – Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2015 and ending December 31, 2015 ("Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2015	2014	2013
Valuation Date	January 1, 2015	January 1, 2014	January 1, 2013
Funded Percentage	138.3%	132.8%	126.5%
Value of Assets	\$1,441,263,299	\$1,330,414,329	\$1,161,019,565
Value of Liabilities	\$1,042,173,488	\$1,002,084,254	\$917,691,730

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2015 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2015	December 31, 2014	December 31, 2013
Fair Market Value of Assets	\$1,422,000,000	\$1,441,263,299	\$1,330,414,329

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2016, separate notification of the status has or will be provided.

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 19,713. Of this number, 7,304 were current employees, 7,660 were retired and receiving benefits, and 4,749 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

Investment objectives:

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

Investment Guidelines:

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

Asset Allocation:

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

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

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided

to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

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

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	1
2. U.S. Government securities	21
3. Corporate debt instruments (other than employer securities):	
a. Preferred	16
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	35
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	19
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	7
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

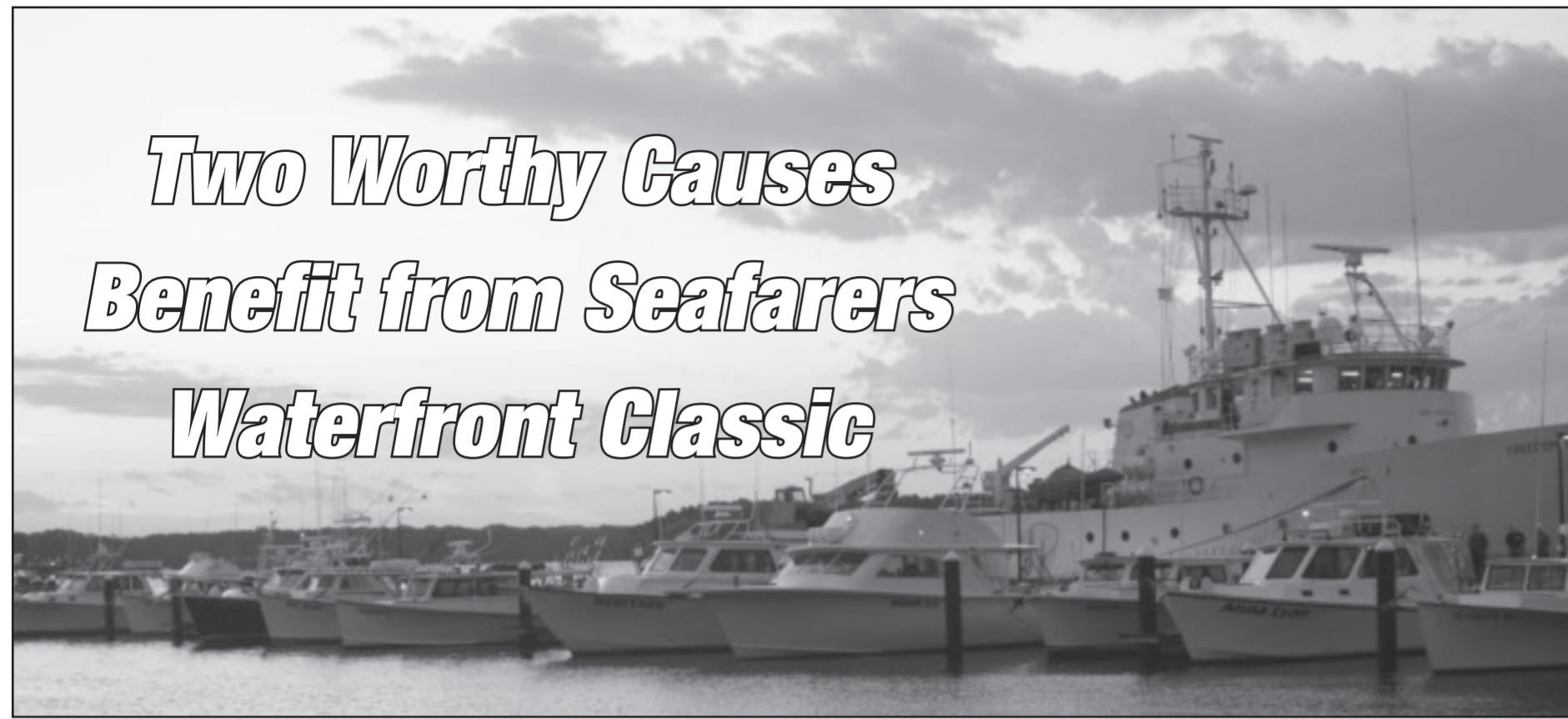
For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pbgc.gov/multiemployer. Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information About Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Seafarers Pension Plan, Attn: Margaret Bowen, 5201 Auth Way, Camp Springs, Maryland 20746; (301) 899-0675

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329.

Two Worthy Causes Benefit from Seafarers Waterfront Classic



The 4th Annual Seafarers Waterfront Classic was another overwhelming success, according to organizers as well as anglers who participated in the annual outing.

Held April 26 at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland (PHC), the event raised funds for the Wounded Warrior Anglers of America (WWA) and the PHC waterfront project. Some 135 individuals comprised this year's field of anglers. Included were rank-and-file Seafarers, military veterans including 15 WWA members, executives from Seafarers-contracted companies, SIU and PHC officials and staff, family members and other guests.

Wounded Warrior Anglers who took part in the classic were: PFC Robert Harvey (U.S. Army), CPO Daniel Preis (U.S. Navy), Judy Souders, WWA Board of Directors, Sgt. Terrell Brooks (U.S. Air Force), Capt. Frank DePace (U.S. Army), CPO Buck McTee (U.S. Navy), MCPO Ralph Camp (U.S. Navy), PFC Tate Hutchinson (U.S. Army), Seaman Brian Foreman (U.S. Navy), SFC Angel Vazquez (U.S. Army), SFC Kevin Santos (U.S. Army), SFC Harold Burgos (U.S. Marine Corps), Sgt. Gary Benenati (U.S. Army), SPC Jackson Clyde (U.S. Army), SPC Daniel Rakijasic and Capt. David Souders (U.S. Army).

Participants were divided into teams which consisted of at least one wounded warrior angler, a sponsored operator and union official. Teams were transported to their respective fishing locations aboard 17 sponsored boats.

As a group the anglers landed 62 striped bass (AKA rock fish) for a combined weight of 1,393.45 pounds—more than double last year's haul of 680 pounds. The catch was prepared several different ways by chefs from the PHC culinary staff and later served to those who attended the classic's awards dinner.

Baltimore Port Agent Elizabeth Brown earned the day's bragging rights for her catch which weighed in at 35.7 pounds. Brown reeled in this "beast" while fishing from the *Steven D.*

Ellen Silver from the SIU legal office was the classic's jackpot winner. Her catch was made aboard the *Anna Lynn*. It tipped the scales at 33.5 pounds and earned her a handsome total in prize money. Rather than pocketing the loot, Silver—keeping the charitable spirit at the fore—do-

ned her winnings equally between the WWA and Doctors Without Borders.

The award for landing the three largest fish by a sponsor was claimed by Ron Perrone of ASB Capital, via the Steiner group aboard the *Shea-D-Lady*. This party landed five rockfish for a combined weight of 72.7 pounds. **Ken Steiner's** 25.5-pounder led his team. Not far behind was Alex Steiner who reeled in a 24 pounder. The catches of both Dave and Phil Steiner each tipped the scales at 23.2 pounds. Cameron Steiner rounded out his party's catch with a very respectable 20-pounder of his own.

SIU Vice President Contracts George Tricker, who again served at the classic's chairman, was pleased with all aspects of the gathering. "Today's event was a total success in all regards," he said. "We were blessed with outstanding weather and everyone appeared to thoroughly enjoy themselves."

"There is no doubt that the causes for which the classic was held are worthwhile," he continued. "We not only accomplished our objective of raising money for both the Wounded Warriors Anglers as well as the school's waterfront project, but also had a great time on the water. The day's events were punctuated with a great meal and awards ceremony. In my book, that's a winner all the way."

"My hat is off to everyone who worked behind the scenes to make this outing the tremendous success that it was," he continued. "Their efforts are greatly appreciated, and the event once again proved to be a perfect partnership between the Wounded Warrior Anglers, our contracted operators, the Seafarers International Union and the school."

Keystone Shipping Executive Philip W.J. Fisher, who served as waterfront project chairman and classic sponsor, echoed Tricker's sentiments. "This year's waterfront classic was the latest in a continuing series of outstanding accomplishments that was made possible through cooperation between the SIU and the management of its contracted operators," he said. "Everyone involved did a terrific job."

"Through their efforts, we were able to put on a great event," he continued. "It's simply wonderful that we again were able to donate proceeds to the Wounded War-

riors Anglers and some to the school."

"The Wounded Warrior Anglers again had the privilege to attend the 2016 Seafarers Waterfront Classic on April 26 in Piney Point, Maryland," said Wounded Warrior Anglers President and Co-Founder Capt. David Souders. "It allowed us to bring together 15 of our Warriors—from multiple regions throughout Florida, Maryland and West Virginia—to enjoy such a great uplifting event."

"The Seafarers Waterfront Classic is always one of the highpoints of the year for Judy Souders and me, along with our warriors," he continued. "Each year, Wounded Warrior Anglers strive to open this great experience and opportunity to different warriors. I'm always amazed by the exemplary treatment and respect that our warriors receive and the honors the Seafarers bestowed upon us. We are truly humbled by their continued generosity."

Fort Lauderdale Port Agent Kris Hopkins also weighed in. Hopkins was a participant as well as an active organizer of the event.

"The fourth Annual Waterfront Classic was an awesome event," he said. "Being in the company of the warriors was extremely rewarding. It was made even more so to see them be able to unwind and enjoy themselves in the relaxed atmosphere made possible during this annual SIU-sponsored outing."

"Those I talked to (Wounded Warrior Anglers) couldn't say enough about the reverence they were afforded during the entire event and the sense of dignity they garnered from it," he continued. "Everyone involved in putting on this affair did a fantastic job; hopefully it sent the message that everyone in the SIU is truly appreciative of the warriors' sacrifices and service they have done for our great country."

"Through this annual event, the union and its contracted companies have done great things to help all Warriors who need it," Hopkins concluded. "In my view, if we helped just one Warrior get back on track through this classic, then we've made a positive difference. I for one am proud to be part of this annual event and I look forward to many more."

More photos from the classic are available on Page 16



Anglers make their way to their assigned boats.



Vessels (photo above) depart the Piney Point docks en route to their fishing locations. Among the last sights anglers aboard the vessels saw on land upon their departure was the the Seafarers Training and Recreation Center Hotel (photo below).



PHC Trustee Tony Naccarato



Above is some of the art that was on display in the lobby of the Seafarers Training and Recreation Center Hotel during registration for the classic. The works were provided by SIU Retiree Nick Grassia.



The Shea-D-Lady Team



The Game Over Team



Melissa Serridge, TOTE Services



Lee Egland of Crowley Maritime (center) shows off his catch which unfortunately was not a keeper. Members of his team marvel at his skills.



The *Double D* Team



Wounded Warrior Anglers President Capt. David Souders proudly poses with his catch.



Bosun John Natoli (left) and Ed Washburn, Pasha Hawaii



SIU Port Agent Elizabeth Brown hoists the trophy she won for landing the classic's largest fish, a 35.7-pounder. Making the presentation were Ed Hanley of Maersk Line, Limited (left) and Keystone Shipping Executive Phil Fisher.



Some of the Wounded Warrior Anglers who participated in the classic



VP Contracts George Tricker (seated at the far right) poses with members of the Wounded Warrior Anglers at the conclusion of the classic's awards dinner.



Robert Smith
Curriculum Development
Paul Hall Center



Susan Fagan
Simulator Coordinator
Paul Hall Center



John Hetmanski
Executive Chef
Paul Hall Center



Tracey Mayhew
Director of Training Standards
Paul Hall Center



Tracey Singleton
Program Manager/RN
Comprehensive Health Services

Maritime Industry Experts Gather in Piney Point for Board Meeting

Continued from Page 4

classes," she stated.

Labanowski also spoke about the new AB to Mate modular program and how successful it has become among those seeking to obtain their Third Mate license.

Smith talked about the FOWT to Third Assistant Engineer modular program that is under development. He gave a detailed explanation of the components involved, and the substantial effort in creating this new curriculum.

Next to speak was Susan Fagan, who covered the school's state-of-the-art simulators. She reviewed current simulator training, stating that SIU-contracted

companies have utilized the simulators for company-specific courses in both area and exercise development.

To begin the discussion on changes taking place in the steward department curriculum, Hetmanski covered the finer points of a directive he refers to as Culinary 2.0. This new direction for the steward department focuses on healthier menus, less wasted food, and more cost-effective operations in the galley as well as a better-trained mariner in terms of leadership, time management and computer skills.

Hetmanski said, "A healthy mariner is a safer mariner, and a more productive mariner."

Revising the curriculum also included reviewing the software packages used in the classroom, both for in-class assignments and potentially to replace the current software used in galley aboard SIU-contracted ships. He referred to that search nearing completion, saying, "There are many programs out there to meet our needs; now all we have to do is pick one."

He and Tricker also led a breakout group discussion on the curriculum of the steward department. They solicited opinions from the assembled operators and other maritime partners on the quality and effectiveness of the current steward department program, as well as changes that should be implemented.

All of these changes are a part of the larger project of updating and relocating the current steward lab at the PHC. The new culinary lab will include many upgrades and modifications, including new equipment and individual workstations for students to perform practical cooking assignments.

Hetmanski noted, "The steward lab that is currently located in the bungalow next to the port office will be relocated to the main galley in the hotel in the existing bakery. The bakery will be relocated in the old chef's office in the next room. Our students will no longer have to walk over to the former lab in bad weather, as we will all be under one roof."

Decades-Old Sea Rescue Remains Fresh in Mind of Grateful Survivor

Continued from Page 11

himself participated in several rescues. Don was still connected to many in the seafaring community and offered me his help.

Through the power of his MEBA and SIU contacts, Don tirelessly tracked down various leads to ascertain who was onboard the *LNG Virgo* in June 1980. We had a series of near hits and disappointments, each time more crushing than the previous. Don, however, refused to let me give up hope.

Don's profound benevolence transformed my thinking. I realized that it was immaterial that he and George Overstreet were not actually on board at the time of my rescue. The gratitude I felt extended to *all seafarers* who rescued refugees in distress. I could not distinguish between the compassion extended to me and the one that benefited others like me. In my mind, if they saved one Vietnamese boat person, that person could have been my father, my mother or someone I know. Without these generous seafarers, the Vietnamese-American community as we know it would not exist.

I expressed a desire to meet those who contributed to saving refugees. Captain Overstreet invited us to visit in Florida.

Miraculously, a week before our planned reunion, Don, with the assistance of the editors of the *Marine Officer* and *Seafarers LOG*, located archival articles documenting the *LNG Virgo's* collaboration with *USNS Sealift Antarctic* to rescue a total of 185 boat people. One article mentioned Captain Hartman Schonn and his *USNS Sealift Antarctic* counterpart Master Douglass Torborg. Doug, incredibly, still retained a copy of the rescue ledger. He

confirmed that my family was "Family #11" and that I was "#56" on the ledger. The next day yielded equally amazing news: Kenneth Nelson, then cargo engineer on board the *Virgo*, actually assisted in our rescue. He boarded our boat, assessed the situation and declared our vessel unseaworthy, thus clearing the way for rescue. Mr. Nelson stood on our boat, timed the sea swell and individually handed over every child to Assistant Engineer Dan Hanson waiting on the gangway. I contacted Engineer Nelson. During our conversation, Ken realized he still had the photos and sent them to me. My family stared in disbelief at our images from 36 years ago, the joy evident on

our faces. Immense gratitude filled my heart. On March 26, 2016, we reunited with our saviors after 36 years. Words are inadequate to describe how we felt upon meeting George Overstreet, Don McLendon, Doug Torborg and their respective families. Tears flooded our eyes as we embraced the people who gave us life.

I individually asked Doug, Don and George about their experiences rescuing refugees from the South China Sea. McLendon emphatically refuses any credit. He claims that rescuing boats in distress is "the seafarer's way."

Doug, when receiving belated accolades for his heroism at sea, said, "We were trained to render assistance to people and vessels in distress.... It was just part of our job." George simply stated, "It was the right thing to do."

The Future

I continue to be astounded by the seafaring community's generosity. Without

Don's tireless efforts, my family would not have had the opportunity to thank our saviors for their compassion so many years ago. George hosted my party of six for five days in his home. Doug, Don and their respective wives gave up their weekend to see us.

I am grateful to be able to hold each of the mariner's hands and tremble through the words that have been ever-present in my heart for the last 36 years, "Thank you." The reunion was beyond any fantasy I could conjure as the bumbling 18 year-old searching for the *Virgo* in maritime registries. Yet, greedily perhaps, I persist in my desire to find others: Bill Hewitt, chief mate of the *Virgo* during my family's rescue; Assistant Engineer Dan Hanson who assisted on the gangway, and all other yet-identified mates, engineers and unlicensed crewmen. From the *USNS Sealift Antarctic*: Second Mate Ed Wheeler, Third Engineer James Murphy, ABs Ed Marz and William Richardson, Third Mate and doctor Michael Carlisle, Chief Mate Thomas Jacobsen and Messmen Sebastian Terres and Ali Saeed. And most important personally, I wish to find Anna Carina Schonn, Captain Schonn's daughter. I believe Anna Schonn currently lives in Germany. I very much wish to meet Ms. Schonn and tell her what her father's immense compassion did for us. I know that my family's reunion with our saviors after 36 years is not the end of the story, but rather the beginning of a new and continuing dialogue that connects our two communities. I hope that many more families will have the opportunity to express their gratitude as we have. Above all else, I hope that the children, grandchildren and great grandchildren of people like George Overstreet, Don McLendon, Douglas Torborg, Ken Nelson and so many others, will see the truly historic impact their fathers made on the history of an entire immigrant community for whom existence would not have been possible.

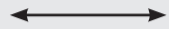
I am humbled. I am blessed. I am grateful.



This photo taken aboard the *LNG Virgo* in 1980 shows Lauren (third from left), family members and other refugees and a crew member.

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 SIU members at the union hall in Oakland, California.

Question: What is your favorite type of vessel to work on, and why?



Artis Williams
Bosun

"Well, I have several types of vessels I like to work on, each for different reasons. Working on cable ships is a great learning experience, while government vessels offer opportunities for additional training. But my favorite ships to work aboard have to be container ships. They go to more varied places, and there's usually a faster pace to the work aboard a container ship."



Raymond Roldan
Jr. Engineer

"Anything that lets me sail as a QMED works for me. I've been sailing on a bunch of tankers, and those are great to work on."



Sutthipong Ticer
QMED

"Car carriers are my favorite ships to work aboard. The military contracts that we get go all over the place, and so they offer the greatest opportunities for travel."



George McAnern
Jr. Engineer

"I usually sail on containerships, because the job usually entails a lot more varied work. I also like to sail on the MSC (Military Sealift Command) contract ships, because they sail all over the place, and the potential for travel is a big draw for me."



Richard Grubbs
AB

"I particularly like the car carriers, as they tend to travel to different ports all the time, as opposed to cargo ships, which tend to travel the same routes all the time. That opportunity for travel is one of the reasons I love my job."



Gustavo Osorio
QE4

"I don't have a favorite, really. As long as I'm sailing on a U.S.-flag ship, I'm happy. I usually just pick based on what the job is, as opposed to the type of ship. I'm very happy with every type of ship I've sailed on."

Pic From The Past



Members of the SIU and the Brotherhood of Marine Engineers took to the picket lines July 29, 1953 to challenge unfair labor practices by the Valentine Steamship Company. According to former SIU member Andrew Messana, who provided the photo above as well as information about it (he is pictured second from left along with another SIU member at immediate left), the company had just purchased the tankship *Val Chem* and was having it fitted out in the Bethlehem Steel Company at 27 Street, Brooklyn, New York. Messana stated that while the vessel was being worked on, Valentine officials agreed to discuss crewing the *Val Chem* so as to give SIU members on the beach an opportunity for employment. In subsequent meetings, Valentine officials indicated that the SIU would receive full consideration in manning the vessel. After discussing matters with the SIU and reading their contract, however, the company secretly signed an agreement with another union before hiring even one SIU crew member. "They didn't even bother to notify the SIU of their actions," Messana said. In response, the SIU, joined by members of the Brotherhood of Marine Engineers (three of whom are pictured above from the right) took to the picket lines to protest. "Typical of their disregard of the rights of working men was the deliberate way one of the company straw bosses ran down two SIU pickets with his car, sending both of them to the hospital," Messana said. The pickets lasted 10 days and the SIU prevailed. "We in the SIU have always fought any attempt to weaken the security of union members. Whether they were AFL or CIO men," Messana said.

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

June & July Membership Meetings

Piney Point.....	Monday: June 6, *Tuesday: July 5
Algonac.....	Friday: June 10, July 8
Baltimore.....	Thursday: June 9, July 7
Guam.....	Thursday: June 23, July 21
Honolulu.....	Friday: June 17, July 15
Houston.....	Monday: June 13, July 11
Jacksonville.....	Thursday: June 9, July 7
Joliet.....	Thursday: June 16, July 14
Mobile.....	Wednesday: June 15, July 13
New Orleans.....	Tuesday: June 14, July 12
Jersey City.....	Tuesday: June 7, July 5
Norfolk.....	Thursday: June 9, July 7
Oakland.....	Thursday: June 16, July 14
Philadelphia.....	Wednesday: June 8, July 6
Port Everglades.....	Thursday: June 16, July 14
San Juan.....	Thursday: June 9, July 7
St. Louis.....	Friday: June 17, July 15
Tacoma.....	Friday: June 24, July 22
Wilmington.....	Monday: June 20, July 18

*Piney Point change created by Independence Day Holiday

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



"No, we aren't booking a business trip. We're just looking for a NO TAX country to shelter corporate profits."

Dispatchers' Report for Deep Sea

April 16, 2016 - May 15, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups			All Groups				All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	13	1	4	8	1	1	23	13	1
Anchorage	0	1	0	0	0	0	0	3	1	0
Baltimore	3	5	1	1	3	0	0	7	9	1
Fort Lauderdale	11	8	2	9	12	1	8	22	16	4
Guam	1	0	0	3	3	0	0	2	1	0
Harvey	13	0	1	7	0	1	1	15	0	0
Honolulu	7	1	0	5	2	0	1	23	6	0
Houston	41	8	2	43	12	3	24	150	13	9
Jacksonville	34	14	4	23	11	2	9	64	26	6
Jersey City	39	9	1	36	10	0	15	64	22	2
Joliet	2	2	0	5	3	0	1	2	2	1
Mobile	7	4	1	4	2	1	1	14	3	1
Norfolk	18	16	4	10	9	4	7	33	28	1
Oakland	16	4	1	8	3	0	5	34	8	3
Philadelphia	6	0	0	1	2	0	0	9	7	1
Piney Point	1	2	0	1	1	0	0	3	4	0
Puerto Rico	8	4	0	2	3	0	1	12	10	0
Tacoma	28	7	1	40	4	3	16	71	18	3
St. Louis	2	3	0	2	0	0	0	2	6	0
Wilmington	31	11	1	25	7	1	8	47	22	8
TOTALS	280	112	20	229	95	17	98	600	215	41
Engine Department										
Algonac	2	6	0	2	4	0	0	1	6	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	4	1	2	3	0	0	4	5	2
Fort Lauderdale	5	3	0	8	3	0	1	14	5	0
Guam	0	1	0	0	0	0	0	1	1	1
Harvey	6	1	0	4	1	0	1	7	0	1
Honolulu	5	5	0	6	5	0	1	15	7	0
Houston	13	9	2	9	4	0	7	30	13	2
Jacksonville	21	15	0	14	6	1	4	38	24	3
Jersey City	8	7	0	6	5	0	1	29	7	0
Joliet	0	5	0	1	2	0	0	0	2	0
Mobile	4	2	2	3	1	1	1	7	4	1
Norfolk	7	14	1	10	4	1	6	20	25	0
Oakland	10	1	1	7	3	0	2	19	7	2
Philadelphia	2	1	0	2	0	0	0	3	1	1
Piney Point	2	3	0	2	1	0	0	1	3	0
Puerto Rico	1	2	1	1	2	0	1	5	11	1
Tacoma	9	1	1	9	6	3	6	28	8	2
St. Louis	3	1	0	1	0	0	0	3	4	0
Wilmington	8	5	0	4	4	1	2	16	17	2
TOTALS	109	86	9	91	54	7	33	241	150	18
Steward Department										
Algonac	5	2	0	3	3	0	1	3	2	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	2	0	0	0	1	0	0	3	0	0
Fort Lauderdale	11	3	0	10	3	0	3	17	6	0
Guam	1	0	0	1	0	0	0	2	2	0
Harvey	2	0	0	1	0	0	0	8	4	0
Honolulu	10	0	0	13	0	0	5	15	0	0
Houston	19	7	1	17	3	0	5	29	7	1
Jacksonville	16	7	1	8	2	1	5	28	10	1
Jersey City	12	2	0	13	3	0	8	24	4	0
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	3	1	2	3	4	1	0	5	0	1
Norfolk	13	8	2	11	9	2	8	23	13	3
Oakland	10	3	0	12	2	1	8	15	9	4
Philadelphia	3	0	1	0	0	0	0	3	0	1
Piney Point	4	2	0	0	2	0	1	5	3	0
Puerto Rico	0	3	0	2	2	0	0	1	5	0
Tacoma	14	3	0	10	2	0	5	27	4	0
St. Louis	1	0	0	0	0	0	0	6	0	0
Wilmington	17	5	0	23	2	1	10	30	11	1
TOTALS	144	46	7	127	38	6	59	245	81	12
Entry Department										
Algonac	1	11	6	0	3	3	1	4	12	5
Anchorage	0	1	1	0	0	0	0	0	1	2
Baltimore	0	3	1	0	1	0	0	0	4	2
Fort Lauderdale	0	3	3	0	3	2	0	1	5	6
Guam	0	3	0	0	1	0	0	0	2	0
Harvey	0	1	0	0	0	0	0	1	1	0
Honolulu	0	5	2	1	5	2	0	1	12	7
Houston	3	12	3	4	6	2	1	9	25	5
Jacksonville	2	9	17	1	6	6	0	5	15	20
Jersey City	0	16	2	1	10	0	1	5	27	5
Joliet	0	1	2	0	1	1	0	0	1	1
Mobile	0	0	0	1	0	0	0	0	2	0
Norfolk	1	16	2	0	15	4	1	2	21	10
Oakland	3	8	4	3	9	1	3	3	19	6
Philadelphia	0	1	0	0	1	0	0	0	0	1
Piney Point	0	0	0	0	0	0	1	0	1	0
Puerto Rico	1	1	0	1	0	0	0	3	0	0
Tacoma	1	10	4	3	6	3	1	2	16	8
St. Louis	0	1	0	0	0	0	0	0	1	0
Wilmington	3	13	7	5	7	8	6	5	48	12
TOTALS	15	115	54	20	74	32	15	41	213	90
GRAND TOTAL:	548	359	90	467	261	62	205	1,127	659	161

Seafarer Shares Story of Recovery

The Seafarers Addiction Rehabilitation Center (SARC) has helped more than 2,400 SIU brothers and sisters regain their alcohol- and drug-free statuses over the last 40 years. While the privacy of those enrolled in the program is safeguarded and kept confidential, retired Recertified Steward **Brian Gross** has chosen to share his story, in the hopes that he can inspire his fellow Seafarers to regain their sobriety as he did.

Born in Lancaster, Pennsylvania, Brian joined the SIU in 1980, and sailed until the early 2000s before failing a random drug test aboard a vessel. He elected to seek treatment at the SARC, because of his desire to continue sailing.

"I wanted to sail, so I went," he said. "I didn't have to, but I wanted to get back out there. You have to have an open mind to want to go there."

According to the center's web page, "The Seafarers Addiction Rehabilitation Center is a private, non-profit residential treatment facility operated by the Seafarers Health and Benefits Plan as a proactive response to the problem of chemical dependency in the maritime industry. In operation since 1975, the program is designed to address alcohol and other drug issues relevant to the United States Merchant Mariner. The staff at the SARC understands chemical dependency to be a primary illness in itself, thereby compounding and contributing to problems in all life areas. SARC rehabilitation efforts are guided by the philosophy that is the foundation of all SIU efforts on behalf of the membership: the development of the worker as a whole person, not just the person as a worker. A Seafarer may volunteer to attend the rehabilitation program or may be mandated to treatment for job-related incidents involving alcohol and other drugs. These referrals may be made by the union, contracted companies, or the United States Coast Guard." Treatment and accompanying services at the SARC are a union benefit and free of charge to eligible members.

Once Brian arrived at the SARC, he



The Seafarers Addiction Rehabilitation Center has a strong record of helping SIU members to get back on the right track.

was impressed with the level of treatment and individual attention. "When I got to the SARC, everyone was so nice to me," he recalled. "Unlike those big fancy clinics, the SARC gives so much more personal attention. We're getting better care there than at Betty Ford [Center] and those."

That personal care is overseen by Jack Gallagher, SARC director, who has

made the rehabilitation of mariners his life's work.

Jack said, "The ARC is all about getting these members clean and sober, but it's also about getting them back to work. Brian is a great guy, and his success is really a credit to him. He put in the work, and he still calls to check in from time to time."

Brian did return to work after com-

pleting the program, and sailed out of the Port of Baltimore on the *Tyco Dependable* until 2013. He attributes his success to the SARC and the union. "I was fortunate that the ARC gave me the foundation I needed to get my life back," he stated. "I understand the blessing that the union has given me. The amount of support from my brothers was very surprising, and I'm very thankful for that."

He also wished to thank Maureen Gallagher and Port Agent Elizabeth Brown in particular for their support, as well as SIU President Michael Sacco, saying, "I appreciate that Michael Sacco keeps the program going. It really is very helpful, and I thank him for that."

In closing, he offered the following advice to his fellow mariners: "If you think you have a problem, you probably do. Don't wait until you get popped on a test to go."

Do You Think You May Need Help?

If you think you may have a problem with drugs or alcohol, please contact the staff at the Seafarers Addiction Rehabilitation Center. The confidentiality of those enrolled at the SARC will be respected at all times. Please visit the

website, www.seafarers.org/member-benefits/sarc.asp for more information and instructions on how to enroll. You can also call the center at (301) 994-0010, extension 5330 for more information.



Spotlight on Mariner Health

Blood Glucose Testing and Equipment

If you have diabetes, your blood glucose should be tested often. Usually, the doctor will tell you when to test it.

Keep a record of all your results for the physician to see when you go in for your office visits. These results will let the doctor know if you are taking the correct medications or not. Remember, the doctor may need to change your medications many times before finding the proper dosage for you.

When choosing a blood glucose meter, look for the one that is easiest to use. There are all types of meters with test strips, and the cost will fluctuate depending on what the blood glucose meter can do.

You can find meters at CVS, Walgreens and elsewhere, and choose from brands such as Accucheck or Glucometers. They all basically do the same thing. They give you a blood glucose result.

Many of the meters can now be plugged into a computer system to print out your blood glucose log. However, be sure to always write

down your glucose results in a notebook.

Most meters are low-cost. Many doctor's offices can give you free ones. You can also get them through your insurance companies with a prescription as well as the test strips. Some meters can give you coupons that will allow you to get money back.

The cost is in the test strips. They usually come as 25 or 50 in a box. Many can cost as much as \$40-\$50 a box or more. Insurance can help defray the cost.

The lancets are usually not expensive and you can also use insurance to cover them. There are many types to choose from. As long as the lancet fits the pen you use to prick your finger or arm, then the cost is up to you.

Make sure that you read all the instructions that come with the blood glucose meter you choose. Before checking your blood glucose, wash your hands thoroughly and let them dry. If you use an alcohol swab to clean the area to be pricked, make sure you let the area

dry completely. There is a little sugar in the alcohol, and you do not want a high reading!

Make sure to discard all testing materials/supplies in a sharps container and not in the trash can. No one wants to be stuck with another person's lancet/needle. Also, never share your equipment with anyone else. You do not want to pass any blood contaminants to anyone else.

Remember, if you do get a high reading or a low one, always recheck the blood glucose. If it is still high or low, call your doctor immediately.

You should have had instructions from your doctor about what to do if you have high or low readings. Use your sick day rules/guidelines if you are ill, and monitor your glucose levels closely.

Keep your equipment clean and in a dry place. Have a bag that is stocked and can readily be taken with you when you need to leave the house. You never know when you may need to check your blood glucose level, and you must have your equipment ready for use.

Healthy Recipe

Stuffed Peppers With Ground Turkey

Courtesy of Paul Hall Center's Seafarers Harry Lundberg School of Seamanship

Servings: 25

12 1/2 whole bell pepper, cut in half & seeded
 1 quart brown rice, cooked
 3 1/3 pounds ground turkey
 1 1/16 cups onion, chopped fine
 1 1/16 cups celery, chopped fine
 2 teaspoons granulated garlic
 2 teaspoons salt
 2 teaspoons black pepper
 2 2/3 tablespoons parsley, chopped fine
 2 whole eggs
 1 quart tomato sauce

■ Sauté the onions and celery together for about 7-10 min. over med.-heat.

■ Mix all ingredients together in a large bowl. (NOT THE TOMATO SAUCE)

■ Stuff the bell pepper halves with the ground turkey mixture. Place the stuffed pepper in 2" hotel pans equally.

■ Top the peppers with the tomato sauce. Bake covered in a 350°F oven until 165°F internal temp. (cover with plastic wrap & foil)

Per Serving (excluding unknown items): 239 Calories; 6g Fat (24.1% calories from fat); 15g Protein; 31g Carbohydrate; 2g Dietary Fiber; 65mg Cholesterol; 478mg Sodium. Exchanges: 1 1/2 Grain (Starch); 1 1/2 Lean Meat; 1 Vegetable; 0 Fat.

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

MOHAMED ABDULLA

Brother Mohamed Abdulla, 65, started sailing with the Seafarers in 1989. He was initially employed on the *Independence*. Brother Abdulla mainly worked in the steward department. He was born in Yemen. Brother Abdulla's most recent trip was aboard the *Cape Mohican*. He is now a resident of Melvindale, Michigan.



LARRY BALLARD

Brother Larry Ballard, 60, began working with the SIU in 1980. The steward department member's first trip was on the *Westward Venture*. Brother Ballard upgraded often at the maritime training center in Piney Point, Maryland. His final ship was the *Maunawili*. Brother Ballard makes his home in Las Vegas.



RAFAEL CHOW

Brother Rafael Chow, 67, donned the union colors in 2003. He originally shipped on the *Shughart*. Brother Chow enhanced his skills frequently at the Paul Hall Center in Piney Point, Maryland. He sailed in the steward department. Brother Chow's most recent vessel was operated by Seabulk Tankers Inc. He calls North Miami, Florida, home.



RAMON CORRETJER

Brother Ramon Corretjer, 68, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded in 2001 and 2004 at the Piney Point school. A member of the engine department, Brother Corretjer last shipped aboard the *Horizon Navigator*. He lives in Carolina, Puerto Rico.

JAMES DUNN

Brother James Dunn, 65, became a Seafarer in 1990. His first ship was the *Los Angeles*; his most recent, the *Anchorage*. Brother Dunn enhanced his skills twice at the union-affiliated school. He worked in the deck department. Brother Dunn is a resident of Seattle.

REUBEN FIFE

Brother Reuben Fife, 68, signed on with the SIU in 1987. He initially sailed aboard the *USNS Silas Bent*. Brother Fife upgraded on numerous occasions at the maritime training center in Piney Point, Maryland. He was a member of the deck department. Brother Fife's last trip was on the *Intrepid*. He resides in Thailand.



KENNETH HAGAR

Brother Kenneth Hagar, 65, joined the union in 1970. He initially sailed in the Great Lakes division. Brother Hagar first shipped aboard the *Peter Reiss*. He worked in the deck department. Brother Hagar upgraded at the Paul Hall Center often. He concluded his career on the *Sulphur Enterprise*. Brother Hagar settled in Garden City, Michigan.



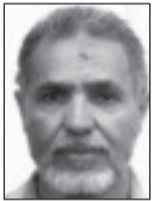
THOMAS HALL

Brother Thomas Hall, 65, began his SIU career in 1967. He was originally employed aboard the *Steel Apprentice*. In 1967, Brother Hall took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland (the year the school opened). He last sailed with Michigan Tankers Inc. Brother Hall, who sailed in the engine department, lives in Mobile, Alabama.



NASIR ISA

Brother Nasir Isa, 58, first shipped aboard the *Manhattan* in 1981. He upgraded frequently at the union-affiliated school in southern Maryland. Brother Isa shipped as a member of all three departments. His most recent voyage was on the *Maersk Atlanta*. He resides in Brooklyn, New York.



JOHN KERN

Brother John Kern, 65, became a union member in 1991. He initially worked aboard the *USNS Capable*. Brother Kern shipped as a member of the medical department. In 2001, he attended classes at the Paul Hall Center. Brother Kern's most recent ship was the *Observation Island*. He makes his home in Vancouver, Washington.



DANIEL LAITINEN

Brother Daniel Laitinen, 62, joined the SIU ranks in 1969. His first voyage was on the *Columbia Rose*. On numerous occasions, he upgraded in Piney Point, Maryland. Brother Laitinen sailed in the deck department. His last voyage was aboard the *Liberty Grace*. Brother Laitinen was born in New Orleans and now calls Portland, Texas, home.



VINCENTE MOLINA

Brother Vincente Molina, 65, signed on with the union in 1987. He originally shipped on the *Charles*

L. Brown. Brother Molina worked in the steward department and enhanced his skills in 2000 at the maritime training center in Piney Point, Maryland. His last trip was on the *RJ Pfeiffer*. Brother Molina is a resident of Kapolei, Hawaii.



SJARIFUDIN NOOR

Brother Sjarifudin Noor, 66, began his seafaring career in 1990. He initially sailed aboard the *Richard G. Matthiesen*. Brother Noor was born in Indonesia and worked in the engine department. He attended classes frequently at the Paul Hall Center. Brother Noor's final ship was the *Energy Enterprise*. He settled in Elmhurst, New York.



SAMUEL NORTEYE

Brother Samuel Norteye, 67, started shipping with the SIU during the 2001 SIU/NMU merger. He worked in all three departments. In 2001, Brother Norteye visited the SIU-affiliated school. His final trip was on the *Evergreen State*. Brother Norteye lives in Santa Cruz, California.

ROBERT OPPEL

Brother Robert Oppel, 65, donned the SIU colors in 1968. He upgraded on numerous occasions at the Piney Point school. Brother Oppel first sailed aboard the *Antinous*. His most recent trip was on the *Cape Wrath*. Brother Oppel primarily sailed in the engine department but also made a few trips as a member of the steward department early in his career. He continues to reside in his native state, Maryland.



HERBERT OQUENDO

Brother Herbert Oquendo, 67, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He last shipped aboard the *American Phoenix*, as a deck department member. Brother Oquendo calls North Hollywood, California, home.



JOSEPH PITTMAN

Brother Joseph Pittman, 65, became an SIU member in 2001 during the SIU/NMU merger. He enhanced his skills frequently at the Piney Point school. Brother Pittman worked in the steward department. His most recent vessel was the *Alliance Fairfax*. Brother Pittman is a resident of Houston.



CLARENCE POORE

Brother Clarence Poore, 67, started sailing with the Seafarers in 1998. His first ship was the *Maersk Arizona*; his most recent, the *Maersk Carolina*. Brother Poore upgraded twice at the Paul Hall Center. He shipped in the deck department. Brother Poore makes his home in Suffolk, Virginia.



DAVID TILLMAN

Brother David Tillman, 65, donned the SIU colors in 1989. His first trip was aboard the *Falcon Champion*. Brother Tillman was a member of the engine department. He upgraded in 1997 and 2001 at the maritime training center in Piney Point, Maryland. Brother Tillman's last voyage was on the *Liberty Star*. He lives in Tickfaw, Louisiana.

FERNANDO VEGA MERCADO

Brother Fernando Vega Mercado, 56, joined the Seafarers in 1985, initially working aboard the *Long Lines*. He was born Puerto Rico and sailed in the steward department. Brother Vega Mercado attended classes in 2011 at the union-affiliated school in Piney Point, Maryland. His most recent trip was on the *Horizon Trader*. Brother Vega Mercado makes his home in Gurabo, Puerto Rico.

INLAND

GIULIO FARNESE

Brother Giulio Farnese, 66, became a union member in 2002. He sailed with Port Imperial Ferry for the duration of his career. Brother Farnese was born in Hoboken, New Jersey. The deck department member upgraded his skills in 2002 at the Paul Hall Center. He now calls Union City, New Jersey, home.

BRENDA LITTLEFIELD

Sister Brenda Littlefield, 66, began shipping with the union in 1990. She was originally employed aboard the *Rover*. Sister Littlefield sailed in the steward department. She enhanced her skills on multiple occasions at the Piney Point school. Prior to her retirement, Sister Littlefield worked on the *Padre Island*. She is a resident of Irvington, Alabama.



WALTER MARSH

Brother Walter Marsh, 64, signed on with the SIU in 1974. He first sailed with Mariner Towing. Brother Marsh was born in Pennsylvania and sailed in the deck department. He last sailed aboard an Interstate Oil Transportation Company vessel. Brother Marsh resides in Wilmington, Delaware.



JACK PRESCOTT

Brother Jack Prescott, 62, joined the union in 1977. He originally shipped

on the *Cantigny*. Brother Prescott worked in both the deck and engine departments. He often took advantage of educational opportunities available at the Paul Hall Center. Brother Prescott was last employed with Crowley Towing & Transportation of Wilmington. He calls Oceanside, California, home.

MARTHA SMITH

Sister Martha Smith, 66, started shipping with the SIU in 1993. She primarily sailed with Orgulf Transportation Company. The steward department member enhanced her skills in 1996 at the Piney Point school. Sister Smith lives Nampa, Idaho.



DAVID TURINSKI

Brother David Turinski, 62, became an SIU member in 2002. He was originally employed with Ameristar Casino East Chicago. Brother Turinski sailed in the deck department. He upgraded in 2003 and 2008 at the union-affiliated school. Brother Turinski last worked aboard an Intrepid Personnel & Provisioning vessel. He is a resident of Holmen, Wisconsin.



PAUL YOST

Brother Paul Yost, 63, joined the union in 1997. He primarily sailed with G&H Towing. Brother Yost worked in the engine department. He attended classes twice at the Paul Hall Center. Brother Yost makes his home in Hull, Texas.



GREAT LAKES

DENNIS BEAUDRE

Brother Dennis Beaudre, 65, started sailing with the SIU in 1969. He originally worked on the *McKee Sons*. A member of the deck department, Brother Beaudre's final trip was aboard the *Charles E. Wilson*. He continues to live in his native state of Michigan.



RONALD DEROUIN

Brother Ronald Derouin, 63, donned the SIU colors in 1998. He was employed with Upper Lakes Towing Company for the duration of his career. Brother Derouin calls Gladstone, Michigan, home.

MICHAEL QUINN

Brother Michael Quinn, 65, signed on with the union in 1998. His first ship was the *John Boland*. Brother Quinn sailed in the deck department. He most recently worked on the *Burns Harbor*. Brother Quinn resides in Caseville, Michigan.

Final Departures



DEEP SEA

MICHAEL ANGINO

Pensioner Michael Angino, 96, passed away February 12. The Pennsylvania native joined the SIU in 1951. Brother Angino initially worked aboard the *Steel Admiral*. He was a member of the deck department. Brother Angino's last vessel was the *Van Horizon*. He retired in 1984. Brother Angino called Blair, Pennsylvania, home.



JACOB DUSICH

Pensioner Jacob Dusich, 63, died January 16. Brother Dusich started his seafaring career in 1977. His first ship was the *Great Land*; his last was the *Manukai*. Brother Dusich sailed in the steward department. He began receiving his pension in 2007 and was a resident of Federal Way, Washington.

ALLEN GEORGE

Pensioner Allen George, 85, passed away January 30. He became an SIU member in 1948. Brother George initially worked aboard the *Phillip Barbara*. He was born in Mobile, Alabama, and worked in the engine department. Brother George's final ship was the *Spirit of Texas*. He became a pensioner in 1990 and settled in Citra, Florida.



THOMAS HAWKINS

Pensioner Thomas Hawkins, 88, died February 16. Brother Hawkins was a native of Seattle. He signed on with the union in 1949, originally working on the *Chiwawa*. Brother Hawkins was a deck department member. He most recently sailed aboard the *Kodiak*. Brother Hawkins began collecting his retirement pay in 1998. He resided in Missoula, Montana.



TORRY KIDD

Pensioner Torry Kidd, 73, passed away January 2. Born in Alabama, Brother Kidd initially worked with Hudson Waterways Corporation in 1963. He shipped as a member of the engine department. Prior to his retirement in 2002, Brother Kidd sailed aboard the *Sgt. William R. Button*. He made his home in Mobile, Alabama.



RAMDHANI NANDKESHWAR

Pensioner Ramdhani Nandkeshwar, 86, died January 11. Brother Nandkeshwar was a native of British Guiana. A member of the deck department, he last sailed on the *USNS Denebola*. Brother Nandkeshwar started collecting his retirement compensation in 1994. He was a resident of Virginia.



REBECCA POULIOT

Pensioner Rebecca Pouliot, 68, passed away January 24. She joined the Seafarers in 1986. Sister Pouliot originally sailed aboard the *1st Lt. Jack Lummus*. The Minnesota native was a steward department member. Sister Pouliot's final ship was the *Richard G. Matthiesen*. She went on pension in 2012 and settled in Keaau, Hawaii.



MELTON SAM

Pensioner Melton Sam, 59, died January 6. He started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. Brother Sam was born in Lafayette, Louisiana. He last sailed aboard the *Horizon Challenger* as a member of the deck department. Brother Sam became a pensioner in 2013 and lived in Houston.

MAJOR SMITH

Pensioner Major Smith, 67, passed away January 17. He began sailing with the union in 1968. Brother Smith first shipped on the *Petrochem*. He worked in the engine department. Brother Smith's final voyage was aboard the *1st Lt. Harry Martin*. He retired in 2013 and made his home in Mobile, Alabama.



WILLIAM SUTTON

Pensioner William Sutton, 89, died February 24. Born in Arlton, Alabama, he donned the SIU colors in 1964. Brother Sutton initially worked with Mayflower Steamship Corporation. He was an engine department member. Brother Sutton last sailed aboard the *Aleuttian Developer*. He began receiving his pension in 1991 and called Medford, Oregon, home.



ANGEL TOUCET

Pensioner Angel Toucet, 83, passed away March 13. Brother Toucet started sailing with the SIU in 1967. He originally sailed on the *Houston*. Brother Toucet was born in Penu-

elas, Puerto Rico and sailed as a member of all departments. He last shipped aboard the *Crusader*. Brother Toucet retired in 1997 and resided in Carolina, Puerto Rico.



ZITING XU

Pensioner Ziting Xu, 65, died February 18. He became a Seafarer in 1998. Brother Xu's first trip was on the *Cape Florida*. He was born in China and sailed in the engine department. Prior to his retirement, Brother Xu shipped aboard the *Maj. Barnard F. Fisher*. He settled in Kenner, Louisiana.

INLAND

ROBERT CROFT

Pensioner Robert Croft, 83, passed away January 12. Brother Croft signed on with the SIU in 1952, initially sailing in the deep sea division with Emerson Steamship Company. A native of Concord, Massachusetts, he worked in the engine department. Brother Croft was last employed with G&H Towing. He started collecting his retirement pay in 1994. Brother Croft was a resident of Hitchcock, Texas.

NORVAL HEARN

Pensioner Norval Hearn, 83, died January 31. Born in Pennsylvania, Brother Hearn began sailing with the SIU in 1965. He was initially employed with Meyle Towing Company. Brother Hearn last sailed on a McAllister Towing of Philadelphia vessel. He became a pensioner in 1997 and lived in Delaware.



GARNETT LEARY

Pensioner Garnett Leary, 71, passed away February 14. He started shipping with the union in 1970. Brother Leary originally worked on a Gulf Atlantic Transportation Corporation vessel. He was born in North Carolina and sailed in the deck department. Brother Leary's final ship was operated by Express Marine Inc. He began receiving his pension in 2008 and resided in New Bern, North Carolina.



PAUL MCCOOL

Pensioner Paul McCool, 66, died January 19. Brother McCool was a native of Kenosha, Wisconsin. He was initially employed with Penn Maritime Inc. Brother McCool was a deck department member. His most



recent trip was aboard an Intrepid Personnel & Provisioning vessel. Brother McCool went on pension in 2015 and made his home in Alfred, Maine.

WAYNE MOORE

Pensioner Wayne Moore, 69, passed away January 5. He joined the SIU in 1973, originally sailing with Taylor Marine Towing Company. Brother Moore shipped in both the deck and engine departments. He last worked aboard a Moran Towing of Philadelphia vessel. Brother Moore retired in 2010 and called Lewes, Delaware, home.

DAVID RUSHING

Pensioner David Rushing, 63, died February 2. Brother Rushing became an SIU member in 1979. He was employed with G&H Towing for the duration of his career. Brother Rushing, an engine department member, started collecting his retirement compensation in 2013. He was born in Snyder, Texas, and settled in Aransas Pass, Texas.



RICHARD SIMMONS

Pensioner Richard Simmons, 69, passed away January 15. Born in Providence, Rhode Island, he donned the SIU colors in 1991. Brother Simmons originally worked with Red Circle Transportation Company. He was a steward department member. Prior to his retirement in 2008, Brother Simmons worked on an Orgulf Transportation vessel. He lived in Brooksville, Florida.

ROBERT STICKNEY

Pensioner Robert Stickney, 71, died January 11. He began his SIU career in 1972. Brother Stickney mainly sailed with Interstate Oil Transportation Company. The Pennsylvania native was a deck department member. Brother Stickney went on pension in 2009 and settled in Avalon, New Jersey.

NATIONAL MARITIME UNION

CHARLES BROOKS

Pensioner Charles Brooks, 88, passed away January 9. The New Orleans native retired in 1994. Brother Brooks called Terrytown, Louisiana, home.

DEFONZA CARROLL

Pensioner Defonza Carroll, 69, died December 4. Brother Carroll was born in New York and started receiving his pension in 2011. He was a resident of Owing Mills, Maryland.

VICTOR DETROY

Pensioner Victor Detroy, 90, passed away December 23. Born in Teaneck, New Jersey, Brother Detroy became a pensioner in 1967. Brother Detroy settled in Woodside, New York.

LEROY EVERETT

Pensioner Leroy Everett, 86, died January 17. Brother Everett was a native of Honduras. He began collecting his retirement pay in 1984. Brother Everett resided in Brooklyn, New York.

HENRY GUARNELO

Pensioner Henry Guarnelo, 88, passed away January 1. The Texas native went on pension in 1967. He lived in San Antonio, Texas.

MIGUEL HOYOS

Pensioner Miguel Hoyos, 88, died January 26. Brother Hoyos started receiving compensation for his retirement in 1970 and made his home in Puerto Rico.

JOSEPH JALBERT

Pensioner Joseph Jalbert, 86, passed away December 31. Brother Jalbert was born in Massachusetts. He became a pensioner in 1985. Brother Jalbert called Baltimore home.

REUBEN JEFFERSON

Pensioner Reuben Jefferson, 79, died December 22. Brother Jefferson was born in Louisiana. He went on pension in 1994 and lived in Compton, California.

FRANK MILLER

Pensioner Frank Miller, 77, passed away January 3. He was a native of Pennsylvania. Brother Miller retired in 2004 and made his home in Las Vegas.

RODNEY MILLER

Pensioner Rodney Miller, 86, died December 1. Born in Honduras, Brother Miller became a pensioner in 1995. He settled in South Wales.

SAMUEL OAKLEY

Pensioner Samuel Oakley, 97, passed away January 6. Brother Oakley started collecting his retirement pay in 1967. He lived in New Jersey.

RODOLFO RODRIGUEZ

Pensioner Rodolfo Rodriguez, 67, died December 16. The Corpus Christi, Texas, native retired in 1992. He continued to call Texas home.

FREDERICK SMITH

Pensioner Frederick Smith, 78, passed away January 12. He was a native of Alabama. Brother Smith began receiving his pension in 1989. He was a resident of Mobile, Alabama.

JOHN VALJALO

Pensioner John Valjalo, 92, died December 18. Brother Valjalo was born in Croatia. He went on pension in 1966 and resided in Liverpool.

Name	Age	DOD
Chit, Ho	97	Jan 9
Dumas, Ernest	89	Jan 21
Martin, Charles	87	Jan 1
Morris, James	86	Jan 14
Morrison, Kenneth	89	Jan 10
Sanchez, Guillermo	90	Jan 6
Victor, Charles	92	Dec 13

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.

JEAN ANNE (TOTE Services), February 1 – Chairman **Tom Johnson**, Secretary **Ingra Maddox**, Educational Director **Matthew Bryant**, Steward Delegate **Mary Louise Maddox**. Chairman advised crew to keep up-to-date by reading latest issue of *Seafarers LOG*. Educational director discussed the port dispatch system. Deck delegate made suggestions pertaining to benefits. Crew was notified of donations collected and funds raised for families of *El Faro* crew. No beefs or disputed OT reported. Crew was thanked for their work, with special thanks given to the steward department for good variety of food.

USNS BRUCE C. HEEZEN (USMMI), February 21 – Chairman **Robert Natividad**, Secretary **Karen Mischel**, Educational Director **Latanya Jackson-Johnson**, Engine Delegate **Randy Corey**. Chairman reminded crew that disputes should be handled with department heads first before escalating to the captain. He also read the latest president's report from *Seafarers LOG*. Educational Director discussed changing STCW requirements in 2017, and urged members to keep up. Crew passed motion concerning hazard pay and habitability. Deck and steward delegates voiced concerns about overtime. Next port: Bahrain.

MARJORIE C (TOTE Services), February 27 – Chairman **Dan Davenport**, Secretary **Sam Sinclair**, Educational Director **Mark Santoli**, Deck Delegate **Billy Cooley**, Engine Delegate **Dale Graham**. Chairman relayed information from Port Agent Hazel Galbiso in regards to Basic Training renewal requirements. Chairman urged crew to stay on top of all document renewals, and read president's report from *LOG*. No beefs or disputed OT reported. Crew thanked steward department for outstanding job, and advised to take upgrading courses in Piney Point. Crew discussed vacation checks and direct deposit.

ANCHORAGE (Matson), March 5 – Chairman **Chris Pompel**, Secretary **Amanda Suncin**, Educational Director **Gary Dahl**, Engine Delegate **John Groom**. Chairman reminded everyone to check the expiration dates of all documents. Secretary urged members to donate to SPAD. New mattresses and health plan were discussed. No beefs or disputed OT reported. Next port: Tacoma, Washington.

O/S SANTORINI (Overseas Ship Management), March 6 – Chairman **Tyronne Burrell**, Secretary **Donna Saling**, Educational Director **Edwin Feliciano**. Secretary thanked crew for courtesy. Educational director advised crew of SIU text alert service, as well as importance of maintaining documents. Members requested cable TV in rooms. No beefs or disputed OT reported. Thanks were given to the steward department for another fine job.

MAERSK IOWA (Maersk Line, Limited), March 28 – Chairman **Michael Ratigan**, Secretary **Robin Ballard**, Engine Delegate **Antonio McAdams**. Chairman discussed vacations and benefits. Crew requests *LOGs* be sent to the ship. No beefs or disputed OT reported. Members requested new computer in crew lounge. Next port: Norfolk, Virginia.

OVERSEAS ANACORTES (Overseas Ship Management), March 31 – Chairman **Tony Beasley**, Secretary

Round-the-World Voyage Yields Cool Scrolls

During a recent stop at SIU headquarters, Chief Cook Tommy Cyrus (below, right) brought two colorful papers he received when the *Liberty Promise* completed a voyage around the globe. Some of his shipmates from the Liberty Maritime vessel are pictured in the bottom photo. Visit the SIU Facebook page to see larger, color versions of the scrolls.



Dana Paradise, Educational Director **Cary Pratts**, Deck Delegate **Paa Polley Kwakye**. Chairman advised crew to vote for candidates who support the Jones Act. Educational director urged members to keep their documents up-to-date. No beefs or disputed OT reported. Crew requested yogurt machine in galley, and thanked steward department for great work. Next port: Tampa, Florida.

ISLA BELLA (TOTE), April 3 – Chairman **William Mulcahy**, Secretary **Robert Wilcox**, Educational Director **John Walsh**, Deck Delegate **Junior Augustin**, Engine Delegate **Damien Law**, Steward Delegate **Sheilla Daguio**. Chairman reported crew working well together. Mariners were reminded of cell phone policy while on watch. Secretary reminded everyone to check lint trap in dryer, and thanked crew for keeping common areas clean. Educational director reminded

mariners to check expiration dates and STCW requirements for all documents, and recommended using member portal on the union website. No beefs or disputed OT reported. Received and discussed two letters from SIU VP Contracts George Tricker. Crew offered vote of thanks to the steward department for "5-star service and food." Next ports: San Juan, Puerto Rico and Jacksonville, Florida.

CHARLESTON (USS Transport), April 3 – Chairman **Tim Koebel**, Secretary **Ken Whitfield**, Educational Director **Peter Joseph**, Engine Delegate **Reggie Colbert**, Steward Delegate **Atik Almontaser**. Chairman urged members to speak up over concerns in contracts, and read President Sacco's latest report. Educational director sought clarity on upcoming STCW changes from port agent. No beefs or disputed OT reported. Kudos given to steward department for fine fare and ex-

cellent Easter dinner. Next ports: Philadelphia, Houston, and Corpus Christi, Texas.

OVERSEAS MYKONOS (Overseas Ship Management), April 10 – Chairman **Albert Mensah**, Secretary **Anthony Jacobson**, Educational Director **Patrick Carroll**, Steward Delegate **Francisco Madsen**. Chairman offered thanks to steward department for making voyage special. He also thanked the deck and engine crews for their hard and safe work. Secretary thanked crew for pulling together and keeping common areas clean. No beefs or disputed OT reported. Suggestion was made to have direct deposit for vacation checks. Next port: Port Canaveral, Florida.

SAFMARINE NGAMI (Maersk Line, Limited), April 11 – Chairman **Mathew Bevak**, Secretary **Ibrahim Elsayed**, Educational Director **Arkady Bichevsky**,

Steward Delegate **Carlos Diaz**. Chairman urged crew to donate to SPAD. Educational director encouraged fellow mariners to upgrade at union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, and also reminded everyone to keep all documents current. No beefs or disputed OT reported. A vote of thanks was given to steward department for good work.

JEAN ANNE (TOTE Services), April 14 – Chairman **Noel Camacho**, Secretary **Ingra Maddox**, Educational Director **Matthew Bryant**. Chairman made April *LOG* available on ship's computer for crew to read. He reminded crew of the importance of the Jones Act and contributing to SPAD, and also relayed STCW information from the Honolulu hall. No beefs or disputed OT reported. Timing of alarm testing was discussed. Crew requested Internet access in crew lounge.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No mon-

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

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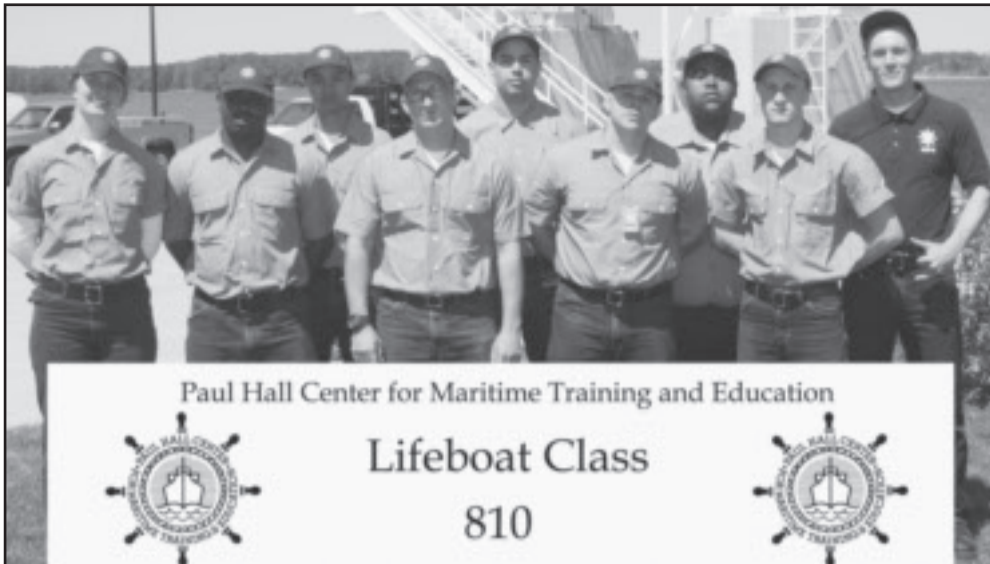
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Paul Hall Center Classes



Apprentice Water Survival Class #810 – The following Phase 1 apprentices (above, in alphabetical order) graduated from this course April 22: Rene Bravo Harrington, Andres Brown, Blake Caviness, Kirk Chambers, Daniel Dunn, Nicholas Kragh, Gavin Kuehn Jr., Alicia Plunkett and Zachery Robbins.



Welding – Six upgraders completed their requirements in this course April 15. Graduating (above, in alphabetical order) were Kevin Haymer, Cody Higgs, Patrick Montgomery, Alisia Scheurer, Grant Simonson and Edward Williams. Class instructor Chris Raley is at the far right.



Water Survival (Upgraders) – Five upgraders graduated from this course April 22. Completing their requirements (above, in alphabetical order) were: Matthew Botterbusch, Stephen Goletz, David James, Andrew Mendoza and Tyrane Savage. (Note: Not all are pictured.)



BAPO – Ten Phase III apprentices (above, in alphabetical order) graduated from this course April 22: Abraham Arias, Jarvis Carter, Eric Castle, Patrick Dean, Korrey Green, Gajatri Normatova, Douglas Pentecost Jr., James Rightnour, Richard Stone and Keshawn Webster. Class instructor Keith Adamson is at the far left.



Combined Basic/Advanced Firefighting – The following upgraders (above, in alphabetical order) graduated from this course April 15: Bernard Baker, Ernest Bullock Jr., Erik Clausen, Michael Colonna, Arthur Cross, Carlos Eclerino Eclerino, Si Issac Hughes, Charles James, Thomas Jansen, Robert Orloff III, Lamar Pinckney, Daunteley Signal, Justin Spadoni and Mony Williams Jr. Mark Cates, their instructor, is at the far left. (Note: Not all are pictured.)



BAPO (Upgraders) – Three Seafarers completed the enhancement of their skills in this course April 22. Graduating (above, in alphabetical order) were Christopher Brown, Melito Dadvivas Daguio and Gil Lawrence. Their instructor, Keith Adamson, is at the far left.



Machinist – The following individuals (above, in alphabetical order) graduated from this course April 22: Ryan Aaron, Joseph Dickinson, Jonathon Foulks, Trent Jacobsen and Mitchell Rylander. Jason Murphy, their instructor, is at the far right.



Bridge Resource Management (Crowley) – Thirteen mariners finished this course April 21. Graduating (above, in alphabetical order) were: Conrado Abinuman Jr., Charles Brown, Nicholas Conway, Darryl Davis, Thomas Edenfield, John Gates, Flynn Jarrett, Gustavo Martinez Padilla, Michael Morgan, Steven Sears, Joseph Spicciani, Steven Tonn and Gregg Wolffis.

Paul Hall Center Classes



Terrestrial & Coastal Navigation – The following upgraders (above, in alphabetical order) graduated from this course April 22: Lindsey Austin, Ryan Landers, Noel Lau, Ryan McElroy, Sunnil Motley, Mykola Smirnov and Slavi Zahariev. Brad Wheeler, their instructor, is standing fourth from the left.



Medical Care Provider – Five upgraders graduated from this course April 22. Finishing their requirements (above, in alphabetical order) were: Ernest Bullock Jr., Michael Colonna, Robert Orloff III, Daunteley Signal and Justin Spadoni. John Thomas, their instructor, is at the far right. (Note: Not all are pictured.)



ECDIS – The following mariners (above, in alphabetical order) completed this course April 4: Robert Arble Jr., Joseph Bowen, Jason Dameron, Edward Garner, Philip Inman, Flynn Jarrett, Ian McManus and Paul Stanford.



Engine Room Resource Management – Six individuals (above, in alphabetical order) graduated from this course April 22: Vyacheslav Baklanov, Zachary Cantwell, Mark D'Allura, Carnell McIntyre, Andrew Neault and Vernon Rorie. Jay Henderson, their instructor, is at the far right.



Government Vessels – The following upgraders (above, in alphabetical order) completed their requirements in this course April 22: Latiffe Brooks, Erik Clausen, Jessica Crockett, Gregory Eady, Mauricio Elope, Michael Henry, Si Isaac Hughes, Richard Jefferson, Rudy Lopez, Perry Martin Sr., Emmanuel De Garcia Matias, Marcel Motley, Jose Rigoberto Norales, David Parker, Grant Simonson, Patricia Sullivan and Rose Ward. Class Instructor Mark Cates is at the far right.



Emergency Procedures – Six mariners recently completed their requirements in this course. Graduating (above, in alphabetical order) were: Lindsey Austin, Ryan Landers, Noel Lau, Ryan McElroy, Sunnil Motley and Mykola Smirnov. Their instructor, John Gorman, is at the far left.



Galley Ops – Two Seafarers who sail in the steward department completed this course March 25. Graduating (above, from the left) were Jason Beckford and Ragab Mossad Ayed.



Chief Steward – Six steward department upgraders (above, in alphabetical order) graduated from this course April 8: Marcelo Alicea Jr., Richard Jones, Jose Rigoberto Norales, Patricia Ricks, Verleshia Robinson and Tyrell Nasheed Thabit.



Chief Cook – A pair of steward department mariners graduated from this course earlier this year. They are Brian Lunsford (above, left) and Ali Sleiman Bazzi.

SIU Ships Hook Up for Unrep

Crews Demonstration Proficiencies During Exercise

In early April, SIU crews from the tanker *Empire State* and the Military Sealift Command oiler *USNS Yukon* performed an underway replenishment exercise near Port Hueneme, California. The *Empire State* is operated by Intrepid Personnel and Provisioning, while the *USNS Yukon* is crewed by members of the union's Government Services Division. The photos on this page were taken during the exercise from aboard the *Empire State* as the vessel transferred liquid cargo to the *Yukon*.

