

# SEAFARERS



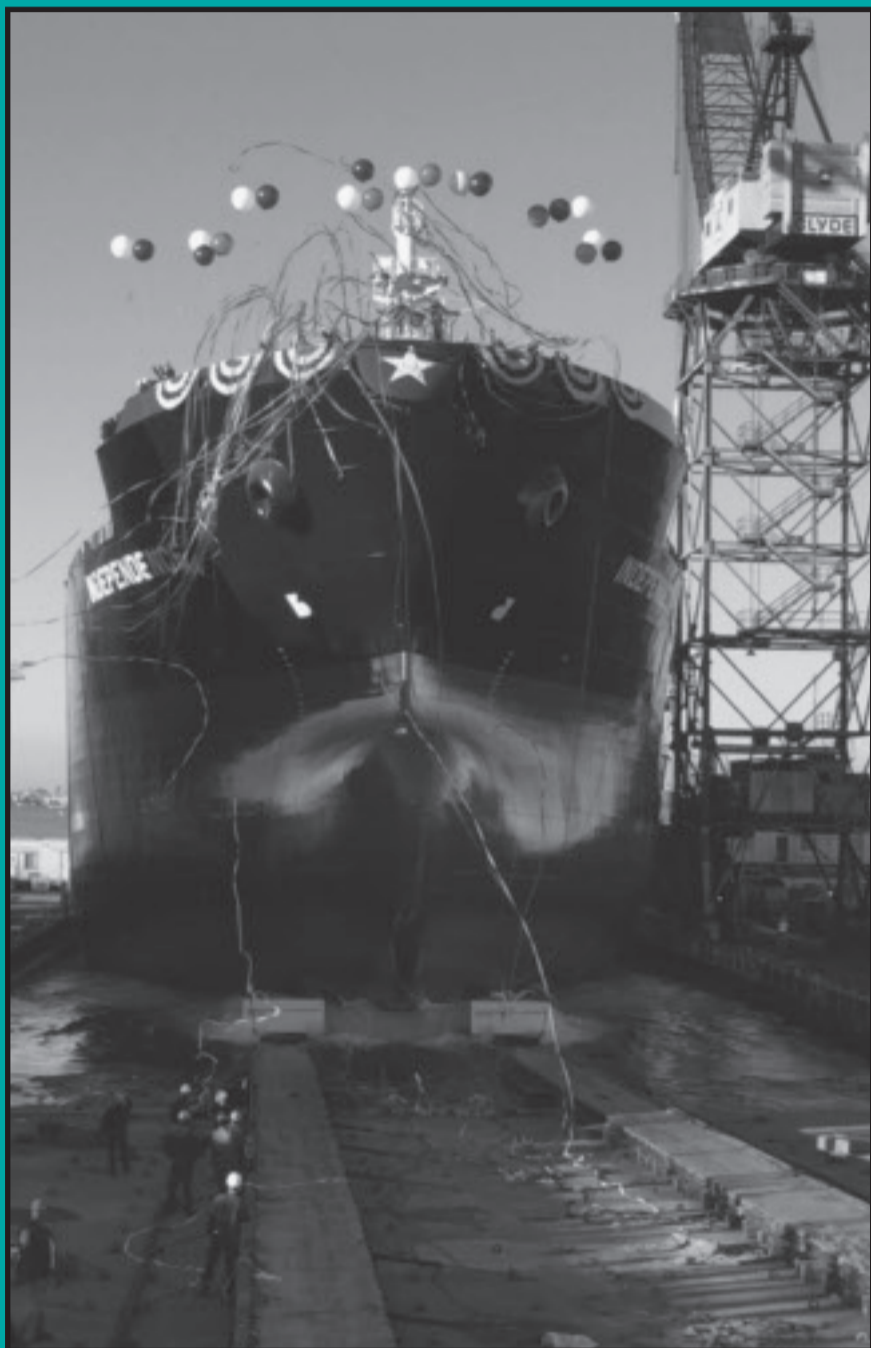
# LOG

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

## *Union Welcomes New Tonnage*

### *Jones Act Tankers Texas, Independence Signify Additional Jobs for Seafarers*

The recent delivery of the Crowley tanker *Texas* (below) on the East Coast and the launch of Seabulk Tankers' *Independence* (left) on the West Coast mean new SIU jobs and underscore U.S. shipbuilding capability. Pictured in the group photo below, taken at the *Independence* ceremony, are (from left) AMO National Asst. VP Daniel Shea, Chief Engineer Jason Kast, SIU VP West Coast Nick Marrone, Seabulk Tankers President/Chief Operating Officer Daniel Thorogood, General Dynamics NASSCO President Fred Harris, Seabulk Tankers VP Fleet Management Robert "Bud" Hall, AMO National VP Inland Waters David Weathers, SIU VP Contracts George Tricker, and Capt. Mark Maxim. Page 3.



### **Tacoma-Area Seafarers Step Up With Holiday Donations for Military Families**

The SIU's annual participation in Santa's Castle, a program benefitting military families, has never been stronger. During the most recent holiday season, Seafarers donated more than \$10,000 in new toys, while SIU-contracted companies also joined in with donations that boosted the total value to around \$12,000. In photo at right on behalf of the company, Crowley Maritime's Lee Eglund (left) delivered the two bikes in the foreground. He is pictured with Port Agent Joe Vincenzo, who leads the SIU's involvement in Santa's Castle. The photo below shows many of the toys staged at the hall prior to their delivery to nearby Joint Base Lewis-McChord. Page 24.



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# President's Report

## Overlooked Benefits of Jones Act

If you spend any time in the U.S.-flag maritime industry, it usually doesn't take long before the subject of the Jones Act comes up. But for those who may be brand new to the U.S. Merchant Marine, the Jones Act is America's freight cabotage law. It requires that cargo moving between domestic ports be carried on ships that are crewed, built, flagged and owned American.

Despite its widely recognized benefits to our nation, and even though dozens of other industrialized countries have similar laws, the Jones Act regularly comes under attack. The latest such effort involves a mini-report that accuses the law of being protectionist.



Michael Sacco

There is no disputing the economic and national security benefits of the Jones Act. A major independent study found that the law helps maintain around 500,000 American jobs while contributing billions of dollars each year to the U.S. economy. Another benefit that shouldn't be overlooked is that the Jones Act helps maintain a pool of well-trained, reliable, U.S. citizen mariners who are available to sail on American-flag military support ships in times of crisis.

I think we could stop right there and the case for the Jones Act already would be watertight, but this month I also want to mention some mostly unseen, yet essential, additional plusses that directly stem from this law. Namely, border protection, homeland security and the prevention of illegal immigration.

In the SIU, we know that even though our industry often is overlooked, America is a maritime nation. Much of our water is navigable, whether we're talking about the East and West coasts, the Gulf of Mexico, the Great Lakes or the inland waterways. Our rivers go through many major cities and population centers, while the Great Lakes border eight states.

As one industry expert put it, "The prospect of terrorists on the inland waterways system is a particularly daunting challenge to homeland security. Via the inland waterways, a terrorist could reach America's heartland and many of its largest and most important urban centers... Guarding every potential target along the inland waterways against terrorist attack is an impossible task."

Fortunately, the Jones Act ensures that vessels traversing these waterways are truly domestic in every way. That means the crews are carefully screened before receiving their credentials, and it means the vessel owners work with the Coast Guard and other federal law enforcement agencies.

That security would go out the window if the Jones Act were weakened or eliminated. It's true that foreign-flag ships with foreign crews already enter American ports on international voyages, but that's a lot different than allowing them to have free reign along the Mississippi River and its tributaries.

A recent report by the American Maritime Partnership (AMP), a coalition representing organizations from every segment of the domestic maritime industry (the SIU is a member), pointed out that plenty of security challenges already exist just with those international vessels: "Foreign-flag vessels entering U.S. seaports pose a variety of inherent risks to U.S. border security, including the threat of drug trafficking, arms smuggling, illegal immigration, cargo theft, and a variety of other transnational crimes."

AMP went on to say, "Consider the task of managing and mitigating these formidable risks in a non-Jones Act world, where foreign ships and crews could move freely throughout rivers, coastal areas, and other waterways of America. Imagine foreign ships moving through 25,000 miles of inland waterways, often with no Coast Guard, Customs or other security officers anywhere nearby. Inland vessels move freely along waterways, often tying up to docks, terminals or other points along the river with no security officials anywhere. Imagine the nearly impossible task of federal monitoring of the foreign crewmen on tens of thousands of vessels traveling within our domestic waters. It is no surprise then that when one Senator proposed changes to the Jones Act in early 2015, the commandant of the Coast Guard and a very senior Defense Department official quickly objected."

The bottom line is that changing or getting rid of the Jones Act would make America far less secure. It would force unmanageable burdens onto an already overloaded homeland security system, and it would critically reduce the ranks of the U.S. Merchant Marine.

Those are some of the reasons the SIU remains 100 percent committed to supporting the Jones Act, which has served America well for nearly a century.



Former Secretary of State Hillary Clinton (left) fields a question from the audience as AFL-CIO President Richard Trumka looks on. The gathering took place last year as the federation interviewed presidential candidates in Silver Spring, Maryland.

## SIU Endorses Hillary Clinton

### Candidate Details Plans to Promote U.S. Merchant Marine

The SIU on Jan. 6 announced its endorsement of former Secretary of State Hillary Clinton in her campaign to become President of the United States. That same week, the union received a letter from Secretary Clinton thanking the SIU for the endorsement and detailing her support of the U.S. Merchant Marine.

The full text of the union's announcement and the letter follow.

#### Union Endorsement

The Seafarers International Union is proud to endorse Hillary Clinton for President of the United States. Based on many years of working with us to promote a strong U.S. Merchant Marine and to protect workers' rights, we are confident that Secretary Clinton is the best choice to lead our nation forward.

Hillary Clinton has unfailingly fought for America's working families, including during her service as United States Senator from New York and as Secretary of State. She has always been an ardent supporter of American Mariners and the U.S.-flag maritime industry. She has long been on record as an outspoken, effective backer of the Jones Act, the

Maritime Security Program, and our nation's cargo preference laws.

Just as importantly, Secretary Clinton clearly values the importance, service, and historic reliability of the men and women who constitute the U.S. Merchant Marine, also known as America's fourth arm of defense. Her acknowledgements of the U.S. Merchant Marine's proud tradition – since the nation's founding – of unbroken commitment to American economic and national security reflect a genuine appreciation of what we mean to America.

Our union traditionally does not take party affiliation into consideration when backing a candidate for office. We have friends in both major political parties, and we have always lived by the principle that we support those who support the maritime industry along with workers' rights. In this case, party affiliation once again is not a factor at all. Secretary Clinton is unsurpassed in her strong backing of our core issues and values.

The Seafarers International Union looks forward to working with Secretary Clinton through the rest of the 2016 campaign season and for many years to come. She has our enthusiastic support.

### Letter from Clinton Campaign

Dear Michael:

Thank you, and your fellow members of the Seafarers International Union, for endorsing my candidacy for president. I have been proud to stand with and fight for working families throughout my entire career, and I am honored to have your support in this fight for the future.

America's mariners have served our country since its founding, more than 200 years ago, and privately owned U.S.-flag commercial vessels with their American citizen crews have always responded quickly and effectively to answer our nation's call. Indeed, yours is a proud tradition of commitment to service and to country, and the need for a strong, vibrant U.S.-flag Merchant Fleet crewed by well-trained, dedicated Americans remains just as important today as it has throughout our history.

As a United States Senator and as Secretary of State, I witnessed firsthand how vital it is for us to have a strong and vibrant U.S.-Flag Merchant Marine. The Jones Act ensures that cargo delivered between our harbors and on our inland waterways is securely and safely moved by well-trained American mariners aboard U.S.-flag, U.S. built vessels. You and your members have my commitment to support the Jones Act and to fight to ensure that its application is permitted under international trade agreements. Likewise, I am proud to support the Maritime Security Program (MSP), which has, for twenty years, ensured that our military around the world has the equipment and ammunition needed when troops are deployed. Thanks to the MSP, more than 90 percent of all cargo moved to American forces in Afghanistan and Iraq came aboard U.S.-flag, U.S.-crewed vessels. As president, my administration will make sure the American mariners who sail these U.S.-flag ships – performing this vital function for our troops – continue receiving the support of this important program.

While serving as Secretary of State, I also saw what it meant for people in need around the world to receive food and supplies from America, delivered by Americans. Our nation's Cargo Preference laws support a strong U.S.-flag commercial fleet. From carrying goods to those who are hurting to moving government-generated cargo, American mariners sailing aboard U.S.-flag vessels have made sure the job gets done, and you can count on me to be in your corner.

In this election, we're going up against some powerful forces who are determined to turn back the clock and reverse our hard-won progress. We can't let that happen. The Seafarers Union has always fought for decent wages, good benefits, and safe working conditions for its members. I share your commitment to improving the lives of America's working families, and want you to know that I will have your back when I am in the White House, just as you have my back during this campaign.

Thank you, once again, for your endorsement. I look forward to standing with you and working with you and your members in the months and years ahead as we level the playing field, raise incomes, and forge a better, brighter future for all people. Let's keep fighting for our shared values, and let's win!

With appreciation and warm regards, I am

Sincerely yours,  
Hillary Rodham Clinton

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



The SIU-contracted *Independence* (photo above) will sail in the Jones Act trade. In the photo at right, the ship's sponsor, Mrs. Allison Moran, breaks the traditional bottle of champagne. (Photo courtesy General Dynamics NASSCO)



# NASSCO Christens ECO Class Tanker

## *Jones Act Vessel Independence Means More Jobs for SIU Members*

Even before ringing in the new year, Seafarers had cause for celebration as General Dynamics NASSCO launched the first ship in a series of ECO Class tankers for the SEA-Vista fleet. A ceremony took place Dec. 12 at the shipyard in San Diego; the vessel – the *Independence* – will be operated by Seabulk Tankers and crewed by SIU mariners.

SIU Vice President Contracts George Tricker and Vice President West Coast Nick Marrone represented the union at the ceremony. As part of the gathering, the ship's sponsor, Mrs. Allison Moran, CEO of Race-Trac Petroleum, christened the tanker by breaking a traditional champagne bottle over the hull. Mrs. Jayne Rathburn, former CEO/

owner of US Joiner, pulled the trigger to release the ship into the San Diego Bay.

The *Independence* is a 610-foot, 50,000 deadweight-ton, and LNG-conversion-ready product tanker with a 330,000 barrel cargo capacity. The new ECO Class tanker symbolizes the emerging direction of the shipping industry in the U.S. toward cleaner, more fuel-efficient modes of transporting product. Construction on the ship began in November 2014.

"General Dynamics NASSCO shipbuilders are revolutionizing the future of American shipping with the concept and construction of innovative, cost-saving, and environmentally sound vessels," said Kevin Graney, vice president and general manager for General

Dynamics NASSCO. "When delivered, these ECO Class, Jones Act-qualified tankers will be among the most fuel-efficient and environmentally friendly tankers anywhere in the world."

The *Independence* was built for SEA-Vista, a partnership between SEACOR Holdings Inc. and Avista Capital Partners.

"We are pleased to complete this important milestone for the first in a series of three fuel-efficient, ECO Jones Act product tankers that will be delivering into the SEA-Vista fleet and operated by Seabulk Tankers, Inc.," said Daniel J. Thorogood, president and chief operating officer of Seabulk Tankers.

General Dynamics NASSCO is a union shipyard.

The Jones Act has helped protect U.S. national and economic security for nearly a century. It requires that cargo moving between domestic ports must be transported on vessels that are crewed, built, owned and flagged American. Many other industrialized nations across the globe have similar laws.

An independent study of the Jones Act in recent years found that the law benefits the United States in many ways. It helps maintain nearly 500,000 American jobs while the Jones Act trade itself contributes billions of dollars each year to the economy.

The Jones Act also helps maintain a pool of well-trained, reliable, U.S.-citizen mariners who are available to sail aboard military support ships in times of need.

## **Crowley Maritime Takes Delivery Of New LNG-Ready Tanker Texas**

Seafarers-contracted Crowley Maritime Corp. recently took delivery of the *Texas*, the second of four new Jones Act product tankers being built for the company by Philly Shipyard, Inc. (PSINC, formerly named Aker Philadelphia Shipyard). All four ships will be crewed by SIU mariners upon delivery.

The 50,000 dead-weight-ton (dwt), 330,000-barrel-capacity *Texas* joins sister ship *Ohio*, which was received by Crowley in October, as the first tankers to receive the American Bureau of Shipping's LNG-Ready Level 1 approval, meaning Crowley has the option to convert the tanker to liquefied natural gas (LNG) propulsion in the future. The remaining two ships are under construction with planned deliveries in 2016.

"This is another exciting milestone," said SIU Vice President Contracts George Tricker. "The *Texas* means new jobs for SIU members and it also highlights both the outstanding work of union shipyard employees and the importance of the Jones Act."

"We are excited to close out 2015 with the addition of this technologically advanced vessel to our fleet of U.S.-coastwise product tankers," said Crowley's Rob Grune, senior vice president and general manager, petroleum and chemical transportation. "We constantly strive for ways to enhance the services we provide to our chemical and petroleum customers. The introduction of vessels like *Ohio* and *Texas*, with their advanced technology and environmen-

tally friendly fuel options, prove that we are innovating the industry and we are doing it with American-built, Jones Act vessels."

According to both Crowley and shipyard officials, the new tankers are based on a proven Hyundai Mipo Dockyards (HMD) design which incorporates numerous fuel efficiency features, flexible cargo capability, and the latest regulatory requirements. Each vessel is 600 feet long and is capable of carrying 14.5 million gallons of crude oil or

refined petroleum products.

"We are proud to deliver another ship to Crowley and the first under our new name, Philly Shipyard. The *Texas*, like our 21 previously delivered vessels, continues the long tradition of men and women building quality vessels in Philadelphia," remarked Philly Shipyard's President and CEO Steinar Nerbovik. "As we continue to build the eight ships in our backlog, we are always looking for more skilled men and women to add to our team."



The *Texas* is pictured last fall at the shipyard (above) and in December (photo at left) in nearby Paulsboro, New Jersey. (Photos by John Curdy)

# Guam Becomes USS Emory Land's Home Port

A vessel crewed by members of the SIU's Government Services Division has changed its primary port of operations.

The U.S. Navy on Dec. 23 announced that the Military Sealift Command (MSC) submarine tender *USS Emory S. Land* would shift its home port from Diego Garcia to Naval Base Guam. The change became effective immediately.

She joined the Seafarers-crewed *USS Frank Cable* in Guam to support four fast-attack submarines stationed there in addition to submarines rotationally deployed throughout the U.S. Pacific Fleet area of responsibility. The decision to home-port the *USS Emory S. Land* in Guam supports recent moves by the Navy in relocating submarines and provides essential forward support for those units to complete their missions.

The *Emory S. Land* and its integrated crew of approximately 350 officers and enlisted sailors working alongside 150 civil service mariners – many of whom are members of the SIU – provide logistical support including food, water, electricity and other consumables to U.S. submarine forces. In terms of operational support, the vessel provides ordnance,

spare parts and maintenance backing as required. Additionally, the ship provides medical, dental and legal services to submarine personnel.

As a forward-deployed naval asset, the *USS Emory S. Land* is tasked to provide expeditionary intermediate-level maintenance and repairs, as well as provide hotel service and logistics support to deployed guided-missile and fast-attack submarines deployed in the U.S. 5th and 7th Fleet areas of operations.

The security environment in the Indo-Asia-Pacific requires the U.S. Navy to station the most capable ships forward. This action supports the maritime strategy to strategically maintain naval presence and allows the most rapid response times possible for maritime and joint forces, the Navy reported.

The MSC, both directly and through privately contracted companies, operates approximately 110 non-combatant, civilian-crewed ships that replenish U.S. Navy vessels, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.



Sailors and Military Sealift Command personnel assigned to the submarine tender *USS Emory S. Land* hoist a submarine periscope from the pier in Santa Rita, Guam to be loaded onto the ship. This evolution renewed a capability that has not been employed for nearly a decade. Submarine tenders stocked with vital spare parts, such as a periscope, are a key aspect of providing repair support to submarines and keeping them fully operational. (U.S. Navy photo by Mass Communication Specialist Seaman Austin Ingram)

## With Seafarers on West Coast

Pictured aboard the *Overseas Boston* in Richmond, California, on Jan. 25 are QEP Alex Canada (left) and AB Francisco Anacta. The tanker is operated by Overseas Ship Management.



## Export-Import Bank Transfers

### \$431.6 Million Profit to U.S. Treasury

The Export-Import Bank, commonly called Ex-Im, has released its Fiscal Year 2015 Annual Report highlighting its support of more than \$17 billion in U.S. exports and an estimated 109,000 American jobs. The bank also announced it has transferred \$431.6 million in deficit-reducing receipts to the U.S. Treasury's General Fund for fiscal year 2015.

The Ex-Im Bank is an independent, self-sustaining federal agency that operates at no cost to U.S. taxpayers. Nearly 90 percent of the bank's authorizations directly benefit small businesses.

SIU President Michael Sacco has often spoken about the importance of the Ex-Im Bank to the maritime industry. While the bank was defunded in 2015, he stated, "The program's significance for our industry is that cargoes generated by Ex-Im funding must be transported aboard U.S.-flag vessels. In that light, the program is important not only to U.S. economic security but also national security, because it helps sustain the U.S. Merchant Marine and American-flag vessels."

As explained in the report issued in mid-January, the bank's function is twofold: "When businesses in the United States or their customers are unable to access export financing from the private sector, Ex-Im Bank fills in the gap by equipping American businesses with the tools necessary to compete for global sales. Ex-Im does this in two principal ways. First, when exporters in the United States or their customers are unable to access export financing from private sources, the Bank equips them with the necessary tools – buyer financing, export

credit insurance and access to working capital. Second, when U.S. exporters face foreign competition backed by other governments, Ex-Im levels the playing field by matching or countering the financing offered by other export credit agencies."

Among the highlights from the 2015 Annual Report:

- Ex-Im helped maintain 109,000 American jobs
- Ex-Im supported \$17 billion in exports at no cost to American taxpayers
- Ex-Im supported more than \$3.1 billion of exports from U.S. small businesses
- Nearly 90 percent of transactions directly supported U.S. small businesses
- Ex-Im Bank had a default rate of 0.235 percent as of Sept. 30, 2015
- The organization remitted \$431.6 million to the U.S. Treasury for debt reduction.

"The Bank is proud to help level the playing field for American businesses who offer the world's highest-quality goods and services to global markets," said Fred P. Hochberg, Ex-Im chairman and president. "In the months ahead, we will redouble our efforts to ensure U.S. businesses – particularly small businesses – have every tool available to be on equal footing with their foreign competitors to win sales and create more jobs."

The bank was successfully reauthorized as part of the Fixing America's Surface Transportation Act, which was passed into law on Dec. 4, 2015. The new charter has authorized the bank through 2019.

## Alaska Tanker Company Achieves Safety Milestone

The head of Alaska Tanker Company (ATC) recently announced a significant safety milestone – and he credited the SIU for helping achieve it.

In a written message late last year, Anil Mathur, CEO of Seafarers-contracted ATC, reported that the company's employees had completed 20 million man-hours – spanning 14 years – with only one lost-time injury (a broken finger). During that period, SIU-crewed ATC vessels transported more than 1.25 billion barrels of Alaskan crude oil without spilling a single drop

to sea, Mathur noted. That total accounted for one-third of Alaska's North Slope crude oil production.

"This remarkable world-class performance has been delivered by our dedicated employees working day in and day out while sailing in the harsh weather conditions of the Gulf of Alaska and North Pacific, with long tours of duty away from family, 12-hour days, and interrupted sleep patterns," Mathur wrote. "ATC has achieved this level of performance with strong support from our external stakeholders:

our client BP who has provided us with the world-class Alaska Class fleet, and the funds to safely operate and maintain our ships; our unions: the Seafarers International Union and Marine Engineers' Beneficial Association (70 percent of ATC's work force is unionized); encouragement and support from our regulators: the U.S. Coast Guard, Alaska Department of Environmental Conservation, Washington State Department of Ecology and California Oil Spill Prevention and Response; our suppliers, and support from our owners: OSG, Keystone and BP."

In a congratulatory letter to Mathur, SIU President Michael Sacco said that while the CEO always is quick to deflect praise and give credit to others, "it also must be said that your leadership, foresight, ingenuity and compassion

are at the very heart of ATC's sterling record. Your emphasis on safety training has led ATC to the forefront of cutting-edge preparedness. Your effectiveness and sincerity have created an environment where all workers truly feel empowered to affect positive change, and to regard safety as an integral part of their everyday seagoing life. Very simply – and very sincerely – I believe there is no way ATC would have made this achievement without you at the helm."

Sacco added, "On behalf of our entire union, we are proud of this milestone and grateful for the opportunity to continue working together for many years to come."

The SIU-crewed ATC fleet includes the *Alaskan Legend*, *Alaskan Navigator*, *Alaskan Explorer* and *Alaskan Frontier*.

# Friedrichs Case an Attack on Working America

During the oral arguments in *Friedrichs v. California Teachers Association*, a case currently before the Supreme Court, the real purpose of the trial was made clear: This isn't about agency fees, but rather another way for the corporate elite to attack working-class Americans.

In *Friedrichs v. California Teachers Association*, Rebecca Friedrichs, a public school teacher in Orange County, California, along with nine other teachers and a trade association filed a suit objecting to the agency fees they're required to pay to the California Teachers Association (CTA). The CTA, along with the National Education Association, is defending the previous ruling made in *Abood v. Detroit Board of Education* in 1977, which protected the rights of unions to charge agency fees in order to better represent both members and non-members in a union workplace.

As part of their oral arguments that were presented Jan. 11, the Friedrichs team, led by D.C.-based lawyer Michael A. Carvin and funded by the so-called Center for Individual Rights (CIR), attacked unions as, according to courtroom reporting, "a state-compelled advocate for workplace policies that the non-union members appear to find objectionable."

In addition to the Koch Brothers, the Lynde and Harry Bradley Foundation, John M. Olin Foundation, F.M. Kirby Foundation, Sarah Scaife Foundation, and the Carthage Foundation each have

contributed more than \$1 million to the CIR. These foundations and individuals are the "usual suspects" when it comes to attempting to limit workers' rights, frequently attacking the middle and lower classes in legal battles such as this one.

The justices, as reported by numerous sources, seemed to be falling along historical voting lines: the Supreme Court has previously upheld the decision reached in *Abood*, in a five-to-four ruling in 2014 (*Harris v. Quinn*). Justice Antonin Scalia, the apparent swing vote in this case, was quoted asking the union lawyers, "Why do you think the union would not survive without these fees charged to non-members?" While no formal study has been conducted, there are plenty of examples of what happens when states disallow unions in favor of so-called right-to-work laws.

According to a *Politico* article, "Is there evidence that Americans like getting something – in this case, the benefit of collective bargaining – without having to pay for it? And that as more and more workers become free riders unions diminish in strength? Quite a bit. Union membership in Michigan, to take one recent example, dropped from 633,000 to 585,000 in the single year after that state's right-to-work law took effect in 2013."

But those same right-to-work states are also among the poorest in the nation. "States with right-to-work laws," David Wessel of the Brookings Institution said, "have lower rates of union

membership, and weaker unions and tend to have lower wages." Unions have been proven, time and again, to raise the wages of workplaces by, on average, three percent or higher – and not just for dues-paying members, but also agency-fee paying non-member employees who still benefit from the efforts of collective bargaining.

Even setting aside the direct economic benefits unions have for their members, the positive effects that unions have on their communities cannot be ignored. For a prime example, see the charity work SIU members from the Tacoma hall helped facilitate on page 24 in this issue of the *Seafarers LOG*. Other good examples include the annual Seafarers Waterfront Classic fishing tournament – which is held at the union-affiliated Paul Hall Center for Maritime Training and Education and benefits the Wounded Warrior Anglers – and the annual "Paint Tacoma" community service program that has been faithfully supported by members and union officials each year.

Meanwhile, as Lee Saunders, president of American Federation of State, County and Municipal Employees (AFSCME) said, "Even if the Supreme Court tries to divide us, we will stick together because we know the value of coming together and bargaining for better pay and a safer workplace. You never quit on your communities, and your union will never quit fighting to defend and protect the critical jobs we do every single day."

As described by the AFL-CIO, "Overturning the precedent laid out in *Abood* would have many widespread and unpredictable effects. The ruling, which has laid a framework for union/workplace relationships for nearly 40 years, could disappear overnight, bringing any and all union contracts immediately to the bargaining table for negotiation. This could cause work stoppages, delays in emergency response times, and untold chaos across the country."

This is just the latest attempt to limit the freedom of workers to collectively bargain for better wages and benefits. According to the AFL-CIO, "The groups behind this attack, like the Center for Individual Rights, are what working people dislike about Washington. They represent dishonest politics that ignore the voices of millions of working people around the country who have voluntarily joined together to form a union."

The Supreme Court decision is expected in June. Until then, the AFL-CIO is urging union brothers and sisters to come together in solidarity, to defend the values of a fair day's wage.

Additionally, as the *Washington Post's* Jared Bernstein said, "The long history of unions in America teaches us that special interests' 'divide and conquer' of the working class must be met with new coalitions that organize to rebuild lost bargaining power. Whatever the outcome of *Friedrichs*, that is what must happen next."

## ITF Inspectors Hone Skills at Seminar

Nearly 120 International Transport Workers' Federation (ITF) inspectors gathered in Panama City, Panama, late last year for the organization's worldwide inspectors' seminar.

Conducted every three years, the conference affords the ITF's entire inspectorate network the opportunity to collaborate on the development of new skills and the formulation of innovative strategies to achieve organizational objectives.

SIU Secretary-Treasurer David Heindel, who also serves as chair of the ITF Seafarers' Section, was among those who attended the meeting.

"We're pursuing fairness and justice for seafarers everywhere and in that pursuit inspectors are our soldiers," Heindel said. "They have unique access to seafarers and unique knowledge about the challenges involved in a life at sea. Our mission this week is to strengthen the inspectorate further, to facilitate joint working and particularly at this point to build

the campaigning capacity of the inspectorate network."

Inspectors are ITF representatives working in ports all over the world on issues related to the federation's flags-of-convenience campaign. Their role is to help ensure mariners have decent pay, working conditions and living conditions by carrying out inspections on ships calling in their ports. They also assist with actions to protect crew members' rights.

Heikki Karla, a new inspector from the Finnish Seafarers' Union, summed up the importance of the role of inspectors, when she noted, "Some shipowners have gone from simple and stable making a profit to trying to maximize the growth of profit through cost cutting and so-called optimizing. It is always the seafarer who pays the price. The only way for seafarers to have decent pay and conditions is through a sound system of collective bargaining, which respects human rights and takes into account the nature of work at sea.

"The problems I see on board underline the need for spreading information and getting the seafarers to demand what belongs to them without fear of losing their jobs," she continued. "We need to provide the information, support seafarers and make shipowners respect agreements and respect seafarers."

Besides ITF officials and inspectors, the seminar also attracted representatives from the new Independent Federation of Myanmar Seafarers. In solidarity, they joined the inspectors during a march against Panamanian government attacks on unions and the Panama Canal Authority's alleged unwillingness to discuss safety concerns.

In addition to other items addressed during the meeting, the ITF commissioned an independent study on the safety of the locks on the new Panama Canal. The findings of that investigation will be reported back to the ITF later this year.



SIU ITF Inspectors Tony Sacco, Bobbi Shipley, Shwe Tun Aung, Enrico Esopa



Nearly 120 ITF inspectors participated in the worldwide seminar late last year in Panama City, Panama.

# NTSB Releases Photos of El Faro Wreckage

In early January, the National Transportation Safety Board (NTSB) released new images and footage of the final resting place of the *El Faro*, which was tragically lost in Hurricane Joaquin on Oct. 1. Thirty-three crew members died in the accident, including 17 SIU members.

The ship was finally located on Oct. 31, near Crooked Island in the Bahamas. The salvage team, working aboard the Seafarers-crewed *USNS Apache*, then began documenting the wreckage and searching for the voyage data recorder (VDR), sometimes referred to as the black box.

Though the VDR has not been recovered, the video and photos taken by the CURV-21 remotely operated underwater vehicle illustrate the power of a hurricane. The striking images show the wheelhouse was sheared off from the rest of the wreckage.

Tom Roth-Roffy, lead investigator with the NTSB, described the images of the wreck in an episode of *60 Minutes*. While pointing at a photo of the wheelhouse, Roth-Roffy said, "There should be two decks above that: the lower navigation bridge and the bridge deck.... Just to see the violence of the sea and the winds that would have had to occur to cause that kind of an event...."

The full set of wreckage photos, as well as the video, can be found on [www.seafarers.org](http://www.seafarers.org) in a Jan. 4 post in the News section.

After the search was completed, U.S. Sen. Bill Nelson (D-Florida) wrote a letter to Christopher Hart, chairman of the NTSB, and urged him to consider another search for the missing VDR.

"It is critical that we determine the cause of the *El Faro* sinking to prevent tragedies like this from happening again," wrote Nelson. "While I have faith in your ability to complete this investigation with the information you have gathered, it is important to ensure the most complete investigation possible."

The NTSB responded, stating, "Our original search mission provided us with useful information that may help us improve the chances of locating the VDR in a subsequent search. Since that initial mission concluded in November, we have been evaluating the feasibility and cost of another search mission. We are looking at the availability of search and salvage assets, and the probability of success in finding the VDR capsule, among other factors."

The agency replied that they would reach that decision, "in the next few weeks."

In the wake of this tragedy, relatives of the victims and fellow mariners sent in many messages of condolences to the *Seafarers LOG*. Many were printed in previous editions; the following poem, written by GUDE Mariette Wright's mother, Mary Shevory, was submitted over the holiday season.

### To Mourners of Those Lost on the Ship El Faro

T'was a stormy day, and the waves were rippling o're a darkened and threatening sea,  
When a ship set sail with its cargo laden, and a crew of thirty-three.  
But it never returned, no, it never surfaced: it is far beneath the sea, and with that ship on the ocean's bottom is the crew of thirty-three.  
Hurricanes are fierce, and they have no mercy, least for those upon the sea.  
Crews are strong, they are brave, and they have few worries of what they might soon see.

*El Faro* sank to its ocean grave, taking loved ones, thirty-three,  
And the ocean cares not of what great sorrow it has brought to you and me.

### Fund Update

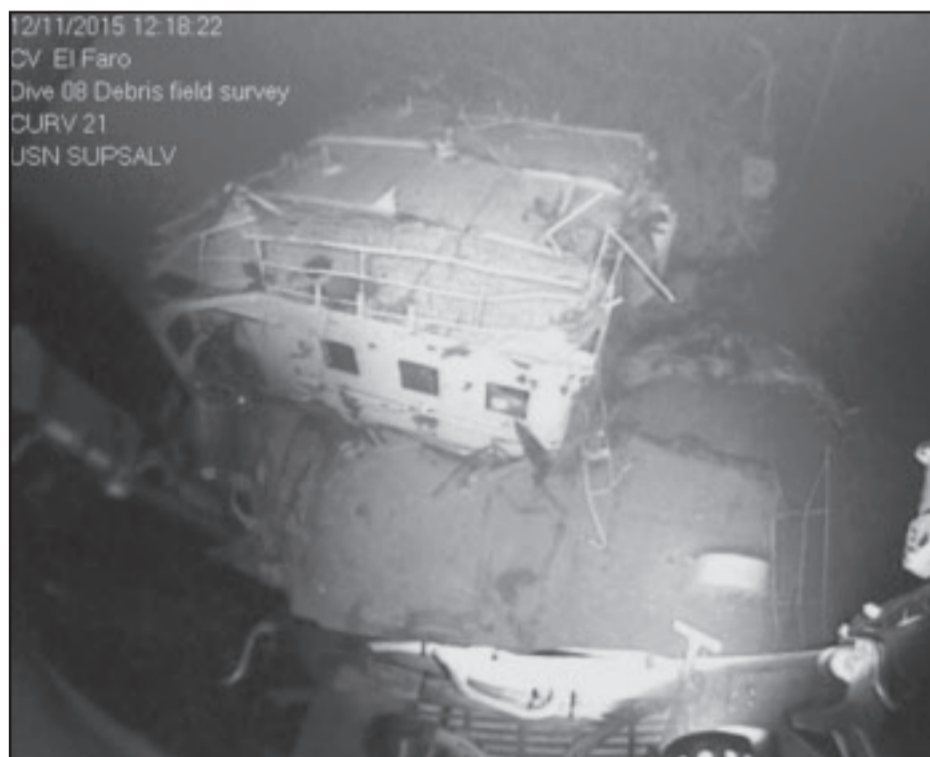
As reported on the union's website, the Seafarers *El Faro* Assistance Fund has been officially recognized as a charity by the IRS, which means all donations – past or future – are tax-exempt. The fund's purpose is to help meet some of the unanticipated financial hardships faced by the families. Virtually any individual or organization may donate. One-hundred percent of the donations will go towards grants for the families. In order to be a beneficiary of the fund, an individual must have been a dependent of a crew member. Applications will be available at SIU headquarters and our union hall in Jacksonville, Florida.

To donate, visit [www.seafarers.org](http://www.seafarers.org) and click on the "Donate Now" button. If donating by check, please make it out to Seafarers *El Faro* Assistance Fund and mail to:

Seafarers *El Faro* Assistance Fund  
c/o SIU Secretary-Treasurer  
5201 Auth Way  
Camp Springs, MD 20746



The stern of the *El Faro* is shown 15,000 feet beneath the surface. (Photo courtesy NTSB)



Taken by a remotely operated submersible, this image shows a close-up view of the detached navigation bridge. (Photo courtesy NTSB)



Secretary of the Navy Ray Mabus (left in photo above) greets Rep. John Lewis (D-Georgia) before the ship-naming ceremony for the future fleet replenishment oiler *USNS John Lewis* (T-AO 205). (U.S. Navy photo)

## SECNAV Names Newest Replenishment Oiler for U.S. Congressman John Lewis

The next generation of Navy fleet replenishment oilers is a few years from starting construction, but the first vessel has been named. The future oiler, which will be crewed by SIU Government Services Division mariners, will be the *USNS John Lewis* (T-AO 205).

The *John Lewis* is named after current U.S. Rep. John Lewis (D-Georgia), who was honored last month at a vessel-naming ceremony conducted at the Cannon House Office Building in Washington, D.C. Secretary of the Navy Ray Mabus made the announcement, and shared his thoughts on the future vessel.

"As the first of its class, the future *USNS John Lewis* will play a vital role in the mission of our Navy and Marine Corps while also forging a new path

in fleet replenishment," said Mabus. "Naming this ship after John Lewis is a fitting tribute to a man who has, from his youth, been at the forefront of progressive social and human rights movements in the U.S., directly shaping both the past and future of our nation."

Lewis is a civil rights movement icon who participated in the "Freedom Rides" of 1961. He was a keynote speaker at the March on Washington in 1963, and led 600 protestors across the Edmund Pettus Bridge in Selma, Alabama.

Lewis was elected as U.S. representative of Georgia's Fifth Congressional District in 1986, and has dedicated his life to protecting human rights, securing civil liberties, and building what he calls

"the beloved community" in America.

The new ship "will, for decades to come, serve as a visible symbol of the freedoms Representative Lewis holds dear, and his example will live on in the steel of that ship and in all those who will serve aboard her," said Mabus.

Congressman Lewis stated on his Twitter account, "I am more than pleased and very grateful that the U.S. Navy has decided to name a ship after me."

The vessel will provide underway replenishment of fuel and stores to U.S. Navy ships at sea and jet fuel for aircraft assigned to aircraft carriers. A building contract will be awarded for the ship in summer 2016 and construction is expected to begin in 2018.



SIU and AMO members on the *USNS Pathfinder* had a memorable Christmas, starting with a shipboard memorial and continuing with a rescue. Pictured on deck are (back row, from left) Capt. Thomas Pearse-Drance, OS Mohamed Ghaleb, 1st Asst. Eng. Richard Cheery, GVA Saeed Alasfor, AB Ricardo Hernandez, 3rd Mate Johnny Birdwell, Chief Eng. Kevin Krogh, QMED Gary Williams, QMED Antonio Watson, GVA Santos Jaime, 2nd Asst. Eng. Jordan Cutty, AB Mike Hodges, 3rd Asst. Eng. Zack Gainsley, AB George Steube, (front row, starting with those kneeling) Chief Mate Gary Carlson, Bosun Kelly Doyle, GVA Eduardo Meregillano, Chief Steward Don Lewis, SK Courtney Turner, OS Peter Hamm and RO Eric Bodner.

## USNS Pathfinder's Unique Christmas Includes Rescue of Canadian Boater, El Faro Memorial

For crew members aboard the *USNS Pathfinder*, last Christmas is one they're unlikely to forget.

Bosun Kelly Doyle noted, "On Christmas Eve, we had a memorial for the *El Faro* crew since we took the same path and passed at or near the vessel's last known position (near Crooked Island, Bahamas). About 12 hours later, we rescued a Canadian sailor from his sinking boat."

The nighttime rescue took place in the Bahamas and, based on video footage as well as a firsthand account, it's no exaggeration to say it saved the life of Eric Valois, owner and sole occupant of the 43-foot sloop *Flamboyant*. The boat had lost its mast and had been drifting for five days between the Bahamas and Turks and Caicos. On Christmas Eve it was taking on water in windy conditions and 15-foot seas, and was within about two hours of sinking.

"Once I was out of fuel, the situation got critical," Valois said. "I called an emergency to passing freighters on the afternoon of Dec. 24 but no one responded. By the evening I was only a couple of hours away from having to bail out, as the boat would sink completely during the night. There was nothing else that could be done, so I put out a mayday call.... For two hours I kept calling mayday at intervals of five minutes. No one responded and I could see no other boats in the vicinity."

On the verge of climbing into the emergency life raft, Valois got a response from Capt. Thomas Pearse-Drance, vessel master of the USMMI-operated *Pathfinder*.

"They came alongside and literally plucked me out of my life-threatening predicament," Valois continued. "The crew was very capable and also very relieved and glad to have been able to save me. I am extremely grateful for them saving my life. My chances of survival would have otherwise been very bleak indeed."

The mission was complete four days later when Valois safely arrived at the Canadian Embassy in Panama, and he was on his way back to Canada before the new year.

"It is a great story about our mariners, their skill and caring," said Pearse-Drance. "Every officer and crew member on board the *Pathfinder* was important to bring a safe and successful effort to rescue Mr. Valois. The compassion and care shown the next five days, helping him recover from his traumatic experience, aided his transition to a new life back in his native Montreal after losing his home and

livelihood on the *Flamboyant*."

In a written message to Pearse-Drance, Rear Adm. T.K. Shannon, commander, U.S. Military Sealift Command, said, "Congratulations to you and crew of *Pathfinder* for swiftly responding and executing the safe rescue.... Your quick response to the mayday call ... was exceptional. I applaud the skill and enthusiasm of you and your crew to provide assistance to those in need. I understand the difficulty in executing a rescue in rough seas and the associated hazards to the ship and crew. You and your crew brought great credit to yourselves and our organization.... I could not be more proud of everyone onboard." (The *Pathfinder* is an oceanographic survey ship operated by USMMI for MSC.)

Mika Kosaki Oldham, consul at the Embassy of Canada in Panama, also sent a message to the ship that read in part, "I would like to express my gratitude to Capt. Thomas (Pearse-Drance) and the crew of the *USNS Pathfinder* for the tremendous efforts to rescue Mr. Valois and the subsequent hospitality extended to him during his time on board."

Bosun Doyle added, "This is the first time in 15 years I have worked for the T-AGS fleet that I have been at sea for Christmas. Usually we are tied to the pier somewhere during the holiday season."

SIU members aboard the vessel during the rescue included Doyle, AB Ricardo Hernandez, AB Michael Hodges, AB George Steube, OS Mohamed Ghaleb, OS Peter Hamm, QMED Gary Williams, QMED Antonio Watson, Chief Steward Don Lewis, Chief Cook Lonnie Jones, GVA Santos Jaime, SA Saeed Alasfor, GVA Eduardo Meregillano, Storekeeper Courtney Turner and MDR Jeffrey Koch

### Memorial Service

Hours before the rescue of Valois, *Pathfinder* crew members conducted a shipboard remembrance of the 17 Seafarers, 11 American Maritime Officers (AMO) members, and five Polish nationals who perished when the *El Faro* sank Oct. 1 in Hurricane Joaquin.

Pearse-Drance began the ceremony by extending sympathies to the families and friends of the *El Faro*'s final crew. He also pointed out the important role played by the U.S. Merchant Marine when it comes to national defense.

Doyle then read Psalm 107, followed by poignant remarks from Chief Mate Gary Carlson. The ship's bell was struck and a flower was tossed into the ocean as each of the 33 names was read. The service concluded with a prayer and the playing of the Navy Hymn (Eternal Father).



Vessel master Capt. Thomas Pearse-Drance leads the crew's tribute to the *El Faro*.



Bosun Kelly Doyle approaches the rail during the memorial service.



Canadian Eric Valois (left, aboard his sailboat) approaches the *Pathfinder* during a nighttime rescue in the Bahamas.



## *At Sea and Ashore With the SIU*



**HOLIDAY GATHERING AND PHILANTHROPY IN NORFOLK** – The union hosted its traditional pre-Christmas gathering at the hall, and attendance proved typically strong. Some of the guests, officials and fare are pictured in the photo directly above and three others at the top of this page. Included is SIU VP Government Services Kermet Mangram (far right in photo at top left). In the spirit of the season, the union also donated food to the local branch of Union Mission Ministries. Making the delivery (photo at top center) were SIU Representative Sam Spain (left) and ITF Inspector Barbara Shipley, pictured with a ministry representative.

**CATCHING UP IN CHARM CITY** – Recertified Stewards Lauren Oram (left) and Robert Brown chat at the SIU hall in Baltimore.



**WELCOME ASHORE IN OAKLAND** – Longtime Seafarer Ueli “Willie” Alataua recently called it a career. He sailed in the deck and engine departments before working on the shore gang in Oakland, California.



**PHC TRAINS NAVY OFFICERS** – Late last year, the union-affiliated Paul Hall Center provided its latest installment of off-site STCW training to 26 U.S. Navy officers at Ford Dix, New Jersey. Instructors Brad Wheeler (far right) and Dan Landgrebe (next to Wheeler) are awash in sunlight standing next to the class members.



**PROMOTING LABOR MOVEMENT** – The Maritime Trades Department’s West Gulf Ports Council hosted a breakfast in Houston for labor-backed political candidates. Pictured from left to right at the event are SIU Port Agent (and Port Council Executive Secretary) Mike Russo, Houston mayoral candidate Sylvester Turner, State Senator John Whitmire and Port Council President Paul Puente.



**ABOARD MAERSK KINLOSS** – Pictured from left are AB Bill Davis, Bosun Rufino Giray, DEU Richard Lawson, AB Pablo Rochez, AB Fethanegest Demoz, AB Gil Aca-pulco and AB Marcos Santos.



# At Sea and Ashore with the SIU



**BRIGHTENING HOLIDAYS FOR ORPHANS** – SIU and AMO members once again spread holiday cheer overseas. For the third straight year, officers and crew aboard the *USNS Wheeler* donated to the Miewon Orphanage in Busan, South Korea. This year, they were joined by fellow mariners from the SIU-crewed *USNS Charlton*. Altogether, the crews donated more than \$2,200 worth of presents to the orphans, in addition to helping support the holiday party. The photo above shows most of the 32 orphans who attended the party (holding some of the presents), plus SIU and AMO members. SIU members in the photo include Chief Steward Jean Favreaux and Wiper Julio. Other *Wheeler* SIU crew who contributed but could not attend included Bosun Manolo Delos Santos, QMED Jasper McGirt, AB Kevin Hanmont, AB Matthew Thompson, AB Marco Brown, AB Smyrno Desir, and Chief Cook Raul Napoles. Thanks to *USNS Wheeler* vessel master Capt. Glenn Macario for the photo and info.



**BOOK PRESENTATIONS IN PINEY** – A number of Seafarers picked up their full books in recent months at the union-affiliated school in Piney Point, Maryland. They included (photos above, from left) Capt. Joel Anderson, Capt. Randy Isenhart (right, with Port Agent Pat Vandegrift), Chief Cook Marilou Toledo (with her husband, Chief Steward Glenn Toledo), and Chief Engineer Kevin Hale (left, also with Vandegrift).



**REMEMBERING FALLEN BROTHERS & SISTERS** -- SIU members at Pettys Island pose in their new El Faro memorial T-shirts. The Seafarer who did the artwork – Scott Musick – is holding a framed version in front. All proceeds from the shirt sales are going to the Seafarers El Faro Assistance Fund.

**ON THE JOB IN NEW YORK** – From left, Seafarers Edwin Ruiz, George Dicanio, Justine Soresi and Jimmy Niotis were all smiles heading into the winter holidays.



**MARITIME JOBS BOOST PUERTO RICO ECONOMY** – This snapshot from the SIU-affiliated Paul Hall Center for Maritime Training and Education reflects one part of the economic benefits of American-flag shipping for the people of Puerto Rico – namely, jobs. Students at the Piney Point, Maryland, campus in mid-December who are natives of Puerto Rico (most of them pictured above) included Roberto Flores Monge, Victor Cortes Maldonado, Kemer Rojas, Pedro Garcia, Juan Luis Guanill, Rodney Passapera, Manuel Rodriguez, Roberto Borras, Edrick Lopez, Jose D. Nunez, Adrian Surillo, Luis Perez, James Sanchez, Victor Nunez, Lionel M. Felix, Julio Perez, Jorge Carrales.



**ABOARD TYCO DEPENDABLE** – Pictured on the cable ship after a payoff in Portsmouth, New Hampshire, are Bosun Todd Conley, Bosun's Mate Romeo M. Macaraeg Jr., AB Dexter Ferrer, AB Ronnie E. Rodriguez, OS Neiman Pettis, OS Mohamed Ali Saleh, GVA Peter Mensah, OMU Danilo Achacoso, OMU Leonardo V. Cortez, OMU Nasser S. Ahmed and Wiper Justin Bing.



Pumpman Pedro Santiago (second from left) listens attentively to the instructor during one his basic training modules.

## Seafarer Santiago Sees Benefits Of Training at SIU-Affiliated School

While some mariners may find themselves scrambling to become compliant when revisions to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) fully go into effect in 2017, Pumpman **Pedro Santiago** definitely will not be one of them.

That's because the Brooklyn, New York native who now calls Orlando, Florida, home is a man of action who lives by a simply stated yet powerful adage that's guaranteed to yield results. "I always try to stay one step ahead, so that in case I fall back, then I'm right on time," said the well-traveled and highly experienced mariner whose first trip to sea took place some 42 years ago. "This has been my philosophy for many, many years."

Santiago recently spent time enhancing his skills in the 40-hour basic training course at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. His training included stand-alone modules in basic firefighting, first aid/CPR/AED, personal safety and social responsibilities, and personal survival techniques – all of which are required under the new STCW revisions which become effective one year from now.

"When it comes to my training, I always try to investigate and find out what's needed in order to keep my credentials up to date," Santiago said. "As an experienced mariner, I am well aware of how important it is to keep your credentials up to date.... With them you can stay ahead in this industry, but without them you go nowhere."

"So that's why I tell people to stay on top of things and constantly upgrade their skills," he continued. "By upgrading, people can not only get better jobs, but also make more money and in the process change their lifestyles. Some people listen and take heed; others don't and find themselves falling behind when climbing the ladder to success."

Santiago's recent visit to Piney Point for upgrade training was his 11th such trip during the course of his career. He said the knowledge he acquired during those training periods, complemented by the real-world experience he has gained over the years have paid huge dividends.

"I have absolutely no regrets for choosing



Pumpman Pedro Santiago poses with his wife, Dalia, on the waterfront at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

shipping as a career," he said. "I've made a good living with this union and I have lived a good life. Since joining up, I've never needed or wanted for anything, and this was because of my job. Through it, I was able to provide for my family. I'd recommend this lifestyle to anyone."

The father of four daughters, Santiago has taken measures that someday could result in his grandchildren following in his footsteps. He said he already has spoken to his grandsons about whether they may consider maritime careers.

"Kids are indecisive these days though, so I'm not sure what they will end up doing," Santiago said. "But I've already planted the seed in their heads. I still have a few years of shipping left in me and a few years on them, so I'll keep putting it in their heads."

"The way things are today, they have the potential to do great things in this industry," he concluded. "It's like I tell people all the time: where you gonna find a job like this?"

## STCW Basic Training Note

Beginning in January 2017, in order to renew a merchant mariner credential (MMC) with an STCW Basic Training (BT) endorsement (VI/1), an applicant must show proof of having completed a Coast Guard-approved BT class within the last five years.

This does not mean that all mariners must complete such a course by January 2017. For instance, anyone renewing their MMC this year (provided they're already STCW-compliant) would have until their next renewal (as late as 2021) to complete an approved BT class.

It also doesn't mean that the credential itself or the BT-specific component of the credential somehow becomes invalid in January 2017. In fact, until January 2017, STCW Basic Training itself is still renewable via sea service

(at least one year of sea time in the last five years).

However, there is some urgency for mariners whose MMCs expire in 2017. When applying to renew those credentials, in order to meet the new BT requirements, individuals will have to show proof of having completed an approved class within the previous five years. Because BT (previously BST) has been renewable via sea service for many years, there may be a large number of mariners who haven't taken the formal class in quite some time.

More information about STCW requirements is available from the SIU-affiliated Paul Hall Center (admissions office) and on the Coast Guard's National Maritime Center website: <http://www.uscg.mil/nmc/>



## Spotlight on Mariner Health

### Diagnosing and Treating Diabetes

Remember that diabetes is a disorder of metabolism or the way the body breaks down food for growth and energy. Most of the food we eat is broken down into glucose/sugar. Some is used right away and some will be stored in the liver and muscle tissues for use at another time. We need glucose in our bodies for fuel in order to give us the energy that gets us through the day.

When we eat something, the pancreas will usually secrete the right amount of insulin to help move glucose from the blood into the cell. When someone has diabetes this process is interrupted.

Diabetes is discovered through a patient's symptoms, through fasting glucose levels that are above 120 mg/dl on two testing periods, through random testing of glucose of 200 mg/dl, and through glucose tolerance testing.

As previously discussed, there are different types of diabetes: Type 1-Juvenile Onset, Type 2-Adult Onset, and diabetes that can occur during pregnancy (Gestational Diabetes).

In Type 1 there is no insulin secreted from the pancreas. This is usually noted as an autoimmune problem from birth. Something happens that makes the body attack the insulin-producing beta cells in the pancreas and will eventually kill those cells. People with this type will have to take insulin in some form for the rest of their lives.

There is hope and progress in this area for pancreatic/islet transplants, implantable insulin secreting devices, and portable insulin pumps. Many new and updated diabetic testing devices are available for blood sampling that are virtually painless.

In Type 2 there is usually enough insulin secreted or a decrease in the amount secreted. This is due to aging, obesity, family history, physical inactivity, and possibly a past history of gestational diabetes. These people for some reason cannot use the insulin secreted effectively and have a condition named insulin resistance. They are usually treated with diet and exercise, weight loss, medications, and possibly insulin. There are many new medications on the market now that give the doctor and patient more options to help treat this disease.

The results are the same for Type 1 or Type 2. Glucose builds up in the blood and the body cannot make use of it for energy. The body must have this glucose for fuel in order for the body to function on a daily basis.

Lastly there is gestational diabetes that happens when a woman's pregnancy progresses and she needs more insulin for the increase in sugar that her body makes.

Next time we will discuss the testing that diagnoses diabetes and more treatment options for a longer, healthier life.

## Healthy Recipe

### Cajun Chicken

Servings: 25

*(Recipe courtesy of the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship)*

10 pounds chicken breast without skin, trimmed of fat

1/4 cup red bell pepper, roasted and diced

Seasoning  
1/2 cup olive oil  
2 tablespoons thyme, dry crushed fine  
1-1/4 teaspoons salt  
1-1/2 tablespoons paprika, Spanish  
1 teaspoon cayenne pepper  
2 tablespoons granulated garlic  
2 tablespoons oregano, dry crushed fine  
1 teaspoon white pepper, ground  
1 teaspoon cumin, ground  
1/2 teaspoon nutmeg, ground

Place the chicken in a large container with plenty of room. Pour the olive oil all over the chicken. Mix all the remaining dry ingredients together.

Mix the dry seasoning into the chicken.

Place the seasoned chicken in 2" hotel pans. Bake the chicken in a 350°F oven uncovered for about 15-20 min. until internal temp. of 165°F.

Garnish pans with chopped parsley and roasted peppers.

Garnish  
2 tablespoons parsley, fresh chopped



A steward department upgrader puts some of his newly acquired skills to the test by preparing grilled chicken.

Yield: 5/8 ounce  
Per Serving (excluding unknown items): 205  
Calories: 6g Fat (28.6% calories from fat); 34g Protein; 1g Carbohydrate; trace Dietary Fiber; 84mg Cholesterol; 202mg Sodium. Exchanges: 0 Grain (Starch); 4 112 Lean Meat: 0 Vegetable: 1 Fat.



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## Away At Tax Time

### Which Income Need Not Be Reported

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs
- Jones Act settlements for injuries, pain, suffering, and medical costs
- Maintenance and Cure
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness
- Disability retirement payments (and other benefits) paid by the Veterans' Administration
- Child support
- Gifts, money or other property inherited or willed
- Dividends on veterans' life insurance
- Life insurance proceeds received because of a person's death
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home
- Certain amounts received as a scholarship

### Filing An Extension

Taxpayers can get an automatic 6-month extension if, no later than April 18, 2016, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

### Where Is My Refund

If taxpayers have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the website at www.irs.gov. To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security Number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the refund amount. It is important to enter the refund amount exactly as it is shown on your return.

### Why Seafarers Must Pay State Income Tax

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships. Specifically, the law [46 USC 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, inter-coastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live. Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank. Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state. Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state. In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state. If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

### Where To Get Information

**General Information:** 1-800-829-1040 may be called for general information between 7 a.m. and 7 p.m. your local time.

**Publications:** Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

**Walk-In Help:** IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

**Telephone Help:** The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered. The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat

the topic and the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund. This telephone service is available 24 hours a day, 7 days a week.

**Personal Computer:** Access the IRS's internet website at www.irs.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator; check the status of your refund; send the IRS comments or requests for help via email; and sign up to receive local and national tax news by email.

**Send IRS Written Questions:** Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

# Tax Tips For Members

access most commonly used Federal tax forms from the IRS website and directly submit the forms electronically. Free electronic filing is no longer subject to any income limitations. For more information, visit the IRS website at: www.irs.gov.

### What Are Considered Deductions and Credits

**Personal Exemption Amount:** The deduction for each exemption—for the individual, his or her spouse and dependents is \$4,000 per person. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

**Standard Deduction:** The standard deduction, or dollar amount that reduces the amount that is taxed, increased for married couples filing jointly in 2015 to \$12,600. The standard deduction for single individuals and married couples filing separate returns is now \$6,300. The standard deduction for heads of household increased to \$9,250 for 2015.

**Personal Interest Deductions:** For 2015, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

**Interest on Secured Loans Deductible:** In most cases you can deduct all your home mortgage interest depending on the date of your mortgage, the amount of the mortgage and how the proceeds were used. Interest paid on investments is also 100 percent deductible but limited to the amount of investment income earned each year. Any excess can be carried forward to the next year.

**Union Dues Deduction:** Union dues, including working dues, are deductible only if they exceed 2% of adjusted gross income. If they do, only the portion over the 2% is deductible. The self-employed may deduct union dues as a business expense.

**Club Dues Deduction:** No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

**Deductions Subject to 2% of Adjusted Gross Income:** These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

**Deducting Work-Related Expenses:** Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer.

Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related cloth-

### How to Prepare A Tax Return

**Step 1.** Get all records together.  
**Income Records.** These include any Forms W-2, W-2G and 1099  
 ■ Itemized deductions and tax credits  
 ■ Medical and dental payment records  
 ■ Charitable contributions  
 ■ Real estate and personal property tax receipts

■ Interest payment records for items such as a home mortgage or home equity loan  
 ■ Records of payments for child care so an individual could work

**Step 2.** Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 titled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS website at www.irs.gov for forms, instructions and publications.

**Step 3.** Fill in the return.  
**Step 4.** Check the return to make sure it is correct.

**Step 5.** Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

**Step 6.** Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099-R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or MasterCard. To pay by credit card, call the toll-free number 1-888-872-9829 or 1-888-729-1040 or visit websites www.officialpayments.com/fed or www.pay1040.com. There is a fee charged based on the amount you are paying.

**Rounding Off to Whole Dollars:** Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.  
**Fast Refund:** Taxpayers are able to request direct deposit of their tax refunds by filling out lines 76b, 76c and 76d on their Form 1040. Line 76b is for the bank's routing number. Line 76c indicates the type of account, and line 76d is the taxpayer's account number at the bank. When tax returns are filed electronically, a refund will be received in about 3 weeks or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, individuals that prepare his or her own return can

### Standard Deduction

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$1,250 for a married person or "spouse" or \$1,550 for an unmarried person). Note that the personal exemption deduction is \$4,000.

Filing Status	Standard Deduction
Single and Married filing separate .....	\$ 6,300
Married filing joint return or qualifying widow(er) with dependent children.....	\$12,600
Head of household.....	\$ 9,250

In 2015, capital gain income will be subject to an additional 3.8% Medicare tax for income that exceeds the threshold amounts listed above.

**Medicare Tax on Investment Income** – In 2015, a tax equal to 3.8% of the lesser of the individual's net investment income for the year or the amount the individual's modified adjusted gross income (AGI) exceeds the threshold amount. The threshold amounts for the additional Medicare tax are as follows:

- \$250,000 for married filing jointly and surviving spouses
- \$125,000 for married filing separately
- \$200,000 for all others

Investment income reduced by deductions properly allocable to that income is net investment income. Investment income includes income interest, dividends, annuities, royalties and rents and net gain from disposition of property, other than such income derived in the ordinary course of a trade or business. However, income from a trade or business that is a passive activity and from a trade or business of trading in financial instruments or commodities is included in investment income.

Modified adjusted gross income for the purpose of calculating the additional Medicare tax is a person's adjusted gross income with the foreign earned income exclusion or foreign housing exclusion added back in.

**Adoption credit** - The maximum adoption credit has increased to \$13,400 per child with adjusted gross income phase out starting at \$201,010. For 2015, the credit is nonrefundable. Any unused credit can be carried forward for five years. In general, the adoption credit is based on the reasonable and necessary expenses related to a legal adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filling out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2015 tax returns one or more adoption-related documents.

**Child Tax Credit - The American Taxpayer Relief Act of 2012** extends the enhanced child tax credit of \$1,000 maximum credit per child through the end of 2017.

For 2015 tax year the child tax credit starts to be reduced when income reaches the following levels:

- \$55,000 for married couples filing separately
- \$75,000 for single, head of household, and qualifying widow(er) filers, and
- \$110,000 for married couples filing jointly

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts.

The child tax credit is generally nonrefundable credit that is limited to regular tax liability plus alternative minimum tax liability. However, a portion of the credit is refundable for certain taxpayers (see Form 8812 and IRS Pub. 972).

**Child and Dependent Care Credit** - For 2015, there is a credit of \$3,000 for cost to care for one child under age of 13 or up to \$6,000 for two or more children so that the parents can either go to work or be in process of looking for work. There must be earned income in order to take the credit (the credit amount has not changed).

**The American Opportunity Tax Credit** - For tax year 2015, the maximum credit amount can be up to \$2,500 and up to \$1,000 of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program.

The credit is calculated by taking 100% of the first \$2,000 of qualified tuition and related educational expenses and 25% of the next \$2,000 of such expenses. The credit is gradually reduced if your Modified AGI is:

- \$80,000 to \$90,000 for Single, Head of Household, and Qualifying Widow(er)
- \$160,000 to \$180,000 for Married Filing Joint

The American Opportunity Tax Credit is extended under *The American Taxpayer Relief Act of 2012* through the end of 2017.

**Lifetime Learning Credit** - For tax year 2015, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20% of the educational expenses on the first \$10,000 of qualified educational expenses. The credit is gradually reduced if your Modified AGI exceeds \$55,000 (\$110,000 if married filing joint return) and is completely eliminated if your Modified AGI exceeds \$65,000 (\$130,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately".

There is no limit on the number of years for which the credit can be claimed for each student.

**Tuition and Fees Deductions** – Reinstated for 2015 and 2016 tax years. For 2015, you may be able to deduct up to \$4,000 for taxpayers with AGI of \$65,000 or less (\$130,000 for joint filers) and the maximum amount of the deduction will be reduced for taxpayers with AGI above \$65,000 but less than or equal to \$80,000 (\$130,000 and \$160,000, respectively, for joint filers) for qualified educational expenses paid for yourself, spouse or dependent even if you do not itemize deductions on Schedule A.

Taxpayers cannot claim tuition and fees tax deduction in the same year they claim American Opportunity Credit or Lifetime Learning Credit.

Taxpayers who choose to claim the tuition and fees deduction must fill out and attach Form 8917. The resulting deduction is reported on Form 1040 Line 34 or Form 1040A Line 19.

**Expanded Definition of Qualified Expenses for Qualified Tuition Programs** - Qualified higher education expenses generally include tuition, fees, and related expenses such as books and supplies. The expenses must be for the student pursuing a degree, certificate, or similar program, at an eligible educational institution. An eligible educational institution includes most colleges, universities, and certain vocational schools.

**Educator Expenses** – *The Protecting Americans from Tax*

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## What's New for the 2016 Tax Filing Season

Following are some of the changes that took effect in 2015 and 2016, along with provisions that remain in effect from 2014. Please check www.irs.gov before filing your return.

**Due date of return** - File Form 1040 by April 18, 2016.

**Exemptions** - The personal exemption and the dependency exemption increased to \$4,000 for 2015. For tax year 2015, the phase-out is reinstated at the higher threshold of \$258,250 for single individuals, \$284,050 for heads of household, \$309,900 for married filing joint, and \$154,950 for married filing separately.

For tax year 2016, the phase-out has increased to \$259,400 for single individuals, \$285,350 for heads of household, \$311,300 for married filing joint, and \$155,650 for married filing separately.

**Standard Deductions** – The standard deduction for married couples filing a joint return increased to \$12,600 for 2015. The standard deduction for single individuals and married couples filing separate returns has increased to \$6,300 for 2015. The standard deduction for heads of household increased to \$9,250 for 2015. The additional standard deduction for people who have reached age 65 (or who are blind) is \$1,250 for married taxpayers or \$1,550 for unmarried taxpayers.

You can use the 2015 Standard Deduction Worksheet or see page 141 from Publication 17 which can be found on irs.gov to figure your standard deduction.

**Itemized Deductions** - For tax year 2015, the phase-out is reinstated at the higher threshold of \$258,250 for single individuals, \$284,050 for heads of household, \$309,900 for married filing joint, and \$154,950 for married filing separately.

For tax year 2016, the phase-out has increased to \$259,400 for single individuals, \$285,350 for heads of household, \$311,300 for married filing joint, and \$155,650 for married filing separately.

High-income taxpayers are also subject to limits on exemptions and deductions in 2015. The income threshold for the Pease and PEP (personal exemption phase-out) limitations is \$309,900 in adjusted gross income (AGI) for joint filers and \$258,250 for singles. The Pease limitation reduces the value of charitable contributions; mortgage interest; state, local, and property taxes; and miscellaneous itemized deductions. For 2015, this limitation is the lesser of 3% of AGI above the threshold up to 80% of the amount of the itemized deductions otherwise allowable. The PEP limitation reduces the total personal exemption by 2% for every \$2,500 of income above the same income thresholds with no upper limitations. That means it's possible for some taxpayers to completely phase-out of their personal exemptions.

**Medical Care Itemized Deduction Threshold** - For 2015, the threshold for the itemized deduction for unreimbursed medical expenses remains at 10% of adjusted gross income for regular income tax purposes. In years 2013 - 2016, if either the taxpayer or the taxpayer's spouse has turned 65 before the end of the 2015 tax year, the threshold of 7.5% of adjusted gross income applies.

**Earned Income Credit (EIC)** - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2016:

- Credit of \$6,242 if you have three or more qualifying children and you earn less than \$47,747 (\$53,267 if married filing jointly)
- Credit of \$5,548 if you have two qualifying children and you earn less than \$44,454 (\$49,974 if married filing jointly)
- Credit of \$3,359 if you have one qualifying child and you earn less than \$39,131 (\$44,651 if married filing jointly), or
- Credit of \$503 if you do not have a qualifying child and you earn less than \$14,820 (\$20,330 if married filing jointly)

The maximum amount of investment income you can have and still get the credit has increased to \$3,400 in 2015.

**Social Security and Medicare Taxes** - The maximum amount of wages subject to the Social Security tax for 2015 is \$118,500. There is no limit on the amount of wages subject to the Medicare tax. In 2015, hospital insurance tax in addition to the Medicare tax will be an additional 0.9% tax on wages that exceed the following threshold amounts: \$250,000 for married filing jointly and surviving spouses, \$125,000 for married filing separately and \$200,000 for all others. This additional assessment also applies to self-employed workers.

For 2016, the maximum amount of wages subject to Social Security tax is \$118,500.

**Self-Employment Tax Rate and Deduction** – The FICA portion of the self-employment tax is 12.4% in 2015. The Medicare portion of the SE tax is 2.9% not including the 0.9% additional tax on the amounts above the applicable thresholds as noted above. As a result, the SE tax rate increased to 15.3%. The deduction is equal to one-half of self-employment tax.

**Capital Gains and Losses** - Continuing from 2012 you must report your capital gains and losses on Form 8949 and report the totals on Schedule D. If you sold a covered security in 2015, your broker will report the cost basis on your Form 1099-B. Refer to the IRS website at www.irs.gov/form8949 for additional information and other new developments affecting this form and Schedule D.

**Qualified Dividend and Capital Gains Tax Rate** – In 2015, the tax rate on long-term gains and qualified dividends is 20% for income that exceeds the 39.6% tax bracket threshold amount:

- \$464,850 for married filing jointly and surviving spouses
- \$439,000 for head of household
- \$232,425 for married filing separately
- \$413,200 for single

The rate goes down to 15% for lower tax brackets and then 0% for 10%-15% tax brackets.

# Assorted Changes Greet Tax Filers During 2016 Season

Continued from Page 12

**Hikes Act of 2015** permanently extends the above-the-line deduction for eligible elementary and secondary school teachers of up to \$250 per year (\$500 if you and your spouse were both eligible educators) for expenses paid or incurred for books, certain supplies, computer and other equipment, and supplementary materials used in the classroom. The Act also modifies the deduction by indexing the \$250 ceiling amount to inflation beginning in 2016.

**State & Local Sales and Use Tax Deduction** – In 2015 the taxpayer can elect to deduct state and local general sales and use taxes instead of state and local income taxes as an itemized deduction.

## Individual Retirement Accounts:

**Education IRAs** (Coverdell Education Savings Account) - Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses.

**Traditional IRAs** - For 2015, the contribution limit to a traditional IRA is the lesser of \$5,500 (increased to \$6,500 for taxpayers age 50 or older at the end of 2015) or your compensation. For the deduction, the Modified Adjusted Gross Income (AGI) phase-out range in 2015 is \$61,000-\$71,000 for single, head of household, \$98,000-\$118,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

**Roth IRAs** - The maximum total yearly contribution that can be made by an individual to a Roth IRA is the lesser of \$5,500 (increased to \$6,500 for taxpayers age 50 or older at the end of 2015) or your compensation. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$116,000 and \$131,000, for joint filers and qualifying widow(er) with an AGI between \$183,000 and \$193,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

**Special Charitable Contributions for Certain IRA Owners** - The *Protecting Americans from Tax Hikes (PATH) Act of 2015* permanently extends the Qualified Charitable Distributions. It offers older owners of IRAs a different way to give to charity. An IRA owner age 70 and one-half or older can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension (SEP) plans, are not eligible to be treated as a qualified charitable distribution.

To qualify, the funds must be contributed directly by the IRA trustee to an eligible charity. Amounts so transferred are not taxable and no deduction is available for the transfer.

Not all charities are eligible. For example, donor-advised funds and supporting organizations are not eligible recipients. Remember to check eligibility of the charity before requesting a QCD.

All QCDs from an IRA to eligible charities are counted in determining whether the owner has met the IRA's required minimum distribution. Where individuals have made nondeductible contributions to their traditional IRAs, a special rule treats QCD amounts as coming first from taxable funds, instead of proportionately from taxable and nontaxable funds, as would be the case with regular distributions.

**Foreign Financial Assets** - If you had foreign financial assets in 2015, you may have to file Form 8938 with your return. In addition, a separate FBAR document must be e-filed by June 30, 2016 if the aggregate value of the foreign accounts exceeds \$10,000 in any given month of the year.

**Divorced or Separated Parents** - A custodial parent who revoked their previ-

ous release of a claim to a child's exemption must include a copy of the revocation with their return.

**Repayment of First-Time Homebuyer Credit** - If you have to repay the credit, you may be able to do so without attaching Form 5405. Repayment is reported directly on Form 1040, line 60b.

**Mortgage Insurance Premiums** - Mortgage insurance premiums for qualified mortgage insurance on debt to acquire, construct, or improve a first or second residence can potentially be treated as deductible qualified residence interest. This provision was extended for premiums paid or accrued before 2017.

**Nonbusiness Energy Property Credit** - The nonbusiness energy property credit has been extended through December 31, 2016 with same \$500 lifetime cap.

**Residential Energy Efficient Property Credit** - This credit remains unchanged from 2014 and equals 30% of what a homeowner spends on qualifying property such as solar electric systems, solar hot water heaters, solar electric equipment, and wind turbines. Generally, labor costs are included when calculating this credit. Also, no cap exists on the amount of credit available. Unused portion of this credit is carried forward to next year's tax return. The credit is extended through 2021, but with a reduction of the percentage used starting in 2020.

**Standard mileage rates** - The standard mileage rate for 2015 is 57.5 cents per mile for business miles driven and was decreased to 23 cents per mile for medical or moving expenses. The rate for providing services for a charity is set by statute and equals 14 cents per mile.

**Deduction for corrosive drywall** - You may be able to claim a casualty loss deduction for amounts you paid to repair damage to your home and household appliances that resulted from corrosive drywall. Under this procedure, you treat the amounts paid for repairs as a casualty loss in the year of payment. The deduction is limited if you have a pending claim for reimbursement (or intend to pursue reimbursement) through property insurance, litigation, or other means.

**Personal Casualty & Theft Loss** - This loss remains unchanged from 2014. The loss is limited to the excess of the loss over \$100. The 10% of AGI limit still applies.

**Foreign Earned Income Exclusion** - For tax year 2015, the maximum foreign earned income exclusion amount is \$100,800. This amount is up \$1,600 from tax year 2014.

**The Alternative Minimum Tax (AMT) Exemption** - AMT exemptions have been permanently extended and indexed for inflation. Exemption amounts help prevent some middle income earners from being subject to the AMT, and help keep any AMT adjustments less than they otherwise might have been.

For tax year 2015, the alternative minimum tax exemption increases to the following levels:

- \$83,400 for married couples filing a joint return and qualifying widows and widowers up from \$82,100 in 2014.

- \$41,700 for married couples filing separately, up from \$41,050.

- \$53,600 for singles and heads of household, up from \$52,800.

**Healthcare Coverage** - In 2015, individuals must have health care coverage, to qualify for a health care coverage exemption or make shared responsibility payment with their tax return.

**Coverage Exemptions:** An individual may be exempt from the requirement to maintain minimum essential coverage and thus will not have to make a shared responsibility payment if, for 2015, he:

- Has no affordable coverage options because the minimum amount he must pay for the annual premiums is more than 8.05% of his household income;

- Has a gap in coverage for less than three consecutive months or

- Qualifies for an exemption for one of several other reasons, including having a hardship that prevents him from obtaining coverage, or belonging to a group explicitly exempt from the requirement.

If the taxpayer, spouse or any of the dependents did not have minimum coverage for any month in 2015, a payment needs to be

computed and reported on Form 1040, line 61.

For 2015, the annual payment amount is the greater of:

- 2 percent of the household income that is above the tax return filing threshold for taxpayer's filing status, or

- Flat dollar amount, which is \$325 per adult and \$162.50 per child, limited to a family maximum of \$975.

**Premium Tax Credit** - Individuals with low to moderate income who get health coverage through the Health Insurance Marketplace may be eligible for this refundable credit.

Individuals who are eligible for PTC need to meet the following requirements:

- Purchased coverage in the Marketplace for someone in their tax family (taxpayer, spouse, if married filing jointly and dependents for which a personal exemption is claimed) for a month that person was not eligible for minimum essential coverage (other than coverage in the individual market).

- Have household income at least 100%, but no more than 400% of the federal poverty line for taxpayer's family size. *Exception:* In some cases, taxpayers with household income less than 100% of the federal poverty line can take the credit.

- If married, individuals must file a joint return. **Note:** Exceptions apply to victims of domestic abuse or spousal abandonment and to individuals who are considered unmarried.

- Cannot be claimed as a dependent by another person.

- The PTC is based on a sliding scale. Those with lower incomes get a larger credit. The PTC for the year is the sum of the monthly credit amounts. The credit amount for each month is the lesser of:

- The premiums for the month for one or more qualified health plans in which the taxpayer or any individual in his tax family enrolled; or

- The monthly premium for the taxpayer's applicable second lowest cost silver plan less his monthly contribution amount.

**Affordable Care Act** - Several very important provisions of the *Affordable Care Act (ACA)* that affect individuals and businesses first became effective in 2015.

The Employer Shared Responsibility provision of the *Affordable Care Act* requires employers with 50 or more full-time equivalent employees to either offer minimum essential coverage that is "affordable" and that provides "minimum value" to their full-time employees and their dependents, or potentially make an employer shared responsibility payment to the IRS.

**Cadillac Tax** - In December of 2015, Congress passed and the President signed a two-year delay of the 40 percent excise tax on high-cost employer-sponsored health plans. This delay was part of a year-end governmental funding package and changes the effective date from 2018 to 2020. Originally the tax was non-deductible, but in 2015 Congress made the tax deductible for employers who pay it.

**Transit Benefits** - The *Protecting Americans from Tax Hikes Act of 2015* permanently extends transit benefits. These include van pool benefits, transit passes and qualified parking. Beginning in 2016, the inflation adjusted monthly exclusion amount will be \$255 (up from \$250 in 2015).

**Same-Sex Marriages** - Since the Supreme Court's decision in 2013, same-sex couples who are legally married under state or foreign laws are treated as married for federal tax purposes. In 2015, the Supreme Court decided that all states are now required to license and recognize marriages between same-sex couples.

**Extended Filing and Payment Deadline** - Section 7503 states that filing and payment deadlines that fall on a Saturday, Sunday or legal holiday are timely satisfied if met on the next business day. April 15, 2016 is on Friday and the Emancipation Day holiday observed in the District of Columbia will be on that day. Therefore, most individuals will have until Monday, April 18, 2016 to file their 2015 Forms 1040. Taxpayers in Maine and Massachusetts will have until April 19, 2016 to file their tax return.

**Tax Rates for 2015** - President Bush Era tax rates were made permanent in 2013 with a 39.6% bracket (for single individuals at

\$413,200, head of household at \$439,000, married filing jointly at \$464,850 and married filing separately at \$232,425). Trust and estates will hit the 39.6% bracket at \$12,300. The rate for capital gains and qualified dividends is 20% if the income is in excess of the threshold amount:

- \$413,200 for single individuals
- \$439,000 for heads of household
- \$464,850 for married filing joint
- \$232,425 for married filing separately

**Exclusion of Cancellation of Indebtedness on Principal Residence** - Cancellation of indebtedness income is generally includable in income. However the *Tax Relief Act* excludes from income cancellation of debt on a principal residence of up to \$2 million. The *Mortgage Forgiveness Tax Relief Act of 2015* extends the provision through 2016.

**Uniform Definition of a Qualifying Child** - To be claimed as a qualifying child, the person must meet four criteria:

- **Relationship** - the person must be your child, step child, adopted child, foster child, brother or sister, or a descendant of one of these (for example, a grandchild or nephew).

- **Residence** - for more than half the year, the person must have the same residence as you do.

- **Age** - the person must be under age 19 at the end of the year, or under age 24 and be a full-time student for at least five months out of the year, or any age and totally and permanently disabled.

- **Support** - the person did not provide more than half of his or her own support during the year.

**Consumer Alert** - The IRS warns taxpayers to be on the alert for emails and phone calls they may receive which claim to come from the IRS or other federal agencies and which mention their tax refund.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The emails and calls usually state that the IRS needs the information to process a refund or deposit it into the taxpayer's bank account. The emails often contain links or attachments to what appears to be the IRS website or an IRS "refund application form." However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers emails about their tax accounts. Also, the IRS does not request detailed personal information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts. If you receive an unsolicited email claiming to be from the IRS, forward the message to: [phishing@irs.gov](mailto:phishing@irs.gov). You may also report misuse of the IRS name, logo, forms or other IRS property to the Treasury Inspector General for Tax Administration toll-free at 1-800-366-4484 or TTY/TDD 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: [spam@uce.gov](mailto:spam@uce.gov) or contact them at [www.ftc.gov/idtheft](http://www.ftc.gov/idtheft) or 1-877-IDTHEFT (1-877-438-4338). Visit [IRS.gov](http://IRS.gov) and enter "identity theft" in the search box to learn more about identity theft and how to reduce your risk.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter. If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, etc., contact the IRS Identity Protection Specialized Unit at 1-800-908-4490 or submit Form 14039. For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance. Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the National Taxpayer Advocate helpline toll-free case intake line at 1-877-777-4778.

## February & March Membership Meetings

Piney Point.....	Monday: February 8, March 7
Algonac.....	Friday: February 12, March 11
Baltimore.....	Thursday: February 11, March 10
Guam.....	Thursday: February 25, March 24
Honolulu.....	Friday: February 19, March 18
Houston.....	* Tuesday: February 16, Monday: March 14
Jacksonville.....	Thursday: February 11, March 10
Joliet.....	Thursday: February 18, March 17
Mobile.....	Wednesday: February 17, March 16
New Orleans.....	Tuesday: February 16, March 15
Jersey City.....	Tuesday: February 9, March 8
Norfolk.....	Thursday: February 11, March 10
Oakland.....	Thursday: February 18, March 17
Philadelphia.....	Wednesday: February 10, March 9
Port Everglades.....	Thursday: February 18, March 17
San Juan.....	Thursday: February 11, March 10
St. Louis.....	Friday: February 19, March 18
Tacoma.....	Friday: February 26, March 25
Wilmington.....	Monday: February 22, March 21

\*Houston change due to Washington's Birthday holiday

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

### Personal

Mark D. Jones would like Robert Mooney to email him at [jonesma3@verizon.net](mailto:jonesma3@verizon.net)



**"All that harms LABOR is treason to AMERICA."**

- Abraham Lincoln



"We're building a fund to endow the coffeemaker."

## Dispatchers' Report for Deep Sea

December 14, 2015 - January 15, 2016

Port	Total Registered			Total Shipped			Registered on Beach			
	A	B	C	All Groups	All Groups	Trip Reliefs	A	B	C	
<b>Deck Department</b>										
Algonac	26	19	0	2	4	0	0	51	21	1
Anchorage	1	0	2	2	1	1	0	1	0	2
Baltimore	5	5	0	7	2	0	2	2	6	2
Fort Lauderdale	21	13	2	16	12	3	12	30	16	4
Guam	2	3	0	2	1	0	0	3	6	0
Harvey	17	3	1	9	0	0	3	24	4	1
Honolulu	7	6	0	7	7	0	6	18	6	0
Houston	68	13	1	47	8	1	21	119	17	3
Jacksonville	40	12	6	19	11	3	13	65	23	4
Jersey City	39	11	2	30	12	0	15	71	17	4
Joliet	5	3	2	1	3	1	2	11	3	1
Mobile	12	3	0	5	4	3	7	17	7	0
Norfolk	25	18	2	21	16	3	13	37	22	2
Oakland	22	11	1	11	6	0	9	35	8	1
Philadelphia	8	2	1	5	0	0	3	11	3	2
Piney Point	1	3	0	4	2	0	4	2	1	0
Puerto Rico	10	1	1	7	4	2	4	16	15	0
Tacoma	45	8	3	35	13	2	19	71	13	2
St. Louis	2	1	0	1	1	0	1	3	2	0
Wilmington	34	12	0	18	9	1	8	67	20	6
<b>TOTALS</b>	<b>390</b>	<b>147</b>	<b>24</b>	<b>249</b>	<b>116</b>	<b>20</b>	<b>142</b>	<b>654</b>	<b>210</b>	<b>35</b>
<b>Engine Department</b>										
Algonac	2	7	1	2	1	1	1	8	110	
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	3	3	0	1	2	1	3	5	5	0
Fort Lauderdale	7	7	0	4	5	0	1	19	8	0
Guam	0	0	0	0	0	0	0	0	1	0
Harvey	8	1	0	3	1	0	2	6	2	0
Honolulu	12	14	0	4	6	0	1	18	10	1
Houston	13	7	2	18	4	0	7	45	14	1
Jacksonville	20	8	1	14	7	0	9	51	15	4
Jersey City	14	8	0	10	2	0	5	22	12	3
Joliet	3	3	0	0	1	0	0	10	4	0
Mobile	6	4	1	5	2	0	4	10	9	1
Norfolk	11	9	2	10	7	1	8	19	16	1
Oakland	8	5	1	5	1	2	3	17	9	0
Philadelphia	4	1	1	5	1	0	3	3	0	1
Piney Point	0	0	0	0	0	0	0	0	1	0
Puerto Rico	3	5	0	1	3	0	3	4	14	0
Tacoma	13	4	0	8	9	1	4	28	16	0
St. Louis	2	0	0	1	0	0	0	4	2	0
Wilmington	13	14	0	5	10	0	4	20	15	0
<b>TOTALS</b>	<b>143</b>	<b>100</b>	<b>9</b>	<b>96</b>	<b>62</b>	<b>6</b>	<b>58</b>	<b>290</b>	<b>164</b>	<b>12</b>
<b>Steward Department</b>										
Algonac	3	1	0	3	0	0	0	3	5	0
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	4	0	0	5	0	0	2	5	1	0
Fort Lauderdale	11	2	0	9	3	0	3	18	2	1
Guam	1	1	0	1	0	0	0	3	1	0
Harvey	4	1	0	3	1	0	1	4	2	0
Honolulu	14	1	0	9	1	0	4	22	0	0
Houston	19	3	0	18	4	0	9	37	11	0
Jacksonville	22	6	2	15	8	0	12	30	8	2
Jersey City	11	2	0	7	1	0	2	23	6	0
Joliet	1	3	0	1	0	0	0	2	3	0
Mobile	2	0	1	3	0	1	0	5	2	1
Norfolk	14	8	2	9	7	1	5	25	15	3
Oakland	19	4	2	13	3	2	8	25	9	1
Philadelphia	4	2	0	1	1	0	2	4	3	0
Piney Point	6	0	1	5	0	0	1	7	1	1
Puerto Rico	1	4	0	3	3	0	5	3	8	0
Tacoma	14	1	0	14	2	0	3	19	1	0
St. Louis	4	0	0	4	0	0	0	5	0	0
Wilmington	29	4	1	10	4	2	7	41	6	2
<b>TOTALS</b>	<b>183</b>	<b>43</b>	<b>9</b>	<b>133</b>	<b>39</b>	<b>6</b>	<b>64</b>	<b>281</b>	<b>84</b>	<b>11</b>
<b>Entry Department</b>										
Algonac	6	19	3	0	2	0	0	9	31	3
Anchorage	0	0	0	0	0	0	0	0	1	0
Baltimore	1	1	0	1	4	0	0	0	2	0
Fort Lauderdale	2	3	2	1	3	0	3	1	5	2
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	2	1	0	0	1	2	2	3	2	1
Honolulu	1	6	3	0	4	2	0	2	11	7
Houston	2	10	5	5	9	2	2	6	20	5
Jacksonville	2	14	5	1	8	6	3	3	23	9
Jersey City	2	8	3	2	9	1	3	6	32	4
Joliet	0	2	1	0	0	0	0	1	2	2
Mobile	0	0	1	0	1	0	0	1	1	1
Norfolk	0	13	11	0	12	3	1	0	19	13
Oakland	1	12	7	2	7	3	1	3	18	10
Philadelphia	1	1	0	0	1	1	0	1	1	1
Piney Point	0	0	1	0	0	0	2	0	1	1
Puerto Rico	0	0	0	0	0	0	0	3	1	0
Tacoma	6	6	4	7	9	7	4	6	11	5
St. Louis	0	0	0	0	1	0	0	0	0	0
Wilmington	4	16	11	4	15	12	2	8	27	14
<b>TOTALS</b>	<b>30</b>	<b>112</b>	<b>57</b>	<b>23</b>	<b>86</b>	<b>39</b>	<b>23</b>	<b>53</b>	<b>210</b>	<b>78</b>
<b>GRAND TOTAL:</b>	<b>746</b>	<b>402</b>	<b>99</b>	<b>501</b>	<b>303</b>	<b>71</b>	<b>287</b>	<b>1,278</b>	<b>668</b>	<b>136</b>

## Seafarers International Union Directory

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



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### 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 7<sup>th</sup> 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

Responding to this month's question were four Seafarers at the union hall in Jacksonville, Florida, and two at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

### Question: What would you like to see happen in the coming year?



**Paul Amato**  
*AB*

I would like to see more shipping. I don't want things to get slow. I would like to see ships' libraries stocked more regularly and better internet access on ships.



**Khadim Robinson**  
*OMU*

I want to see more ships and I want to take more classes in Piney Point.



**James Blitch**  
*Bosun*

I would like to see the public realize how important the merchant marine is to the economy and the nation. I would like to see the Jones Act secure to ensure American seafaring jobs for now and in the future.



**Pedro Santiago**  
*Pumpman*

I'd like to see more of my brothers and sisters educate themselves so that they can go further in this industry. A lot of people have the tendency to hold back on upgrading their skills; this prevents them from advancing. All they have to do is educate themselves and they will get ahead.



**John White**  
*QMED/Electrician*

I want to see more jobs for senior citizens. This recession is killing us.



**Paul Stanculescu**  
*Engineer*

I'd like to see the United States ratify and become signatory to the IMO Conventions that we currently are not a part of; especially those that deal with the health and welfare of mariners. If that happened, the conventions would then have the force of law in the United States. None of the conventions that I am referencing are harmful to business or industry that I am aware of.

## Pic From The Past



From a July 1948 edition of the LOG: "Seafarer Carl Barre, a steward, turns to on the third deck recreation room of the New York Hall, so that his union brothers won't be kept waiting for that cup of coffee."

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

# Welcome Ashore

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



## DEEP SEA

### EMILIO ABABA

Brother Emilio Ababa, 65, started sailing with the SIU in 1996. He was initially employed on the *Independence*. Brother Ababa worked in all three departments. He upgraded in 2001 at the maritime training center in Piney Point, Maryland. His most recent trip was aboard the *Horizon Enterprise*. Brother Ababa is a resident of Ewa Beach, Hawaii.



### TAHER ABDULLA

Brother Taher Abdulla, 65, joined the SIU ranks in 1981. His first trip to sea was on the *President Taft*. In 1983 and in 2010, he upgraded in Piney Point, Maryland. Brother Abdulla sailed in all three departments. He most recently sailed aboard the *Tyco Dependable*. He was born in Yemen and now lives in Bowie, Maryland.

### HARRY AGATEP

Brother Harry Agatep, 65, donned the SIU colors in 1993. He originally shipped on the *Spirit*. Brother Agatep enhanced his skills in 2001 at the union-affiliated maritime training center in southern Maryland. He sailed in both the steward and engine departments. Brother Agatep's last ship was the *Maunawili*. He calls Long Beach, California, home.



### ABDO ALI

Brother Abdo Ali, 65, joined the union in 1976. He initially worked aboard the *Overseas Valdez*. Brother Ali shipped as a member of the steward and engine departments. The Yemen-born mariner's most recent trip to sea was on the *USNS Potomac*. Brother Ali now resides in Brooklyn, New York.



### MILDRED ARD

Sister Mildred Ard, 72, began shipping with the SIU in 1996. The steward department member's first trip was aboard the *USNS Algal*. Sister Ard upgraded often at the Paul Hall Center. Her last ship was the *1st Lt. Baldomero Lopez*. Sister Ard makes her home in Abita Springs, Louisiana.



### RICHARD CANNON

Brother Richard Cannon, 65, became a Seafarer in 2002 in Seattle. His first ship was the *El Faro*; his most recent, the *USNS Mendonca*. Brother Cannon worked in the deck department. He is a resident of Byhalia, Mississippi.



### SANTOS GUILTY

Brother Santos Guity, 71, signed on with the SIU in 1998. He originally sailed on the *USNS Wright*. Brother Guity upgraded on three occasions at the maritime training center in Piney Point, Maryland. He was born in Honduras and shipped in the steward department. Brother Guity's last ship was the *Green Cove*. He resides in New York.

### THOMAS HODGES

Brother Thomas Hodges, 76, was born in Mississippi. He donned the SIU colors in 1960. The deck department member initially sailed with A.H. Bull Steamship Company. Brother Hodges concluded his career aboard the *Mt. Vernon Victory*. He settled Magnolia Springs, Alabama.



### EDWARD KERBS

Brother Edward Kerbs, 62, first shipped aboard the *Lakewood*. Brother Kerbs upgraded frequently at the SIU-affiliated school in Southern Maryland. The engine department member's most recent voyage was on the *Maersk Michigan*. Brother Kerbs lives in Hampton, Virginia.

### RICARDO LEGORRETA

Brother Ricardo Legorreta, 71, began shipping with the SIU during the 2001 SIU/NMU merger. He attended classes that same year at the Piney Point school. A member of the deck department, Brother Legorreta most recently sailed aboard the *Maersk Carolina*. He resides New York.



### MARIANO MARTINEZ

Brother Mariano Martinez, 66, became a union member in 1984. He initially worked in the inland division with Delta Queen Steamship Company. Brother Martinez was born in California. The steward department member upgraded on two occasions at the Paul Hall Center. Brother Martinez's last ship was the *Energy Enterprise*. He makes his home in New Orleans.



ment member upgraded on two occasions at the Paul Hall Center. Brother Martinez's last ship was the *Energy Enterprise*. He makes his home in New Orleans.

### JAMES MCPARLAND

Brother James McParland, 65, started sailing with the Seafarers in 1971. He originally shipped aboard the *Portland*. Brother McParland sailed in the engine department and enhanced his skills often at the maritime training center in Piney Point, Maryland. His most recent trip was on the *Tacoma*. Brother McParland calls Tacoma, Washington, home.

### RAY RAMIREZ

Brother Ray Ramirez, 72, joined the SIU in 1970, initially working aboard the *Steel Direct*. He was born Los Angeles and sailed in both the deck and engine departments. Brother Ramirez's most recent trip was on the *Horizon Pacific*. He calls Seattle home.



### FRANCHESCA ROSE

Sister Franchesa Rose, 52, began her SIU career in 1986. She was initially employed aboard the *1st Lt. Baldomero Lopez*. On two occasions, Sister Rose took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. She most recently sailed on the *Overseas Nikiski*. Sister Rose, who sailed in the steward department, is a resident of Tacoma.

### GREGORIO SAGURAN

Brother Gregorio Saguran, 63, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He upgraded that same year at the Piney Point school. Brother Saguran last shipped aboard the *Green Point*, as a deck department member. He resides in Las Vegas.

### PAUL TITUS

Brother Paul Titus, 57, started sailing with the Seafarers in 1981. His first ship was the *Cove Engineer*; his most recent, the *Maersk Atlanta*. Brother Titus was a frequent upgrader at the Paul Hall Center. He shipped in the engine department. Brother Titus was born in Newark, New Jersey, and now makes his home in Salisbury, Maryland.



### EFREN VILLAROSA

Brother Efren Villarosa, 79, began his seafaring career in

1996. He initially sailed on the *Independence*. Brother Villarosa worked in the engine department. He attended classes twice at the maritime training center in Piney Point, Maryland. Brother Villarosa last sailed aboard the *1st Lt. Jack Lummus*. He is a resident of Honolulu.



### PETER WILLIAMS

Brother Peter Williams, 67, became an SIU member in 2002. He upgraded on numerous occasions at the Piney Point school. Brother Williams first sailed aboard the *Atlantic Guardian*. His most recent trip was on the *USNS Henson*. Brother Williams sailed in the steward department and calls Tennessee home.



## INLAND

### JIMMY CADY

Brother Jimmy Cady, 58, donned the SIU colors in 1980. His first trip was with Crowley Towing and Transportation of Jacksonville. Brother Cady was a member of both the engine and deck departments. He upgraded in 2000 at the Paul Hall Center. Brother Cady's final tug was operated by G&H Towing. He lives in Lake Charles, Louisiana.



### FREDDIE CANTRELL

Brother Freddie Cantrell, 62, began shipping with the union in 1975. He was originally employed with Allied Towing. Brother Cantrell was born in Greenville, Tennessee, and sailed in the deck department. He enhanced his skills on multiple occasions at the Piney Point school. Prior to his retirement, Brother Cantrell worked with Penn Maritime Inc. He is still a resident of Tennessee.



### ROBERT CUOCO

Brother Robert Cuoco, 62, signed on with the SIU in 1990. He initially shipped in the deep sea division aboard the *Cove Liberty*. Brother Cuoco was a deck department member. His most recent trip was on the *Northerly Island*. Brother Cuoco calls Tamworth,



New Hampshire, home.

### JERRY JAGGER

Brother Jerry Jagger, 70, joined the union in 1991. He primarily sailed with Virginia Pilot Corporation. He worked in the deck department. Brother Jagger makes his home in Mathews, Virginia.



### PAUL MILLER

Brother Paul Miller, 61, donned the SIU colors in 1995. He first sailed with Hvide Marine. Brother Miller sailed in both the engine and deck departments. In 2000 and 2013, he attended classes at the Paul Hall Center. Brother Miller's most recent vessel was operated by Penn Maritime Inc. He resides in Warren, Texas.



### NESTOR PALOMPO

Brother Nestor Palompo, 62, started shipping with the SIU in 1998. He mainly sailed aboard Crowley Towing and Transportation of Jacksonville vessels. He upgraded in 2001 at the SIU-affiliated school in Piney Point, Maryland. The deck department member makes his home in Jacksonville, Florida.



### OSWALD SMITHWICK

Brother Oswald Smithwick, 63, joined the union in 1978. He first shipped with Allied Transportation Company. Brother Smithwick's last trip was on an Express Marine Inc. vessel. He often took advantage of educational opportunities available at the Paul Hall Center. Brother Smithwick calls Washington, North Carolina, home.



## GREAT LAKES

### LYLE MCCORISON

Brother Lyle McCorison, 66, signed on with the SIU in 1989. His first ship was the *Adam E. Cornelius*. Brother McCorison sailed in the deck department. He most recently worked on the *Walter J. McCarthy*. Brother McCorison lives in Glidden, Wisconsin.





# Final Departures



## DEEP SEA

### GEORGE COSTANGO

Pensioner George Costango, 67, passed away September 2. He joined the union in 1973. Brother Costango initially worked with Penn Tanker. He was born in Delaware and sailed in the deck department. Brother Costango's final trip to sea was on the *Charles L. Brown*. He retired in 1991 and made his home in Crisfield, Maryland.

### EKOW DOFFOH

Pensioner Ekow Doffoh, 76, died August 17. Brother Doffoh became an SIU member in 1987 in Philadelphia. He initially shipped on the *USNS Bartlett*. Brother Doffoh was born in Ghana and sailed as a steward department member. His last voyage was aboard the *USNS Pollux*. Brother Doffoh began receiving his retirement compensation in 2010. He lived in Willingboro, New Jersey.



### FAITH DOWNS

Pensioner Faith Downs, 74, passed away September 17. She began her seafaring career in 1979. Sister Downs originally worked on a Delta Queen Steamship Company vessel. She shipped in the steward department. Sister Downs' last vessel was the *LNG Gemini*. She was a resident of Richlands, North Carolina.



### ARTHUR LAWSON

Pensioner Arthur Lawson, 84, died August 24. Brother Lawson started sailing with the Seafarers in 1955 and was a member of the deck department. He first sailed aboard a Mayflower Steamship Corporation vessel. Brother Lawson was born in Massachusetts. He concluded his career on the *Long Lines*. Brother Lawson started collecting his pension in 1994 and called Rowley, Massachusetts, home.

### JAMES MOYE

Pensioner James Moye, 98, passed away August 29. Brother Moye signed on with the SIU in 1961. He initially sailed on the *Santa Mariana*. Brother Moye worked in the steward department and concluded his career aboard the *Cape Edmont*. He became a pensioner in 1985. Brother Moye was born in China but made his home in San Francisco.

## WILLIAM SIEGGREEN

Pensioner William Sieggreen, 71, died September 16. Brother Sieggreen donned the SIU colors in 1979. His first trip was with Alton Steamship Company. The deck department member last worked on the *Voyager*. Brother Sieggreen retired in 2009 and lived in Michigan.



## INLAND

### FLOYD BERTRAND

Pensioner Floyd Bertrand, 74, passed away August 29. He started his union career in 1996. Brother Bertrand mainly worked with Higman Barge Lines as a member of the deck department. He went on pension in 2003 and settled Lake Arthur, Louisiana.

### CARLOS LOPEZ

Pensioner Carlos Lopez, 67, died August 13. Born in New York, Brother Lopez sailed primarily with Crowley Puerto Rico Service as member of the steward department. He became a pensioner in 2010. Brother Lopez lived in Puerto Rico.

### CHARLES MCCLELLAND

Pensioner Charles McClelland, 72, passed away July 19. Brother McClelland joined the union in 1983. He worked with New York Cross Harbor for the duration of his career. Prior to his retirement in 2004, Brother McClelland was a resident of Brooklyn, New York.

### JOHN MORAN

Pensioner John Moran, 76, died August 16. He began his SIU career in 1973, initially shipping with National Marine Services. Brother Moran last worked aboard a Hvide Marine vessel. He went on pension in 2001 and made his home in Sebring, Florida.

### EUGENIO TREGLIA

Pensioner Eugenio Treglia, 90, passed away August 12. Born in Italy, Brother Treglia worked primarily with New York Cross Harbor. He became a pensioner in 1996. Brother Treglia called Brooklyn, New York, home.



### GEORGE WALKUP

Pensioner George Walkup, 90, died July 28. He donned the SIU colors in 1956 in Baltimore. Born

in West Virginia, Brother Walkup mostly worked aboard OSG Ship Management vessels. He was a deck department member. Brother Walkup went on pension in 1986 and settled in Detroit.



### ALAN WRIGHT

Pensioner Alan Wright, 88, passed away August 21. He



began his union career in 1978. Brother Wright worked with Crowley Towing & Transportation of Jacksonville for the duration of his career. He started collecting his pension in 1992. Brother Wright lived in San Diego.

### ESAW WRIGHT

Pensioner Esaw Wright, 92, died September 16. Brother Wright signed on with the SIU in 1951. He initially sailed in the deep sea division on the *City of Alma*. Brother Wright worked in the deck department. His final trip was with Crescent Towing & Salvage of Mobile. Brother Wright was a resident of Irvington, Alabama.

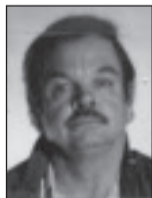
## GREAT LAKES

### CLIFFORD CADREAU

Pensioner Clifford Cadreau, 70, passed away September 20. Born in Detroit, Brother Cadreau began sailing with the SIU in 1968. He was initially employed with Great Lakes Associates. Brother Cadreau last sailed on the *Indiana Harbor*. He became a pensioner in 1997 and continued to reside in Michigan.

### ERVIN EARLEY

Pensioner Ervin Earley, 76, died July 15. He started shipping with the union in 1973. Brother Earley first sailed aboard the *William Roesch*. He was a deck department member. Brother Earley's final ship was the *Indiana Harbor*. He went on pension in 2003 and lived in Hendersonville, North Carolina.



## NATIONAL MARITIME UNION

### JOSE ALVAREZ

Pensioner Jose Alvarez, 85,

passed away September 4. Brother Alvarez was born in Honduras. He became a pensioner in 1996 and lived in New Orleans.



### FELSHER BEASLEY

Pensioner Felsher Beasley, 89, died August 16. Brother Beasley, a native of Camden, New Jersey, began collecting his pension in 1991. He resided in Philadelphia.

### REID BLACKLEDGE

Pensioner Reid Blackledge, 96, passed away August 18. Brother Blackledge was born in Elvins, Missouri. He started receiving his retirement compensation in 1967. Brother Blackledge made his home in Carmi, Illinois.

### STEVE BRATSANOS



Pensioner Steve Bratsanos, 89, died August 28. Born in Greece, Brother Bratsanos went on pension in 1964. He lived in Seattle.

### JOSEPH BROOKS

Pensioner Joseph Brooks, 73, passed away August 13. Brother Brooks was born in Jacksonville, Florida. He retired in 2001 and was a resident of Florida.

### CHARLES CARLMAN

Pensioner Charles Carlman, 89, died August 7. Brother Carlman was a native of Cayman Islands. He became a pensioner in 1983 and called Tampa, Florida, home.

### HAROLD DIAZ

Pensioner Harold Diaz, 98, passed away September 19. The Puerto Rico native began collecting his retirement pay in 1969. Brother Diaz made his home in Chula Vista, California.

### WILLIAM DIXON

Pensioner William Dixon, 85, died August 11. Brother Dixon was born in New Orleans. He retired in 1992 and settled in Louisiana.

### EMANUEL HANJILES

Pensioner Emanuel Hanjiles, 78, passed away September 3. Brother Hanjiles, a native of New York, went on pension in 1991. He made his home in Weeki Wachee, Florida.

### JOSEPH JONES

Brother Joseph Jones, 88, died August 12. Brother Jones was born in Alabama. He became

a pensioner in 1968 and called Maplesville, Alabama, home.

### OLLIE MCCALL

Pensioner Ollie McCall, 85, passed away July 11. Born in Alabama, Brother McCall went on pension in 1994. He was a resident of Mobile, Alabama.



### JOHN MCGUIRE

Pensioner John McGuire, 89, died August 14. Born in New York, he became a pensioner in 1964. He resided in Lake Grove, New York.

### JAMES PATERSON

Pensioner James Paterson, 85, passed away September 28. Brother Paterson, a native of Minnesota, began collecting his pension in 1990. He was a resident of Fort Lee, New Jersey.

### RAFAEL PEREZ

Pensioner Rafael Perez, 90, died September 10. Brother Perez was born in Camuy, Puerto Rico. He went on pension in 1989. Brother Perez continued to live in Puerto Rico.

### JAMES SATTLER

Pensioner James Sattler, 88, passed away September 26. Brother Sattler was a native of Church Point, Louisiana. He started collecting his retirement compensation in 1986. Brother Sattler made his home in Eunice, Louisiana.

### JOSE TANTAO

Pensioner Jose Tantaos, 93, died August 10. Brother Tantaos, a native of Ponce, Puerto Rico, became a pensioner in 1971. He continued to call Puerto Rico home.

### CLAUDE TETTERTON

Pensioner Claude Tetterton, 80, passed away August 20. Born in Virginia, Brother Tetterton started receiving his pension in 2001. He lived in Bellflower, California.

Name	Age	DOD
Bradford, Judy	73	July 28
Briscoe, Vinson	80	July 4
Burden, Levernnon	91	July 8
Coughlin, Brendan	79	Aug. 22
De Figueiredo, Agenor	96	Sept. 17
Fontenot, Louis	90	July 26
Grandison, Eduardo	94	July 19
Guerrero, Juan	85	Sept. 18
Kelly, Davis	92	July 22
King, Isaac	95	Aug. 16
Rodriguez, William	80	July 19
Sari, Earl	88	July 10
Torres, Jesus	95	Aug. 14
Trival, Eugene	94	Aug. 2
Williams, Morris	86	Aug. 20

# 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.

**ISLA BELLA** (TOTE), Nov. 1 – Chairman **Timothy B. Fogg**, Secretary **Robert E. Wilcox**, Educational Director **John J. Walsh**, Deck Delegate **Tavell R. Love**, Engine Delegate **Jermaine L. Love**, Steward Delegate **Sheilla M. Daguio**. Bosun expressed gratitude to crew members for doing an excellent job during shipyard period. He notified everyone that fridges and furniture have been ordered. Suggestion was made for all Seafarers to check expiration dates on all necessary documents. Secretary thanked fellow crew members for helping keep house clean. Educational director advised crew members to enhance skills at maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Crew members would like elliptical machine. Recommendation was made regarding vacation benefits.

**LIBERTY GLORY** (Liberty Maritime), Nov. 15 – Chairman **Mark S. Lance**, Secretary **Marlon A. Battad**, Deck Delegate **Quintin Herrera**, Steward Delegate **Wilfred Lambey**. Chairman reported good trip and acknowledged steward department for great meals. Deck and engine departments were thanked for their hard work while recovering anchor. Crew was encouraged to donate to SPAD (Seafarers Political Activity Donation). Secretary thanked everyone for helping keep public areas clean. Members were reminded to be considerate when using laundry facilities and to clean rooms prior to departing vessel. Educational director advised mariners to take advantage of upgrading opportunities available at the Paul Hall Center in Piney Point, Maryland. He also urged them to make sure all documents were up-to-date. Treasurer reported \$1,000 in ship's fund. No beefs or disputed OT reported. New washing machine expected to be received in Houston. Request was made for a TV antenna in crew lounge. Next port: Houston.

**SAFMARINE NGAMI** (Maersk Line, Limited), Nov. 22 – Chairman **Cecil M. Yearwood**, Secretary **Oscar A. Gomez**, Educational Director **Francis S. Brown**, Engine Delegate **Reinaldo Roman**. Chairman stated great crew aboard vessel. Secretary reported smooth sailing during voyage. Educational director recommended training at the Piney Point school. No beefs or disputed OT reported. Clarification was requested regarding OT in the deck and steward departments. Members would like direct deposit of vacation checks.

**SANTORINI** (Overseas Ship Management), Nov. 22 – Chairman **Tyronne A. Burrell**, Secretary **Obencio M. Espinoza**, Educational Director **Edwin Feliciano**, Deck Delegate **Paul Altendor**, Steward Delegate **Sylvester Merritt**. Bosun thanked crew for working together and urged mariners to stay up-to-date on necessary seafaring documents. Secretary expressed gratitude for helping keep ship clean. Members would like satellite TV for crew lounge and refrigerators for rooms. Departing crew was asked to clean rooms for next members. Educational director encouraged mariners to attend classes at the union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Crew discussed the importance of supporting SPAD. Special thanks given to the

steward department for excellent food. Next port: Corpus Christi, Texas.

**ALASKAN EXPLORER** (ATC), Nov. 27 – Chairman **Richard Szabo**, Secretary **John Huyett**, Educational Director **Rollin Crump**, Deck Delegate **Domingo Cazon**, Steward Delegate **Laura Deebach**. Chairman reported ship running smoothly and thanked everyone for making that happen. He reminded everyone about the "safety first" atmosphere. Secretary noted the Seafarers El Faro Assistance Fund, which is linked on the SIU home page. Educational director reminded everyone to take advantage of Piney Point facility and upgrade often. He also brought up renewal of upgrading applications if not initially selected for a class. No beefs or disputed OT reported. New refrigerators being delivered for two crew rooms. Also new shower mats for all rooms expected to be delivered. New toaster for crew mess on order. Crew was asked to keep laundry room clean. Vote of thanks and round of applause given to steward department for excellent holiday spread.

**CHARLESTON** (USS Transport), Dec. 15 – Chairman **Timothy Koebel**, Secretary **Willie Frink**, Educational Director **Ronald West-erfield**, Deck Delegate **James De-Marco**, Steward Delegate **Robert Lloyd**. Chairman discussed STCW requirements and document renewals. He reported on burial at sea for departed Brother Richard Anderson, conducted Nov. 28 67 miles east of St. Simons Island, Georgia. He discussed several clauses in tanker agreement for which there are common misconceptions. Secretary noted employment history and other information is available through member portal on SIU website. No beefs or disputed OT reported. Crew suggested renaming vacation pay. They passed a motion asking for cash in lieu of transportation reimbursement in order to promote efficiency. Crew thanked captain and steward department for shipboard barbeque and fine fare. Next ports: Philadelphia, Houston, and Corpus Christi, Texas.

**LIBERTY GRACE** (Liberty Maritime), Dec. 6 – Chairman **Calvin Miles**, Secretary **Anthony Jacobson**, Educational Director **Durlas Ruiz**, Deck Delegate **John Jones**. Crew discussed food budget and lack of fresh fruits and vegetables. Chairman read SIU President Mike Sacco's report from latest *Seafarers LOG*, and thanked galley gang for good holiday meal in challenging conditions. Secretary asked departing crew to make sure rooms are clean. He discussed Seafarers El Faro Assistance Fund. Educational director urged fellow members to upgrade and keep documents current. No beefs or disputed OT reported. Issue of cold staterooms addressed. Next port: Portland, Oregon.

**MAERSK CALIFORNIA** (Maersk Line, Limited), Dec. 8 – Chairman **Billy Hill Sr.**, Secretary **Memo Elfeky**, Educational Director **David Vega**, Deck Delegate **Kevin White**, Engine Delegate **Tony Vetsinov**, Steward Delegate **Radfan Almaklani**. Washing machines have been repaired, and all are in good working order. Chairman reported vessel con-



## TOTE Maritime Puerto Rico Performs 1st LNG Bunkering at Jacksonville Port

SIU-contracted TOTE Maritime Puerto Rico reached another milestone earlier this year with the successful loading of LNG bunkers aboard the world's first LNG-powered containership, the *MV Isla Bella*. On Jan. 9, approximately 100,000 LNG gallons transported by 12 TOTE-owned LNG ISO containers were loaded on schedule. The bunkering was conducted under strict U.S. Coast Guard oversight while the SIU-crewed *Isla Bella* was also undergoing cargo operations.

The LNG was transferred from the ISO tank containers using a specially developed transfer skid developed by TOTE's partner Applied Cryogenics Technologies (ACT) of Houston. The transfer skid is designed to allow four ISO tanks to be transferred to the *Isla Bella* at once, dramatically reducing transfer time.

In a news release, TOTE noted, "The LNG was sourced by TOTE's partner, JAX LNG, LLC, from AGL Resources' LNG production facility in Macon, Georgia. Genox Transportation, a specialized LNG trucking partner of TOTE, transported the fuel to Jacksonville. Pivotal LNG, a subsidiary of AGL Resources, also provided transfer expertise to TOTE Maritime

with its highly trained LNG experts, ensured the operation was conducted safely and in accordance with best industry practices. Oversight of the operation both at ship-side and on shore was provided by TOTE Services, Inc. (TSI), TOTE Maritime's sister company that manages the vessels."

"We are very pleased with the results of this initial LNG bunker event and know that the use of LNG in our Marlin Class vessels will provide unprecedented environmental benefits both here in Jacksonville and in Puerto Rico," said Tim Nolan, President of TOTE Maritime Puerto Rico. "We are indebted to U.S. Coast Guard Sector Jacksonville for their diligent oversight and assistance that was invaluable and helped make this event a success...."

*Editor's note: In order to sail on this vessel, Seafarers must have successfully completed a basic low flashpoint fuel operations course. This is a one-week course; the prerequisite for the class offered at the SIU-affiliated Paul Hall Center is basic firefighting (within the last five years).*



These two photos show parts of the bunkering operation last month in Jacksonville, Florida. The ship photo at the top is from the *Isla Bella*'s sea trials last summer. (Bunkering photos courtesy TOTE Maritime; ship photo courtesy General Dynamics NASSCO)



tinues to shuttle from Turkey to Egypt and back. Arriving crew is reminded to bring receipt for new work boots not to exceed \$125. All crew is working well together and following company and union regulations. Chairman also urged everyone to stay current on dues and donate to SPAD, the union's voluntary political action fund. Secretary asked for help keeping mess hall clean. Linen change is as requested. Rooms' sanitary inspections from captain have been a big success. "Overall, inside house is very well-maintained for her age." Educational director encouraged members to read *Seafarers LOG* to keep informed of every-changing industry. He also recommended reading contract and understanding union protocol for your department. No beefs or disputed OT reported. Crew passed motion thanking SIU President Mike Sacco "for your leadership and try-

ing to keep our union strong into the future." Crew said mariners from *El Faro* will always be remembered. A very special thanks was given to chief steward and his department for great meals. Next ports: Mersin, Turkey, and Port Said, Egypt.

**MAERSK CAROLINA** (Maersk Line, Limited), Dec. 6 – Chairman **Adrian Jones**, Secretary **Alexander Banky**, Educational Director **Kevin Cooper**, Deck Delegate **Frank Campobasso**, Engine Delegate **James Sieger**, Steward Delegate **Charles Rumble**. Chairman discussed STCW gap-closing requirements and announced upcoming payoff in Norfolk, Virginia. Secretary recommended keeping up with news on SIU website, including new information regarding TWIC reapplication rules. Educational director encouraged upgrading

at Piney Point and donating to SPAD. Engine delegate reported that previously disputed OT has been resolved; no other beefs or disputed OT reported. Crew approved motion that would apply to any new union official. Under new business, crew discussed need for portion-controlled baking items, potential use for full-time baker, and repairs that are needed for some room heads and shower tiles. Crew thanked steward department for all the good meals. They provided a detailed list of suggestions for next contract, with topics ranging from pay to internet connectivity to additional content on SIU website and more. They suggested counting all vacation time as sea time after five vested years, and added other requests pertaining to pension, vacation and medical benefits. Crew has more than 12 years without any lost-time accidents.

## Notifications Sent to Matson, Horizon Mariners

Company notices have been sent to mariners concerning a missing device that contains information about crew members who have sailed aboard Matson and Horizon Lines ships since the year 2000. As indicated in the notices (the full text follows), it seems unlikely that anyone's personal information has been compromised, but the companies are taking steps to safeguard the data.

Contact information appears at the end of the notices. This message also has been posted at the union halls and in the News section of the SIU website.

### Important Notice to SIU Members (Matson)

A device containing information regarding mariners who have served aboard vessels operated by Matson Navigation Company since the year 2000 has been identified as missing. While we have no indication that the device has been used or was even intentionally removed, and while accessing any information on the device requires specialized software and a valid user ID and password, we take the security of such information seriously. Accordingly, we are providing you with this information in addition to the efforts we have undertaken to inform the impacted mariners individually of the incident.

The device was first identified as potentially missing on or about December 7, 2015 and appears to have been lost between November 9 and December 7, 2015. While our investigation is ongoing, we have determined that among the electronic files contained on the device were ones containing individualized information of mariners who have served aboard vessels operated by Matson Navigation Company since the year 2000.

The Company has reported the incident to law enforcement and is cooperating in their investigation. Thus far, we have found no evidence to suggest that mariner personal information has been misused. Nevertheless, as an added precaution, we have arranged to have AllClear ID protect affected mariner identities for up to one year at no cost to mariners. Affected mariners have been sent an individualized letter with further details on the incident, the AllClear ID program, and additional precautionary measures they can take. The following AllClear ID identity protection services start on the date of the individual notices and will be available to affected mariners for registration for twelve months.

**AllClear SECURE:** The team at AllClear ID is ready and standing by if an affected mariner needs identity protection and repair guidance. This service is automatically available to an affected mariner at no cost. If a problem arises, the affected mariner should simply call 1-855-711-5990 (toll free) or 1-512-201-2169 (toll) and a dedicated investigator will help recover financial losses, restore the mariner's credit and make sure the mariner's identity is returned to its proper condition.

**AllClear PRO:** This service offers additional layers of protection including credit monitoring and a \$1 million identity theft insurance policy. To use the PRO service, an affected mariner will need to provide his/her personal information to AllClear ID. An affected mariner may sign up online at [enroll.allclearid.com](http://enroll.allclearid.com) or by phone by calling 1-855-711-5990 (toll free) or 1-512-201-2169 (toll) within the next twelve months using the unique redemption code provided to the mariner in his or her individual notification letter. Please note that additional steps may be required by an affected mariner in order to activate phone alerts and monitoring options.

If a mariner has other questions regarding whether he or she is potentially affected by the missing device, he or she may call Danny Defanti at (510) 628-4518 or Dale MacGillivray at (510) 628-4362.

### Important Notice to SIU Members (Horizon)

A device containing information regarding mariners who have served aboard vessels operated by Horizon Lines since the year 2000 has been identified as missing. While we have no indication that the device has been used or was even intentionally removed, and while accessing any information on the device requires specialized software and a valid user ID and password, we take the security of such information seriously. Accordingly, we are providing you with this information in addition to the efforts we have undertaken to inform the impacted mariners individually of the incident.

The device was first identified as potentially missing on or about December 7, 2015 and appears to have been lost between November 9 and December 7, 2015. While our investigation is ongoing, we have determined that among the electronic files contained on the device were ones containing individualized information of mariners who have served aboard vessels operated by Horizon Lines since the year 2000.

The Company has reported the incident to law enforcement and is cooperating in their investigation. Thus far, we have found no evidence to suggest that mariner personal information has been misused. Nevertheless, as an added precaution, we have arranged to have AllClear ID protect affected mariner identities for up to one year at no cost to mariners. Affected mariners have been sent an individualized letter with further details on the incident, the AllClear ID program, and additional precautionary measures they can take. The following AllClear ID identity protection services start on the date of the individual notices and will be available to affected mariners for registration for twelve months.

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## Notice to SIU Members: IRS Delays Deadline for Health Plans and Employers to Report Health Coverage

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

The Seafarers Health and Benefits Plan (SHBP) is required to send you a document called the 1095-B, and your employers must send you a document called the 1095-C. The IRS recently extended the deadline for providing these forms to health plan participants and employees from February 1, 2016 to March 31, 2016. However, the SHBP will send the forms as close to the original deadline as possible, so that you will have the forms in time to prepare your tax return. If you have maintained eligibility for health benefits for the entire year, you may be able to complete your tax return without waiting to receive the forms from the SHBP and your employers.

You may wish to consult with your tax advisor about these new reporting requirements.

## Notice

### Application for Medical Certificate for Officer & Qualified Rating Endorsements

*Editor's note: The U.S. Coast Guard's National Maritime Center posted this announcement Dec. 17.*

Until further notice, the National Maritime Center (NMC) will continue to accept applications for medical certificates submitted via the U.S. Coast Guard form CG-719K Rev (01-09) with an expiration date of June 30, 2012. Note that this form is not required; it is an alternative to the current version, form CG-719K Rev. (01-14) with an expiration date of January 31, 2016.

Mariners and other providers should contact the NMC Customer Service Center using our chat function, by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662) with any questions regarding these forms.

## Contribute to

### SPAD

### (Seafarers Political Action Donation)

## 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. The annual financial committee will be elected during the March 7 headquarters membership meeting to review the 2015 records. Members of this committee may make dissenting reports, specific recommendations and separate findings.

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

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

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

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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

# Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

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

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

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion
<b>Deck Department Upgrading Courses</b>		
Able Seafarer Deck	February 22 April 30 June 18	March 18 May 27 July 15
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Meteorology	June 11	June 17
Advanced Shiphandling	May 28	June 3
Advanced Stability	May 4	May 27
ARPA	June 18	June 24
Bosun Recertification	July 16	August 8
ECDIS	April 2 June 4	April 8 June 10
Fast Rescue Boat	May 28	June 3
GMDSS	February 27 May 21	March 11 June 3
Lifeboat	March 12 April 9 May 7 June 4	March 25 April 22 May 20 June 17
Radar Observer	June 4	June 17
<b>Engine Department Upgrading Courses</b>		
Advanced Refer Containers	May 28	June 24
BAPO	March 26 May 21	April 22 June 17
FOWT	February 27 June 18	March 25 July 15

Title of Course	Start Date	Date of Completion
Junior Engineer	April 23	June 17
Marine Refer Tech <i>*Must be taken with ME</i>	April 2	May 13
Welding	March 5 March 26 April 30 June 11	March 25 April 15 May 20 July 1

### Steward Department Courses

Advanced Galley Ops	March 12 April 9 May 7 June 4	April 8 May 6 June 3 July 1
Certified Chief Cook	Modules run every other week. Most recent class started January 30.	
Chief Steward	February 29	April 8
Galley Ops	February 27 March 26 April 23 May 21 June 18	March 25 April 22 May 20 June 17 July 15
ServSafe	March 12 June 4	March 18 June 10
Steward Recertification	March 12	April 4

### Safety Upgrading Courses

Basic Training w/16hr FF	March 19 April 16 May 14 June 11	March 25 April 22 May 20 June 17
Combined Basic/Advanced Firefighting	March 14 April 9 May 7 June 4	March 18 April 15 May 13 June 10
Government Vessels	April 2 May 21	April 8 May 27
Medical Care Provider	March 19 April 16 May 14	March 25 April 22 May 20
Tank Barge - DL	June 18	June 24
Tank Ship Familiarization - DL/LG	May 21	June 3
Tank Ship Familiarization - LG	March 26	April 1

### UPGRADING APPLICATION

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Telephone (Home) \_\_\_\_\_ (Cell) \_\_\_\_\_  
 Date of Birth \_\_\_\_\_  
 Deep Sea Member  Lakes Member  Inland Waters Member

*If the following information is not filled out completely, your application will not be processed.*

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_  
 Seniority \_\_\_\_\_ Department \_\_\_\_\_  
 Home Port \_\_\_\_\_  
 E-mail \_\_\_\_\_  
 Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS/PHC trainee program?  Yes  No  
 If yes, class # and dates attended \_\_\_\_\_  
 Have you attended any SHLSS/PHC upgrading courses?  Yes  No

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic through course date.

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

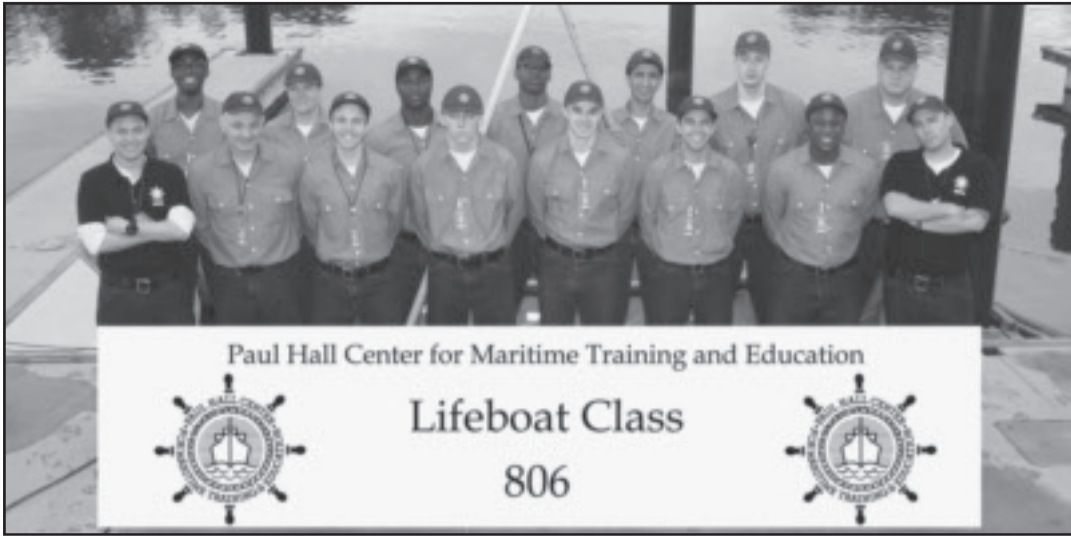
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

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

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

# Paul Hall Center Classes



**Apprentice Water Survival Class #806** – The following Phase I apprentices (above, in alphabetical order) graduated from this course January 1: Joseph Allen, Kyle Bakken, Timothy Chestnut, Dorothea Fabrizius, Marquez Fields, Samuel Franke, Mohsen Abdulshafiq Hassain, Bernard Hudson, Paul Ianni, John Jewell, Paul Klear, Bryant McGiffen Jr., Dylan Pauls, Andre Philippe and Randy Shaw Jr.



**BAPO** – Five Seafarers completed this course December 4. Graduating (above, in alphabetical order) were: Michael Banks, Nathan Bryant, Christopher Edwards, Sutton McDaniel and Gabriel Waiwaiole. Class instructor Jay Henderson is at the far right.



**ARPA** – Seven upgraders completed this course December 18. Finishing their requirements (above, in alphabetical order) were: Lindsey Austin, Noel Lau, Tyrone Leonard, Sunnil Motley, Julio Perez, Dexter Turija, and Iker Emanuel Urruchi Lugo. Their instructor, Dan Landgrebe, is at the far right.



**Basic Training** – Eleven individuals finished this course December 18. Graduating (above, in alphabetical order) were: Justice Agha-Kuofie, Alcy Beckford, Jose Bermudez, Juan Boisset, Roberto Borrás Valencia, Victor Cortes Maldonado, Jose Nunez, Rodney Passapera, Lizzie Robinson, Adrian Surillo Diaz and Rogelio Ybarra. Class instructor Tom Truitt is at the far right. (Note: Not all are pictured.)



**Engine Resource Management** – The following individuals (above, in alphabetical order) graduated from this course December 11: Timothy Dorn, Duane Jordan, Paul Stambach, Paul Stanculescu and William Ziadeh. Paul Joiner, their instructor, is at the far right.



**Engine Resource Management** – Three upgraders graduated from this course December 18. Finishing their requirements (above, in alphabetical order) were: Camilo Lacouture, Mark Lettieri and James Olsen Jr. Instructors Keith Adamson and Paul Joiner are at the far left and far right, respectively.



**Government Vessels** – The following Seafarers (above, in alphabetical order) graduated from this course December 4: Ibrahim Ali Abubaker, Manuel Alicaway Jr., Carlton Banks, Clifford Blackmon, Juan Boisset, Major Brooks Jr., Toriano Brown, Mil Jonas Rivera Castro, Kevin Daughtry Jr., Aleksander Djatschenko, Scott Gilleland, Michele Hopper, Walter Lichota Jr., William Matthews, Edward Molesky Jr., Abdelhak Moutmir, Modesto Rabena Jr., Lizzie Robinson, Romie Scott, Andre Skevnick and Steven Tatum McField. (Note: Not all are pictured.)



**Watchkeeping** – Eight upgraders finished their requirements in this course December 18. Graduating (above, in alphabetical order) were: Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Kreg Stiebben, Timothy Van Weezel and Emmanuel Wilson. Class instructor Brad Wheeler is at the far left.

# Paul Hall Center Classes



**First Aid** – The following individuals (photo at left, in alphabetical order) graduated from this course December 11: Jeffrey Badua, Annie Bivens, Clifford Blackmon, Juan Boisset, Victor Brabble, Justin Drayton, Emmanuel Kwesi Atta Essien, Roberto Flores Monge, Pedro Garcia Santos, Timothy Heil, Michele Hopper, Harlan Ouellette, Modesto Rabena Jr., Edwin Rivera, Lizzie Robinson, Kemer Rojas, Pedro Santiago and Andre Skevnick. Their instructor, Mike Roberts, is at the far right. (Note: Not all are pictured.)



**Tank Ship Familiarization** – Twenty upgraders completed this course December 11. Graduating (above, in alphabetical order) were: Justice Agha-Kuofie, Michael Banks, Jose Bermudez, Roberto Rafael Borrás Valencia, Nathan Bryant, Jorge Arturo Corrales Barrantes, Victor Manuel Cortes Maldonado, Christopher Edwards, Lee Javier Eludo Jr., Juan Guanill, Edrick Lopez Cruz, Sutton McDaniel, Jose Nunez, Victor Nunez, Rodney Passapera, Manuel Rodriguez, Adrian Surrillo Diaz, James Walker, Rickey Yancey and Rogelio Ybarra.



**Tank Ship Familiarization** – The following individuals (above, in alphabetical order) finished their requirements and graduated from this course December 18: Kyren Ancrum, Fontaine Barber, Pedro Garcia Santos, Hector Ginel, Hanapiah Ismail, David Keefe, Nathaniel Leary, Miguel Matos, Bryan Page, Edwin Rivera, Lionel Rivera, Jonathan Rivera-Rodriguez, Kemer Liborio Rojas, Kristopher Travis and Glenn Williams.



**Basic Shiphandling & Steering Control Systems** – Eight Seafarers completed this course December 4. Graduating (above, in alphabetical order) were: Johnny Dozier III, Benigno Gonzales Jr., James Knute, Brendan O'Brien, Jon Silveira, Kreg Stiebben, Timothy Van Weezel and Emmanuel Wilson. Brad Wheeler, their instructor, is at the far left.



**Bridge Resource Management (Foss Maritime)** – Eleven individuals (above, in alphabetical order) graduated from this course December 10: Robert Burchfield, John Dugger, Cecil Duncan, Tyler Fidler, Russell Furtney, Lloyd Patten, Carson Shallenberger, Johnny Skipper, Jerome Smith, Thomas Sullivan and Joe Traywick Jr.



**Leadership & Management Skills** – The following upgraders (above, in alphabetical order) completed this course December 11: Keith Adamson, James Bond III, Andre Carriere Sr., Patrick Defoor, Mark Hallahan, Brent Hensley, Clayton Herrick, Andrew Kovacs, John McCranie III, Goran Milisic, Lewis O'Neal, James Olsen Jr., Tyler Percy, Jacek Sawicki, Lawrence Soulier, Oleg Sushkov, Miguel Vasquez, Michael Walker and Cecil Wilson Jr. Vance Sanderson, their instructor, is at the far right in the front row.



**Leadership & Management Skills** – Sixteen individuals finished this course December 18. Graduating (above, in alphabetical order) were: John Bilich Sr., Michael Boidock, William Davis Jr., Darryl Davis, Roberto Flores Monge, Robert Gratzner, Christopher Gross, Diego Hatch, Patrick Hewitt, Duane Jordan, Chad MacAulay, Peter Madden, Nathan Putnam, Douglas Quill, Richard Weaver and Jacob Zeiters. Class instructor Vance Sanderson is at the far right in the front row.

**Leadership & Management Skills** – The following individuals (photo at right, in alphabetical order) graduated from this course December 4: Keithley Andrew, Christopher Bridges, Allen Cole, Paul Dimauro, Gregory Dodds, Timothy Dorn, John Gates, Alexander Georgiadis, Hector Guzman, Tammie Howe, Andrew MacKenzie, John McCranie IV, John Nordberg Jr., Leslie O'Hair, Lloyd Patten, Thomas Paytosh, Pablo Perez Nobregas, Brett Ruppert, Robert Shaver, Paul Stanculescu, Steven Tonn and Gregg Wolffis. Their instructor, Vance Sanderson, is at the far right. (Note: Not all are pictured.)



# SEAFARERS LOG

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

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Seafarers and military personnel (photo above) fill the truck with donated toys. The donations for military families (photo at right) included approximately \$10,000 worth of toys plus another \$2,000 in cash. Among the SIU personnel pitching in were (lower right portion of photo, from left) Port Agent Joe Vincenzo, Administrative Assistant Brenda Flesner, Safety Director Ben Anderson and Patrolman Warren Asp.



## *SIU Maintains Holiday Tradition Benefiting U.S. Military Families*

### **Tacoma-Area Seafarers Generously Donate to Santa's Castle**

Throughout the union's history, Seafarers have supported American military personnel wherever and whenever needed.

While in most cases that backing is part of the job, a yearly philanthropic project in Tacoma, Washington, reflects the widespread, genuine respect and affection SIU members feel for our armed forces. The all-volunteer endeavor known as Santa's Castle is a toy drive benefiting U.S. military families (primarily E-4 and below) who are enduring monetary struggles.

The joyous undertaking has become a staple in Tacoma, and the 2015 effort reached new heights. Buoyed by additional support from an SIU-crewed ship and two Seafarers-contracted companies, the union collected approximately \$12,000 in toys and cash donations for Santa's Castle. As usual, the gifts were stockpiled at the SIU hall in Tacoma, and the union also hosted a well-attended luncheon featuring military personnel from Joint Base Lewis-McChord, Santa's Castle representatives, Sea-

farers and their families.

SIU Port Agent Joe Vincenzo coordinates the union's participation but is quick to credit everyone involved.

"This was a record year for giving, as Seafarers reached deep into their pockets to gift more than \$10,000 in new toys (in addition to cash donations)," he said. "Among them were 45 new bicycles, dozens of remote-controlled cars and helicopters, a dozen or so smart watches, various complete collections of books, musical instruments, board games, dolls and so much more."

He continued, "This year's toy drive truly was 'all hands,' from the lobby of the Tacoma hiring hall to Crowley Maritime headquarters to the deck plates of Alaska Tanker Company's *Alaskan Legend*." Vincenzo noted that Crowley official Lee Eglund donated toys, while Seafarers on the *Alaskan Legend*, thanks in part to the efforts and initiative of AB **Tawnia Stucker**, took up a cash donation from the crew and officers totaling \$900 – an amount

then matched by Alaska Tanker Company.

Santa's Castle representative Shelly Hinzman described the SIU donation as "wonderful" and said it was the largest one from any organization for the most recent project. "We can't thank the SIU enough," she said. "The time and effort Seafarers put into the toy drive shows in the size and quality of the donation. Thank you!"

During the luncheon, Vincenzo and others touched on the U.S. Merchant Marine's vital, historic role in supporting our war fighters and peacekeepers around the globe. Rank-and-file Seafarers also gave a robust round of applause to men and women in uniform for their service.

Chief Cook **Nasser Ahmed** not only donated to the cause, he also helped serve food at the luncheon.

"It's a very good program," Ahmed stated. "I like to help people, and we've been doing this for a while. I always participate if I'm ashore and I hope to keep doing it every year. I'll be glad to help."

For Vincenzo, SIU participation in Santa's Castle reinforces his belief that "Seafarers are among the most generous and spirited when it comes to giving. For me, this harkens back to the time I had a medical emergency on a ship in the early 1990s in connection with a diving accident," he recalled. "As I was heading down the gangway to the waiting ambulance, the first engineer literally came running down after me with a hat in his hand, filled with crinkled bills totaling a couple hundred dollars to see me off and wish me well."

"I sincerely hope that as our industry continues to change with burgeoning credentialing, new and ever-more regulations and compressed vessel schedules, that Seafarers will not forget this part of their heritage and tradition. It marks, in my opinion, the very best of who we are."



DEU Reynaldo Mambulao hauls one of the donations to the delivery truck.



Among the many Seafarers supporting the project were (from left) SA Ahmed Nasser, Recertified Steward Abdul Hasan, Chief Cook Nasser Ahmed, Chief Cook Gary Loftin and Recertified Steward Chris Amigable.



AB Tawnia Stucker (left) is joined by relatives at the luncheon.