

# SEAFARERS LOG

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

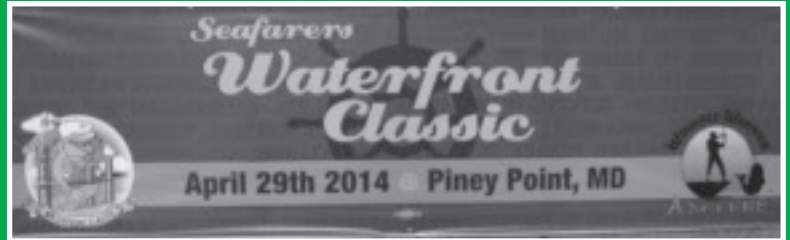
## Union Relocates NY-Area Operations to Jersey City

The SIU is on schedule to move its New York-area operations to Jersey City, N.J., around mid-June. Rank-and-file Seafarers approved the move during voting at membership meetings last summer. The relocation will see the SIU move from its current hall in Brooklyn (photo below) to a newer facility at 104 Broadway Ave. in Jersey City (photo at right).



### SIU Takes Maritime Message To Congress

The fourth annual maritime congressional "Sail-In" proved successful as representatives from all segments of the industry teamed up to promote American crews and U.S.-flag shipping. SIU officials and staff members participated in the event, which featured 173 brief meetings in House and Senate office buildings. One of the meeting groups included (among others) SIU VP West Coast Nick Marrone (far right) and Crowley Maritime President and CEO Tom Crowley (second from left), shown in the office of Sen. Orrin Hatch (R-Utah). Page 5.



### Second Waterfront Classic Benefits 2 Worthy Causes

The second annual Seafarers Waterfront Classic took place April 29 at the union-affiliated Paul Hall Center in Piney Point, Md. The event is a fundraiser benefitting the Wounded Warrior Anglers and the school's waterfront restoration project. More than 100 individuals (including Chief Cook Casey Pearson, below) participated, either aboard the 10 sponsored boats or ashore as volunteers. Despite bad weather, all concerned deemed the day a success. Pages 12-13.



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# President's Report

## Delivering Our Message

There's nothing positive about potential cuts to the U.S. Maritime Security Program (MSP), but I'll say this: The timing of a proposed \$20 million reduction by a House committee last month gave our industry an immediate, widespread chance to point out the dangers of such a move.

That's because the House took its action one day before the annual maritime congressional "Sail-In." Needless to say, Sail-In participants (including SIU officials) had a timely issue to discuss in the 173 meetings that took place May 7 with senators, congressional representatives and their staffs.



Michael Sacco

I'm confident we'll come out on top in this fight by securing the full funding amount for MSP. The military wants full funding, the administration wants full funding, and the program enjoys solid bipartisan support.

Still, there are lessons to be learned from this latest attack on our industry. It reinforces why we have events like the Sail-In in the first place, and why it's so important for rank-and-file Seafarers to be politically active. The proposed MSP cuts are a sobering example; if we weren't fighting to protect the program, at least six or seven ships would be cut, along with lots of SIU jobs.

I know we beat the SPAD drum a lot, but that's because your jobs are at stake. Your support of the union's voluntary political action fund is vital. It helps give us a chance to state our views in the nation's capital and at other levels of government, too. If you're already contributing to SPAD, thank you. If you're not on board, I'd ask you to reconsider, especially with this being an election year.

The monetary support of pro-maritime candidates is important, but it's not our only tool. Grassroots activities also mean handing out flyers, doing precinct walks, working the phones, getting out the vote, and engaging in basic educational discussions with your families and friends and neighbors. It means meeting with your elected officials at all levels. Please do whatever you can to help the cause this year when your port agent or patrolman asks for help – and on Election Day, vote your job.

While we're on the subject of politics, I should mention that the SIU is doing its part to continue protecting the Jones Act as well as fighting to preserve and strengthen cargo preference laws, including the Food for Peace program. This may sound like old news but believe me, it's literally a daily battle.

Attacks on the Jones Act would almost be laughable if they didn't threaten SIU jobs along with U.S. national and economic security. One attempt that has resurfaced lately is to blame rising fuel prices on the Jones Act (a law that requires cargo moving between domestic ports to be carried on vessels that are crewed, built, owned and flagged American). But it already has been proven that if there's any impact on fuel prices from the nation's freight cabotage law, it's so small that it's barely measurable.

The bottom line is that we aren't letting our guard down but I'm reasonably confident that the Jones Act is in good shape.

The same cannot be said of Food for Peace, which remains in the crosshairs. This may be an oversimplification, but attacks on this program boil down to one big lie repeated and repeated until it gets traction. The falsehood is that making direct cash payments to foreign governments would feed more people than delivering U.S.-grown commodities on U.S.-flag ships. There's no evidence – none – to support such a claim, and in fact there's ample evidence from our own government that turning Food for Peace into a cash program would mean little or no accountability. Bags and containers of food can be traced to make sure they get to the right places. Bundles of money have a way of disappearing. Stay tuned, and be assured we're sparing no resource in this fight, not just because of jobs but because lives literally are at stake.

In an ideal world, one of these years, participants in the Sail-In would spend the whole day thanking people for supporting our industry. In the real world, while we do have plenty of folks on our side, we have to keep educating members of Congress about who we are and what we do – and why America needs us.

That's what it takes to keep the U.S. Merchant Marine alive, and that's a mission our union will support forever.

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



The Seafarers-crewed *USNS Spearhead* (part of the union's Government Services Division fleet) maneuvers alongside a pier in Lagos, Nigeria, April 13. The ship was preparing for a multinational counter-piracy exercise. (U.S. Navy photo by Communications Specialist Seaman Weston Jones)

## Report: Piracy Dropping Worldwide

Piracy on the world's seas continues to diminish, according to a new report by the International Maritime Bureau (IMB).

In its report, the IMB, which is part of the International Chamber of Commerce, said piracy incidents during the first quarter of 2014 were at the lowest level since 2007. Despite the gains being made against the practice, the IMB warned that piracy still poses a threat.

According to the report, there were 49 documented incidents of piracy during the first quarter of 2014, making it the lowest number in seven years. In 2007, 41 incidents were reported.

During the first three months of 2014, two vessels were hijacked, 37 were boarded, five were fired upon and five reported attempted attacks. Out of those, 46 crew members were taken hostage and two were kidnapped from their vessel.

The waters off Somalia, which are notorious for pirate activity, are still of concern. According to the report, five incidents were reported in that region during the

first quarter of the year, the same number as 2013.

IMB Director Pottengal Mukundan said those incidents show mariners should remain on guard for pirates, despite the recent gains.

"Although the number of attacks continues to remain low, the threat of Somali piracy is still clearly evident," Mukundan said. "There can therefore be no room for complacency as it will take only one successful Somali hijacking for the business model to return. Masters are, therefore, advised to maintain vigilance and adhere to the latest best management practices and recommendations."

As evidence of the need for such vigilance, the report cited the case of a tanker that was fired upon off the coast of Salalah, Oman, from a skiff launched by a larger mother vessel. The attack was repelled and international navies intercepted the mother ship, which was an Indian vessel that had been hijacked itself days before the incident. Eleven Indian mariners

were freed and five suspected pirates were captured.

According to the report, 12 incidents were recorded off the West African coast, including the hijacking of two vessels with 39 crew members, with two crew members being taken hostage. Six of those incidents were linked to Nigeria, including the hijacking of a supply vessel, which was used to hunt for other potential targets.

The IMB noted that Angola saw its first reported hijacking during the first quarter of 2014, demonstrating the range of Nigerian piracy if left unchecked.

Indonesia, meanwhile, ranked as the country with the highest number of attacks with 18, compared to 25 during the same period last year. Vessels were boarded in every incident.

"While these are predominately low-level thefts from vessels, seven crew members were taken hostage in five incidents, while in four incidents it was reported that the robbers were armed with guns," the report read.

## Support for Maritime from Aloha State



SIU President Michael Sacco (center) met with Sen. Brian Schatz (left) (D-Hawaii) and Hawaii Gov. Neil Abercrombie (right) May 8 in Washington, D.C. Among other maritime topics, they discussed ongoing efforts to enforce the Jones Act and cargo preference laws as well as the numerous national security benefits stemming from the Maritime Security Program.

# SIU Maintains Jobs On Bob Hope LMSRs

SIU jobs aboard seven Bob Hope-class vessels are secure following a recent announcement by the Defense Department.

In late April, the U.S. Military Sealift Command (MSC) exercised an option to extend by one year the existing operating agreement of Seafarers-contracted General Dynamics American Overseas Marine (AMSEA) covering those ships. The original contract was awarded in 2010 and includes options that would extend through the third quarter of 2017.

The extension covers the large, medium-speed, roll-on/roll-off (LMSR) vessels *USNS Bob Hope*, *USNS Benavidez*, *USNS Brittin*, *USNS Fisher*, *USNS Mendonca*, *USNS Pililaau* and *USNS Seay*.

SIU Vice President Contracts George Tricker stated, "These extensions are not automatic, and this one

clearly is a credit to the SIU crews and AMO officers aboard the ships as well as to AMSEA. I know our SIU brothers and sisters will continue doing a great job."

"AMSEA has successfully operated the vessels in this program for the last nine years and we will continue our superior service for our customer under this new contract," said AMSEA President Thomas Merrell.

During Operation Enduring Freedom and Operation Iraqi Freedom, LMSRs carried much of the U.S. military equipment to the Middle East. Each one can carry an entire U.S. Army Task Force, including 58 tanks and 48 other tracked vehicles, as well as more than 900 trucks and other wheeled vehicles.

The Bob Hope ships, which can sail at up to 24 knots, were built at Avondale in New Orleans and were delivered from 1998 to 2003.



U.S. Navy Sailors aboard the SIU-crewed *USNS Bob Hope* lower a vehicle Feb. 16 in San Diego during an exercise. (U.S. Navy photo by Mass Communication Specialist 2nd Class Scott Bigley)

## Representative Garamendi: Use American Crews, Vessels For Natural Gas Exports

The ranking member of the House Coast Guard and Maritime Transportation Subcommittee sees a potentially great marriage between two domestic assets that are vital to America.

U.S. Rep. John Garamendi (D-Calif.), speaking at a Washington, D.C., Propeller Club luncheon May 8, said the burgeoning natural gas industry makes for a substantial opportunity to boost U.S. shipbuilding and the U.S. Merchant Marine. He told the audience that up to 100 new ships could be needed for natural gas exports from a half-dozen U.S. ports.

He got plenty of applause when he added, "If we're going to export LNG, then it must be done on American-made ships with American mariners."

The SIU had a strong turnout for the gathering, which took place during a busy week for the maritime industry in the nation's capital. Attendees included SIU President Michael Sacco, Executive Vice President

Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President West Coast Nick Marrone, Vice President Atlantic Coast Joseph Soresi and Vice President Great Lakes and Inland Waters Tom Orzechowski.

Garamendi said he believes public policy neglect has harmed the American maritime industry, but "public policy can drive a resurgence."

He pointed to natural gas, including liquefied natural gas or LNG, as "a huge opportunity" for the maritime industry and described it as one of the nation's strategic resources.

Another such resource, Garamendi said, is the shipbuilding industry. He called it "a fundamental asset – a fundamental strategic part of our nation – from the very beginnings even before we were a nation.... However, today we are on a trajectory to lose the ability to [build] ships."

He said without orders from the U.S. Navy, the industry "is gone. But, by combining two of the strategic resources this nation still has – natural gas and shipbuilders – we can rebuild and strengthen and keep the American maritime industry in relatively better shape."

This can be achieved through strong political partnerships involving all components of the respective industries, the congressman said. When it comes to delivering the message, "You say it is in the strategic national security interests of this nation to have a shipbuilding industry – for the U.S. Navy, for the Coast Guard, and for jobs in America," Garamendi said. "It is a national security issue. You combine that with the strategic asset of natural gas.... We've got to work together to make this happen."

Turning to the ongoing fight to protect cargo preference laws including the Food for Peace program, Garamendi candidly said the program "remains at risk."

He emphasized that turning the program into a cash giveaway would be disastrous. This is a personal issue for the congressman, not just a political one – he and his wife have volunteered in famine-stricken areas overseas for many years.

"We know what it means when a sack of grain arrives and it has the U.S. flag on it," he stated.



Gen. Paul J. Selva (right) accepts the United States Transportation Command guidon from Chuck Hagel, Secretary of Defense, during the USTRANSCOM change of command ceremony. (U.S. Air Force photo by Senior Airman Divine Cox)

## General Selva Assumes Command at USTRANSCOM

Air Force Gen. Paul J. Selva took command of the U.S. Transportation Command (USTRANSCOM) in a ceremony May 5 at Scott AFB, Ill.

SIU Executive Vice President Augie Tellez represented the union at the outdoor event.

USTRANSCOM is vital to Seafarers. The organization oversees (among other tasks) sea transportation supporting U.S. forces worldwide. Its components include the U.S. Military Sealift Command (MSC).

Secretary of Defense Chuck Hagel presided over the ceremony, during which Selva became the 11th USTRANSCOM commander and the outgoing commander, Gen. William M. Fraser III, retired.

"It is no exaggeration to say that our military could not do its job without TRANSCOM's capabilities on the ground, at sea, and in the air," Hagel said. "You help keep our people fed, our equipment fueled, and you help get everyone and everything to where they need to be on a scale that surpasses any organization in the world."

Army Gen. Martin E. Dempsey, Chairman of the Joint Chiefs of Staff, took the podium next and acknowledged USTRANSCOM's accomplishments under Fraser's command.

"Thank you young men and women of United States Transportation Command,"

Dempsey said. "One of our military's greatest strengths is that our people know when they ask for something, they're going to get it. No matter the danger or the circumstances they trust that what they need is on the way because it's in the hands of Transportation Command and the men and women who populate your ranks."

"You are truly what makes us global," Dempsey continued, "so on behalf of the Joint Chiefs, who I represent, thank you for what you do. That trust, even more than the materiel you deliver, makes us the strongest military that the world has ever known."

Once the flag was passed and command assumed by Selva, he thanked all involved. He talked about the trust needed to always successfully deliver the strategic mobility required to achieve the nation's objectives.

He also thanked what he called "Our fifth component: our civilian partners.... In times of peace and in times of war, to you we are forever indebted."

Fraser received an award and his retirement certificate. He then addressed the crowd and members of his former command.

"I came to you relatively uninitiated into the mobility world but yet you took me in," he said. "You taught me the concepts and you have made me an enthusiastic advocate."



SIU President Michael Sacco (left) is pictured with Rep. Garamendi following the congressman's remarks.

# St. Louis Port Council Honors 3 During April Event

Missouri Attorney General Chris Koster sent a charge through those attending the 34th anniversary dinner-dance of the Maritime Trades Department's (MTD) Greater St. Louis Area and Vicinity Port Council, stating that if it's "old-fashioned" to support working families, then he'll "stay old-fashioned."

Koster was one of three honorees at the April 26 event in St. Louis. He received the Able Helmsman Award. Joining him on the dais were Jeffrey P. Aboussie, Labor Man of the Year, and Col. Ronald A. Battelle, Management Man of the Year.

MTD/SIU President Michael Sacco pumped the crowd up prior to Koster's address. He noted that the St. Louis native had a section of his professional website devoted



MTD/SIU President Sacco (left) welcomes St. Louis Mayor Francis Slay to that city's annual port council dinner-dance.

to workers' rights, declaring Koster "is our type of guy."

Sacco added that the attorney general consistently has fought for prevailing wage and against worker misclassification. "He is dedicated to the same principles that are the very foundation of the labor movement."

Koster told the hundreds of local union leaders and rank-and-filers with their families, as well as the political, business and civic representatives in the room that so-called right-to-work laws and paycheck protection are designed to "chip away at collective bargaining." He said he relies on the men and women within the room who have learned a trade, who receive a pension and who fight for better health care for all.

Before Koster accepted his award, he drew praise from Aboussie: "A public figure you can trust and believe in, Chris is that guy. He is a friend of working men and women in Missouri."

Aboussie, who is the executive secretary-treasurer of the St. Louis Building and Construction Trades, said he accepted the Labor Man of the Year Award "for all the men and women who provide leadership of our affiliate unions."

A 32-year trade unionist, he took over the reins of the building trades in 2010.

"This is not your father's building trades," he stated. "I say this with pride. We believe less in confrontation and more in collaboration. I am a vendor/supplier and I have a product to sell: a skilled workforce that will beat anybody and make you a profit."

Port Council Vice President Jack Martorelli introduced his fellow Operating En-



Pictured from left at the port council event are MTD/SIU President Michael Sacco, Missouri Attorney General Chris Koster, St. Louis Building Trades Executive Secretary-Treasurer Jeffrey Aboussie, Col. Ronald Battelle, Port Council VP Jack Martorelli and Port Council Secretary-Treasurer/SIU Port Agent Becky Sleeper.

gineer Local 513 member, pointing out the honoree grew up in a construction family with a full understanding of both the business and union sides.

Presenting Battelle to the body was Port Council Secretary-Treasurer/SIU Port Agent Becky Sleeper. She praised his 40-year career as a law enforcement officer, noting he was the first to climb through the ranks of the St. Louis County Police Department to become chief.

Battelle thanked the numerous locals who have donated and helped his cause since retirement: The Backstoppers Inc., raises funds to take care of police, fire fighters and EMS personnel injured or lost in the line of duty. As executive director, Battelle oversees an organization that started in 1959 serving parts of Missouri and Illinois.

He said he was "feeling honored, appreciated and humbled" that he and Backstoppers were being recognized.

## Rep. Oberstar Remembered As 'Mr. Transportation'

Affectionately known as "Mr. Transportation," Rep. James Oberstar (D-Minn.) was a powerful champion to all transportation-related industries, including maritime. To the SIU, he was a close friend and ally – someone who fought tirelessly for the maritime industry, including the U.S. Merchant Marine.

Oberstar died May 3. He was 79 years old.

"Congressman Oberstar was someone who understood what was needed to make the U.S.-flag maritime industry work, whether it was on the Lakes, the rivers or the seas," said SIU President Michael Sacco. "He worked for everyone and is greatly missed."

Oberstar – Minnesota's longest-serving congressman (1975-2011) – was known for his bipartisan, results-focused approach to governing. He rose to the chairmanship of the House Transportation and Infrastructure Committee, where he was able to protect the maritime industry from potentially dangerous legislation, while also guiding federal dollars to vital maritime programs.

He was particularly celebrated for his work with the Great Lakes region. U.S.-flag Great Lakes carriers flew their vessels' flags at half-mast May 8 in Oberstar's honor.

Oberstar received many maritime-related accolades during his time in Congress. Those honors include the Propeller Club's Salute to Congress award in 2000 and being named the first Legislator of the Year by the Great Lakes Maritime Task Force when the group launched the award in 1999.

"Great Lakes shipping has lost its greatest friend and staunchest supporter," said James Weakly, president of the Lake Carriers' Association. "He was at the forefront of every effort to make waterborne commerce on the Lakes and Seaway safer and more efficient."

Rep. John Garamendi (D-Calif.), an SIU ally and strong maritime advocate, also paid tribute to Oberstar, calling him a "brilliant and kind man."

"No one knew more about transportation policy than him," Garamendi said. "Just last Wednesday, I talked with him about strategies to pass a good transportation bill. I will miss him. The nation has lost a tremendous public servant."

President Barack Obama also praised



Former Rep. James Oberstar (D-Minn.), an SIU friend and ally to the maritime industry, died May 3 at the age of 79. He's pictured here giving the keynote address during the 2010 Congressional Sail-In on Capitol Hill.

Oberstar for "devoting his 36 years of public service to improving America's infrastructure, creating opportunity for hard-working Minnesotans and building a strong economy for future generations of Americans."

Nearly 500 people attended a funeral service for Oberstar May 8 at a church in Potomac, Md. Speakers included members of Oberstar's family and Minnesota's congressional delegation. Formal tributes were also scheduled to take place on the floor of the House of Representatives May 19, with both a moment of silence and tributes shown on C-SPAN.

During the funeral service, according to *The Pioneer Press*, Sen. Amy Klobuchar (D-Minn.) called Oberstar "a man of purpose and grit, as resilient as the people he represented in northern Minnesota," adding that Oberstar was dedicated to doing what was right, rather than what was politically convenient.

"In this day of sound bites and quick fixes ... he was not afraid to give the long explanation to his constituents," Klobuchar said. "There is no question Jim Oberstar left this Earth a better place than he found it."

## In Memory of Brother Khaled Munassar



The family of the late Bosun Khaled Munassar submitted these photos for publication in the LOG. Brother Munassar died earlier this year at the far-too-young age of 37. As one family member put it, "Khaled was well-respected wherever he went. He was loving and caring for his family and he will be missed."





Acting Maritime Administrator Chip Jaenichen (above) addresses participants before the scheduled meetings. This framed bag in the halls of Congress (above right) was a welcome reminder of the importance of food aid delivered overseas on American-crewed, U.S.-flag ships.

## SIU Helps Deliver Pro-Maritime Messages to Congress

### Industry Teams Up for Fifth Annual Congressional Sail-In

SIU officials and staff members were active in this year's congressional "Sail-In," a day-long event on Capitol Hill that emphasizes the importance of America's maritime industry.

SIU Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Vice President West Coast Nick Marrone each served separately on one of 24 meeting groups composed of representatives from throughout the industry. Those groups – totaling around 130 individuals – met with senators, congressional representatives and staff members from mid-morning to late afternoon May 7. There were 173 meetings, total, including 50 with senators and House members.

This was the fifth straight year of the Sail-In, organized by the U.S. Maritime Coalition, to which the SIU is affiliated. As in previous events, the meetings involved a mix of longtime industry supporters from both political parties

as well as newer members of Congress who may not have been familiar with maritime. Also as in past years, central topics included the Maritime Security Program (MSP), the Jones Act, and cargo preference including Food for Peace.

Before participants scattered throughout the three House and three Senate office buildings, Acting Maritime Administrator Chip Jaenichen addressed them. He said the Maritime Administration fully supports the Sail-In, and added that it's more important than ever to spread the word about the industry's importance to U.S. national and economic security.

Mariners and the maritime community "have long been what I would call the unseen, silent servants of our economy," he said. "Our nation, as we know, would not be the same without our maritime industry and our seafaring trade, and we need to let the Ameri-

*Continued on Page 6*

*(Editor's note: All captions list the individuals pictured from left to right)*



SIU Exec. VP Augie Tellez, MM&P President Don Marcus, Capt. Richard Phillips, Sen. Barbara Mikulski (D-Md.), Maersk VP Clint Eisenhauer, Charlie Papavizas of Winston & Strawn, MEBA President Marshall Ainley



MM&P President Don Marcus, Maersk VP Clint Eisenhauer, Capt. Richard Phillips, Sen. Susan Collins (R-Maine), SIU Exec. VP Augie Tellez, Charlie Papavizas of Winston & Strawn, MEBA President Marshall Ainley



MEBA President Marshall Ainley, MM&P President Don Marcus, Capt. Richard Phillips, Sen. Patty Murray (D-Wash.), SIU Exec. VP Augie Tellez, Charlie Papavizas of Winston & Strawn, Maersk VP Clint Eisenhauer



American Roll-On/Roll-Off Carrier President/COO Eric Ebeling, Transportation Institute Chairman Jim Henry, Kristin Marshall (legislative correspondent for Sen. Claire McCaskill, D-Mo.), Nick Rawls (legislative correspondent), Crowley VP/General Counsel Art Mead, Sara Fuentes of the Navy League, Josh Shapiro of Liberty Maritime, Mark Fowler (policy aide)



Crowley VP Jay Brickman, Amy Hauser of Maersk, Neil McManus of the Propeller Club of Tampa, Rep. Charlie Dent (R-Pa.), Paul Doell of AMO, Daniel Duncan of the MTD.



Daniel Duncan of the MTD, Crowley VP Jay Brickman, Amy Hauser of Maersk, Rep. Steve Southerland (R-Fla.), Paul Doell of AMO, Neil McManus of the Propeller Club of Tampa



MEBA VP Chris Guerra, MM&P VP Don Josberg, Kayla Turner of Maritime Executive, Rep. Tim Bishop (D-N.Y.), Kate Ballengee of Metro Group Maritime, Terry Turner of Turner-Pollard



Kate Ballengee of Metro Group Maritime, Kayla Turner of Maritime Executive, SIU VP Contracts George Tricker, Rep. Elizabeth Esty (D-Ct.), MEBA VP Chris Guerra, MM&P VP Don Josberger, Terry Turner of Turner-Pollard



John Jaskot of Jones Walker LLP, Great Lakes Dredge & Dock VP Bill Hanson, Crowley Maritime President/CEO Tom Crowley, Matthew Jensen (military legislative research assistant for Sen. Orrin Hatch, R-Utah), Doug Dynes (military legislative assistant), SIU VP West Coast Nick Marrone, Leo Bonser of Intermarine, Yvette Wissmann of American Roll-On/Roll-Off Carrier



Terry Turner of Turner-Pollard, MM&P VP Don Josberger, Rep. Albio Sires (D-N.J.), MEBA VP Chris Guerra, Kayla Turner of Maritime Executive, Kate Ballengee of Metro Group Maritime, SIU VP Contracts George Tricker

# Portal Offers Option For Scheduling Clinic Exams

SIU members have a new online option for scheduling clinic exam services.

As reported at the May membership meetings, those services may now be ordered through the members-only portal on the union's website, [www.seafarers.org](http://www.seafarers.org). The members-only area itself has been available since June 2011 and is free of charge.

Seafarers Health and Benefits Plans (SHBP) Administrator Maggie Bowen noted in her May report to the membership, "You can order exams within 60 days of your current expiration dates, so don't wait until the last minute. This site will also allow ineligible participants to order exams and pay using PayPal."

She added, "If you do not see the exam that you are trying to order, please email [shbpmmedical@seafarers.org](mailto:shbpmmedical@seafarers.org) and if you have any other questions please email [map@seafarers.org](mailto:map@seafarers.org) or call 1-800-252-4674."

As reported in past issues of the *LOG*, on the union's website and at the monthly membership meetings, the SHBP started using a new health clinic system in early 2013. Comprehensive Health Services (CHSi) features more than 2,000 participating facilities in the contiguous United States, which has made it much easier for Seafarers to find clinics that are closer to home, whether they're taking annual exams, functional capacity evaluations or interval exams.

Using the clinic system allows mariners to schedule the exams they need as follows:

#### Automated Exams

■ **Annual Physical Examination** – required no more than once annually, no sooner than 60 days prior to the expiration date of the previous exam

■ **New Member Physical Exam** – this is a one-time requirement and is necessary only upon entry into the system

■ **U.S. Coast Guard Exam** – required once every two years unless the mariner is upgrading

■ **Interval Exam** – needed once every six months for deep

sea members

■ **DOT/U.S. Coast Guard Drug Test** – required when renewing documents or when random exemption expires

■ **Benzene Clearance** – mandatory (for mariners sailing on tankers) no more than once annually, no sooner than 60 days prior to the expiration date of previous clearance

## Ready to Ship Out?

Make sure your documents and paperwork are current:

■ Merchant mariner credential (MMC) with security endorsements (security awareness and/or vessel personnel with designated security duties, abbreviated as VPDS, VSO for officers)

■ MMC indicating completion of Basic Training (formerly BST) (VI/1 and related verbiage)

■ Transportation Worker Identification Credential (TWIC)

■ Passport

■ ServSafe Management (chief cook and higher)

■ ServSafe Food Handler (entry level)

■ Medical certificate (acquired by passing U.S. Coast Guard physical once every two years and submitting to local REC)

■ Annual physical exam and interval exam (required once every six months)

■ Drug test (every six months unless continuously sailing)

■ If you take prescription drugs, make sure your medications will last longer than the duration of your voyage. If you need early or extended refills, contact the claims department for assistance. Dial 1-800-252-4674 and follow the prompt for prescriptions.

■ **Steward Department Certification** – required no more than once annually, no sooner than 60 days prior to the expiration date of the mariner's certification

■ **Unlicensed Apprentice Physical Exam** – will become automated after initial HLSS notification of acceptance. This exam, which must be requested at a local port office, is required one time only upon entry into the system

■ **Functional Capacity Evaluation** – required no more than once annually, no sooner than 60 days prior to expiration date of previous annual exam

#### Approval Required Exams

■ **Return to Duty Exam** – (repatriation, interval illness or injury, etc.) required upon demand by SHBP Medical Department

■ **MSC Physical Exam** – required by job order and approved as necessary by the SHBP Medical Department

■ **MSC Shots only** – required by job order and approved as necessary by the SHBP Medical Department

■ **Commercial Non-MSC Shots only** – approved as necessary by the SHBP Medical Department

■ **ARC Exam** – approval required by ARC and SHBP Medical Department

■ **TB Screening only** – required no more than once annually, no sooner than 60 days prior to expiration of existing clearance

Additionally, as a result of amendments to the STCW Convention, mariners who sail internationally are required to carry a medical certificate issued by the Coast Guard's National Maritime Center (NMC). The Seafarers who need those medical certificates should have received them in the mail by March 31.

Any SIU member who sails internationally and who has not received the medical certificate should contact the NMC right away, either by phone at 1-888-427-5662 or via email at [IAskNMC@uscg.mil](mailto:IAskNMC@uscg.mil).

## Union, Industry Officials Visit Capitol Hill

Continued from Page 5

can people know that. The U.S. Merchant Marine has been integral to every armed conflict since the American Revolution.... Our nation owes a great debt to the U.S. Merchant Marine."

The Sail-In included participants from almost every segment of the American maritime industry engaged in the transport of waterborne cargo, including maritime labor, vessel operators, marine terminals, shipyards and more. Collectively, the domestic industry alone moves nearly 888 million tons of cargo every year and plays an important role in relieving congestion on the nation's crowded roads and railways.

"This is an exciting time for American maritime. The industry is investing billions of dollars to meet the nation's transportation needs; it is creating thousands of jobs for Americans; and it consistently works to bolster our national security at zero cost to the federal government," said Thomas Allegritti, chairman of the American Maritime Partnership, another important coalition whose members include the SIU. "These Congressional meetings are an important opportunity for the maritime industry to join together and brief their elected officials on the many ways American maritime is making our nation safer, stronger and more secure."

Captain Richard Phillips, whose rescue from Somali pirates was made into an Oscar-winning film starring Tom Hanks, also participated in this year's Sail-In. He noted that the strength of America's merchant marine comes in part from the Jones Act, which boosts our nation's economy while also strengthening America's national and homeland security.

"The nation's merchant mariners are some of the most highly trained in the world and are prepared for any situation they may encounter," Phillips said. "Most importantly, the men and women of American maritime are proud stewards of our nation's waterways, because not only do they work in these communities, they also live in them."

In related events, the Great Lakes Maritime Task Force presented its Great Lakes Legislator of the Year Award to Rep. Bill Huizenga (R-Mich.) the same day as the Sail-In, while on May 8, the International Propeller Club of the United States presented the Maritime Industry Salute to Congress Award to U.S. Rep. Duncan Hunter (R-Calif.).

## Walmart Using Taxpayers to Pad Profits

### Report Finds Retailer Receives Billions in Tax Breaks, Subsidies

Walmart may be earning enormous profits as the nation's largest retailer and private employer, but that didn't stop the company from coming to American taxpayers for billions in handouts, according to a new report by Americans for Tax Fairness.

Titled *Walmart on Tax Day: How Taxpayers Subsidize America's Biggest Employer and Richest Family*, the report found that Walmart and the Walton family – who are majority shareholders – receive at least \$7.8 billion in tax subsidies from American taxpayers annually. Released as workers nationwide pay their tax bills and fight for a livable minimum wage, the report offered an eye-opening view of taxpayer-funded corporate welfare.

"The report finds that the American public is providing enormous tax breaks and tax subsidies to Walmart and the Walton family, further boosting corporate profits and the family's already massive wealth at everyone's expense," the executive summary of the report read.

Walmart currently employs 1.4 million workers, more than half of whom made less than \$25,000 last year. The company, meanwhile, made \$16 billion in profits last year on more than \$470 billion in revenue. Owning more than 50 percent of Walmart shares, the Walton family earned billions in dividends last year and has a net worth exceeding \$148 billion. Collectively, six members of the Walton family have more wealth than 49 million American families combined.

As Americans for Tax Fairness pointed out, the \$7.8 billion in tax breaks and taxpayer subsidies Walmart receives each year is equal to hiring 105,000 new public school teachers. Here is a breakdown of how American taxpayers are subsidizing Walmart each year:

■ \$6.2 billion – Subsidies from food stamps, government-sponsored health care and other taxpayer-funded programs Walmart employees are eligible for due to their low wages.

■ \$1 billion – Tax breaks and loopholes used to keep Walmart from paying its full tax bill.

■ \$607 million – Tax money the Walton family avoided paying because they earned money from dividends, which is taxed at a much lower rate than a regular salary. The family also benefits from economic development subsidies from state and local governments.

In addition to the \$7.8 billion in taxpayer subsidies received by Walmart and the Walton family every year, the report also found that the Walton family avoided an estimated \$3 billion in taxes by using special trusts to dodge estate taxes. This number could rise to tens of billions of dollars if the practice is allowed to continue.

The report also found that Walmart benefits when non-employees are paid low wages, as well. Last year, the report found, Walmart had an estimated \$13.5 billion in sales thanks to taxpayer-funded assistance programs.



A new report finds Walmart pays its employees so little that many of them rely on food stamps and other taxpayer-funded programs.

# SHBP Awards \$132,000 in Scholarships

Eight individuals – one active Seafarer and seven dependents – now are better prepared to cope with the financial burdens associated with their respective higher education ambitions thanks to grants totaling \$132,000 given to them recently by the Seafarers Health and Benefits Plan (SHBP) Scholarship Program.

Seafarer **John Cox**, along with dependents Jennifer Abdullah, Jeren Dingal, Amy Pinkham, Ryan Malloy, Laura Vega, Lashawn Shakes and Kevin Nguyen were chosen as recipients of the 2014 Charlie Logan Scholarships by the SHBP Scholarship Committee. Convening May 9 in Savannah, Ga., the group tagged Cox, Abdullah, Dingal, Pinkham, Molloy and Vega to receive \$20,000 each to offset costs linked to obtaining four-year college degrees. Both Shakes and Nguyen landed \$6,000 for use toward two-year degrees.

## John Cox

Inland Master **John Cox** signed on with the union in 1979 following his graduation from Millikan High School in Long Beach, Calif.

He joined the SIU in the Port of Wilmington, Calif., and received his apprentice training at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Following his completion of the school's entry-level curriculum, it was off to the high seas for Cox.

He initially sailed in the deep sea division and worked in the capacities of ordinary seaman, wiper, tankerman and able bodied seaman. In 1994, Cox came ashore and assumed duties as a union representative – initially patrolman and later port agent – in the port of Wilmington.

Returning to sea in 2008, Cox obtained his mate's license and began working in the inland waters division, principally with Crowley Towing and Transportation in Wilmington. He currently sails as a master with Houston-based G&H Towing.

"I have had the luxury of being an SIU member for almost 35 years," Cox said in his scholarship application package. "Over the years I have been able to benefit from what the organization has provided me."

"As port agent, I was able to learn about the many ways the SIU benefited the membership and one of those benefits is the Scholarship Program and how good this program is for the member and their dependents," he wrote. "If awarded a scholarship through this program, I intend to use it in the area of oil and gas since I live in the oil and gas capital of America, Houston."

Cox plans to pursue a degree in business via online courses through Phoenix-based Thunderbird Executive School of Business. A native of Torrance, Calif., Cox currently resides in Kingwood, Texas, with his wife, Tausha, and two daughters, Alexis and Ashley.

## Jennifer Abdullah

Jennifer Abdullah is the daughter of deep sea QMED **Mohamad Abdullah** (and mother, Yuharnis). She was born in New York.

Abdullah is a 2014 graduate of New York's College Campus High School where she achieved an overall 90.26 grade point average (GPA). Abdullah was active in her community, participating in walks for breast cancer and AIDS. Additionally, she worked in several neighborhood beautification projects and held membership in her school's language and culture clubs.

The victim of several health is-

sues while growing up, Abdullah described herself as a horribly frail child. "I had asthma and suffered many attacks," she shared in her scholarship application package.

"I spent many holidays on a hospital bed, getting my pulse checked while other children were spending time with their families," she continued. "Fortunately, my immune system improved tremendously."

As one may suspect, the foregoing infirmities presented unique challenges for Abdullah, who missed many hours of valuable class time. By meeting these obstacles head-on, however, she not only persevered, but also prevailed.

"When I was healthy enough to attend school normally, I learned I had a talent for mathematics," she said. "When I was in middle school, I was placed in a high-school level course, where I would obtain high school credits. In high school, there was a placement test for calculus classes. I scored high enough to gain entry to the college calculus class."

Abdullah hopes to follow her mother's career path – she formerly was an accountant.

Abdullah has applied for admission to Bernard M. Baruch College, Hunter College and the City College of New York.

"Baruch College is recognized for their exceptional finance and accounting programs," she said. "After I graduate, I hope to attend the Zicklin School of Business, which is a part of Baruch College, where I will obtain an MBA."

## Jeren Dingal

Jeren Dingal aspires to become an electrical engineer. He hails from Waialua, Hawaii and is the son of deep sea AB **Jerry Dingal** (and mother Jocylene, a cafeteria worker).

A 2014 graduate of Waialua High School, Dingal finished his requirements with a 3.98 overall GPA. He ranked sixth in his class, which numbered 94 students.

Dingal participated in junior varsity and varsity basketball and football, varsity volleyball, and varsity track. He also served as manager of his school's girls' volleyball team and was a member of the Waialua High School Japanese Club.

Jeren was a volunteer coach for his community's middle school basketball team. Additionally, he participated in cleanup projects involving beaches and other specialized locations used to grow Hawaii's favorite starch staple, the taro root.

Working hard to achieve one's objective is a guiding principle in Dingal's approach to life. "This is a value that my dad has modeled and instilled in me over the years," he said. "As a Seafarer, my dad worked very hard over the years. I know that it wasn't always easy, but he always made sure that we had what we needed."

"Another value that my parents instilled was the importance of education," he continued. "They constantly pushed us to study hard and do our best."

Dingal looks forward to the next step in his journey: attending college.

"I know that it will take a lot of hard work and perseverance to make this dream (becoming a civil engineer) a reality, but I am up for the challenge," he said.

Dingal has already earned three

credits at Leeward Community College in Pearl City, Hawaii. He has been accepted for admission to Oregon State University.

## Amy Pinkham

Amy Pinkham was born in Albany, New York and is the daughter of deep sea Recertified Bosun **Errol Pinkham** (and mother Patricia, a teacher).

A 2014 graduate of Colonie Central High School in Albany, Amy ranked 46th in her class of 428 students, and she posted a 94.17 GPA. Pinkham held membership in several honors organizations including the National Honor Society and the National Society of High School Scholars.

She participated on her school's junior varsity as well as varsity cheerleading squads. A National Cheerleading Association All American, she was the recipient of numerous awards in national competition.

But there's another side to Pinkham's life: an outside-the-classroom episode that could well have spelled her downfall had it not been for her tenacity. She was the victim of cyber bullying – someone used information technology to deliberately harass her.

After facing the reality of the devastating public toll this event could have on her life, "I had two choices," she said. "I could let the taunts define me or rise above ... I chose to face the problem head on."

While navigating this adversity, she turned to a group called iCARE. The people from that organization exemplified integrity, community, accountability, respect and empathy, according to Amy. After experiencing the group's benevolence, she was encouraged to give back.

"A group as well-meaning as iCARE needed to be brought to the forefront," she said. "So I decided to become a spokesperson. During my senior year, I became vice president."

"I have gotten a taste of what it feels like to rally people behind a cause," she added. "I now know that I want to help others in the future. I would like to do event planning for non-profit organizations to bring their causes to the forefront."

Pinkham has been accepted to the University of New Hampshire. She will pursue here degree in liberal arts.

## Ryan Molloy

Ryan Molloy hails from Dunnellon, Fla. He is the son of inland waters AB **Robert Molloy** (and mother, Linda, a teacher).

Molloy is a 2013 graduate of Dunnellon High School where he achieved a 4.56 overall GPA and ranked first in his class of 269 students. He participated in student government, was member of the National Honor Society and served as support commander in Dunnellon's Junior ROTC Program.

In the athletic arena, he was golf team captain and also played soccer and baseball. Molloy tutored elementary school students, worked with the Salvation Army and participated in town beautification projects.

"Serving my country has been a dream of mine and therefore I desire to attend college in order to gain knowledge," Molloy said. "Both of my parents served in the military and because of this I have always

had respect for their devotion to duty; my goal is to follow in their footsteps and serve my country."

Molloy's aspiration is to become a civil engineer. "I have always been fascinated with building things and solving problems," he said.

He currently attends the University of Florida where he is majoring in civil engineering. Malloy has earned 18 credits towards his bachelor's degree. "By attending the University of Florida and gaining valuable leadership skills, I will be better equipped to achieve my goals," he concluded.

## Laura Vega

Laura Vega's passion is veterinary medicine.

The daughter of deep sea QMED **David Vega** (and mother, Robin) she was born in Baltimore. Vega is a 2014 graduate of Baltimore's Greater Grace Christian Academy. The salutatorian of her class, she posted a 3.8 GPA.

Laura was a member of her high school soccer team and was active in her school's drama as well as theater clubs. She worked in the food pantry at Jerusalem Lutheran Church and labored nearly two years as a volunteer in the kennels at Eastern Animal Hospital. That experience had a deep and abiding impact on Vega.

"I was so moved by the hard work and dedication it took to care for the sick, injured and even abandoned animals," she said. "Each experience changed me and although I was doing the often more laborious jobs to care for them ... I do not regret one moment of it."

"It is because of this experience, which so humbled me that I hope to make Baltimore a better place one animal at a time," she continued. "This is why the profession of veterinary doctor interests me so."

Laura has applied for admission to Concordia University and the Community College of Baltimore County.

## Lashawn Shakes

Lashawn Shakes is the wife of Great Lakes FOWT **Earl Shakes**. She hails from Jacksonville, Fla., where she graduated from First Coast High School in 1997. Following graduation, she earned 16 credits at Florida Community College.

In 2000, Shakes joined the Seafarers and was a member of Water Survival Class #608 at the union-affiliated Paul Hall Center for Maritime Training and Education. She sailed for about one year and achieved the rating of steward assistant. Although her career at sea was

short-lived, the experience of sailing would leave a lasting impact on Shakes' life.

"I met many interesting people from all over the world and still communicate with some of them," she shared. Apparently she communicated with one of those "interesting people" on more than a few occasions. One of those individuals was her future husband, Earl.

The two met, were engaged and later married. They became parents in August 2000 with the arrival their son, Anthony. "Our son was due in August and I planned on going back to sea by December ..."

But Shakes' plans would not come become reality. While her son

was born with a clean bill of health, she emerged from the childbirth with several serious complications. As a result, Shakes' desire to return to sea was dashed. "It took years to recover and I became a housewife.... I worked part time and also volunteered at schools and hospitals," she said.

In 2009 she entered Sanford Brown Institute to study nursing. One year later, she completed her curriculum and became a certified medical assistant (CMA). Along the way, she achieved a perfect, 4.0 GPA. Since graduation, Shakes has been working at the University of Florida as a CMA.

"This career has given me knowledge and skills in patient care, anatomy, physiology, pharmacology, CPR, First Aid, Phlebotomy and more," she said "I plan on pursuing my nursing career at Florida State College of Jacksonville for my first 60 credit hours to obtain my associate degree in science. Then I plan to continue by transferring to Chamberlain School of Nursing to finish with a bachelor's of science in nursing."

## Kevin Nguyen

Kevin Nguyen was born in Seattle, Wash. He is the son of deep sea Recertified Steward **Rang Nguyen** (and mother, Dung).

A 2014 graduate of the Academy of Citizenship and Empowerment in SeaTac, Wash., Nguyen posted a 3.60 overall GPA. He was active in athletics, participating in track and field, cross country, swimming and ultimate Frisbee.

In addition to being a member of the National Honor Society, Nguyen was deeply involved in his community. He volunteered his time working and supporting a host of endeavors including blood drives, food banks, Toys for Tots, Kits for Veterans, and Totem for Fitness.

An inherently motivated individual, Nguyen describes himself as one who loves a challenge and is unafraid of failure in his ongoing quest to achieve excellence. "I have a firm belief that it is never enough to do well ... but to do well after being forced to go above and beyond the threshold," he said.

It was this approach to self-actualization that prompted Nguyen to enroll in community college while still in high school. At the time he submitted his scholarship application package, he had already earned 75 credits at Highline Community College in Des Moines, Wash. While still doing his high school work, Nguyen posted a cumulative 3.35 GPA in his community college courses.

"While it was extremely difficult, especially since I had to juggle between college, high school, sports and home, I enjoyed it," he said. "I have to be tenacious and persevere to teach myself how to deal with difficulty and (the possibility of) failure."

Nguyen has applied for admission to the University of Washington, Seattle; University of Washington, Bothel and Washington State University. He plans on majoring in computer engineering.

The SHBP Scholarship Committee consisted of: Dr. Trevor Carpenter, College of Southern Maryland; Dr. Louis Fernandez, California State University; Dr. Michael Glaser, St. Mary's College; Dr. Charles Lyons Jr., American Association of Colleges and Universities; Dr. Gayle Olson, University of New Orleans; Dr. Keith Schlender, Lourdes University; and Dr. Henry Toutain, Kenyon College.





Margaret Reasoner  
Managing Director  
Crowley Marine Personnel



Janet Nolan  
Wellness Coordinator  
Paul Hall Center



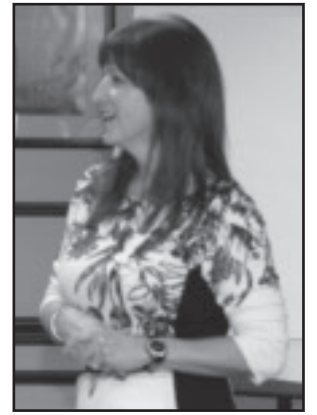
John Dobson  
Instructor  
Paul Hall Center



John Hetmanski  
Executive Chef  
Paul Hall Center



Robert Johnson  
Instructor  
Paul Hall Center



Maggie Bowen  
Plans Administrator  
SIU

# Members See Positive Effects of Wellness Program

## Union, School Conduct Health Fair, Develop Food Policy

The SIU's new health and wellness program is underway, and members have begun to reap the benefits.

From holding its first health fair at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Md., to developing healthy options for members at sea, the SIU has taken major steps when it comes to promoting health and wellness among its membership.

"We are really excited about the things we're working on and where we see this thing going," SIU Plans Administrator Maggie Bowen said during a meeting on the wellness program. "We are really trying to organize this from the whole industry perspective."

That effort included the April 28 wellness fair and a meeting later that week to chart the progress in educating members and providing healthier meal options.

For the Piney Point health fair, the SIU partnered with a local hospital to provide screenings for blood pressure, glucose, BMI calculations and cholesterol. Members also had access to health-related vendors, recipe demonstrations and exercise classes.

"The members who attended were enthusiastic about the information that was presented to them," Bowen said during her report at the

May membership meeting. "We hope to be able to continue with these types of events in many of the local halls."

In addition to the health fair, officials met at the PHC to discuss plans to revitalize food and cooking strategies. Seafarers, in fact, may soon notice some healthy changes when they head to the cafeteria for a bite to eat.

From prominently placed salad bars and an increase in healthy offerings, to the addition of tools and information designed to promote health-conscious choices, Seafarers will have an array of new opportunities to stay on top of their health while at sea. It's all part of an effort that provides access to healthy options while not placing any burdens on individual Seafarers. Traditional fare will remain on the menu and no one will be required to go on a diet.

Wellness Coordinator Janet Nolan said food was the perfect place to start since a poor diet is linked to health issues like obesity, diabetes, stroke and high blood pressure. Educating members and providing healthy options, she said, could make a world of difference.

"Food is wellness and we are looking to embrace that," Nolan said. "We have to make people want to come and eat and gain that credibility. We did changes in meal planning, recipe testing, purchasing and we enhanced the (food) presentation. We hear people saying, 'you've got to try this. And that's the hook.'"

PHC instructor John Dobson, who worked on the program's food guidelines, said his main focus was on calories, sugar, salt and fats. The key is training cooks to keep the meals tasting good while preventing high fat, sugar and calorie counts.

"By focusing on those areas, we can develop (cooking class) curriculum," Dobson said. "It's important that the menus we teach our students offer healthy options. It's not that we can't serve things that are fattening, but it can't be everything."

The point, he added, was not to force people to eat certain things, but inform them about what they are putting into their bodies while also providing healthy alternatives.

"A healthier membership is a happier



Susan Carson  
Representative  
Sysco



George Tricker  
VP Contracts  
SIU

membership," Dobson said. "We can't control what people do, but we can inform them of the dangers of some of the things they do. A lot of people just don't know."

One of the key factors in helping members make those healthy choices is menu planning. PHC Executive Chef John Hetmanski, who worked on menu planning, said that process is all about communication.

"The menu itself is really a cooperative effort," he said. "We really need to open up communication and develop what direction we want to go into."

He added that the school would start teaching cooks and stewards to develop menus that included healthier options, while also focusing on what works and what doesn't. That strategy includes developing a calendar of recipes that rotate over a shorter time frame.

"We came up with a two-week (menu) cycle here in Piney Point. Previously, it was 30 days," Hetmanski said. "Putting it in that format gives us an ability to look at it objectively. We can get more favorites in there and things we enjoy."

Echoing earlier statements, Hetmanski said the strategy inevitably comes down to offering options. Healthy food won't be required eating, though access to it will increase.

"The underlining tone here is choice," he

said. "As we educate and communicate with them, that healthy choice is going to be there."

Working to make sure every choice is appetizing is instructor Robert Johnson. He's been busy with menu testing and discussed the taste test form used to gauge opinions on different recipes. Rating those recipes based on presentation, taste, texture and smell, the testing process will help determine what should end up in SIU galleys.

"Through that process we can develop better recipes," Johnson said. "And if it's successful we can go ahead and put that recipe in production."

While the recipes would include some healthy offerings, Johnson said it was important to note that it wouldn't be a buffet of flavorless meals.

"We are not saying everyone has to eat water and oatmeal. We are not saying everyone should be on a diet," he said. "We just want the members to be educated."

SIU Vice President Contracts George Tricker said that approach is important.

"We have to create a culture where we give the mariners a choice," he said. "When they make those choices they will know if they are

*Continued on next page*



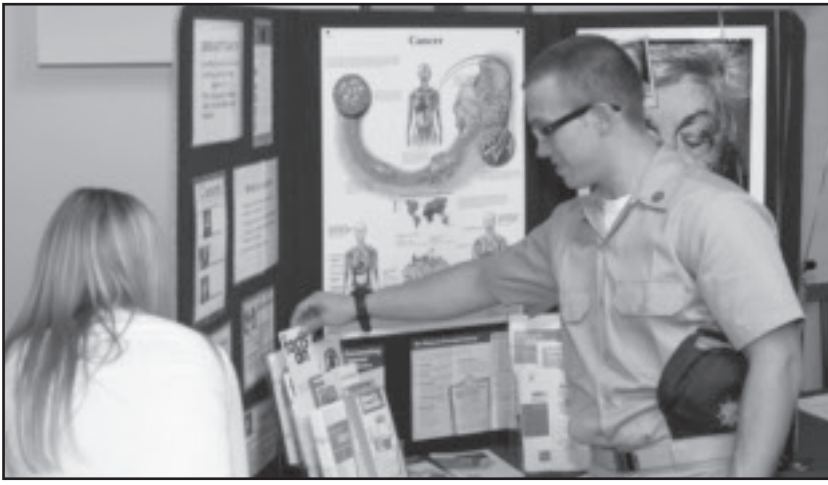
SIU President Michael Sacco, left, and SIU Plans Administrator Maggie Bowen greet attendees during a health fair April 28 at the Paul Hall Center.



Seafarers and Paul Hall Center employees (above and at right) arrive at the health fair for free medical screenings.







An SIU apprentice learns about health and wellness (photo above) while others (photo at right) take part in an exercise class.



## Wellness Push Gains Traction

Continued from Page 8

ordering something that's healthy for them or not healthy for them."

Discussing the wide-reaching benefits of having such a wellness program in place was Crowley Managing Director for Marine Personnel Margaret



An attendee takes advantage of a free massage.

Reasoner. SIU-contracted Crowley – which was just named one of America's healthiest companies by Interactive Health – has joined with the SIU to help develop an industry-wide wellness program.

The benefits of a healthy membership, Reasoner said, are enormous. Since starting its wellness program, Crowley has experienced higher productivity, improved morale and a reduction in health-related costs and expenses.

"Because we share the same group of people, it will be nice that we are all on the same page," Reasoner said, discussing an industry-wide wellness program. "It's a good thing to do, and it's not hard. It's just that most of us don't know."

SIU Secretary-Treasurer David Heindel agreed, adding that having the union and companies on the same health-related page is vital to the program's success.

"It's important everybody is on board," he said. "We don't all have to have the same policies, but it's important we are all pushing toward the same direction."

Ultimately, Nolan said, it comes down to education, healthy options and members making a decision to take control of their health.

"We are not going to force anything on them, but we will help them make good decisions," she said.

## Health & Wellness Mission Statement

**"Our goal is to create a wellness platform that promotes a healthy environment at sea and ashore. Through collective efforts with industry partners, we strive to educate and empower every mariner to embrace this program and realize the benefits of healthy living not only today, but well into a rewarding retirement. We are 100 percent committed to the wellbeing of each and every Seafarer."**

## Healthy Recipes

### Garlic Herb Pork Loin

- 1 boneless pork loin
- 6 whole garlic cloves
- 2 tbsp. thyme leaves
- 2 tbsp. rosemary leaves
- 2 tbsp. cracked black pepper
- 1 tsp. kosher salt

Place meat fat-side up on rack in open roasting pan. Make small cuts into pork loin and insert garlic cloves. Mix remaining ingredients together and rub over pork. Bake at 325° for one to one and one-half hours or until internal temperature is 145 ° for four minutes. Slice and serve with pan au jus.

### Quinoa Tabbouleh

- 1 cup quinoa
- 2 cups water
- 1 cup cooked black beans
- 1 small cucumber – peeled, seeded, chopped
- 1 small sweet red pepper, chopped
- 1/3 cup fresh minced parsley
- 1/4 cup fresh lemon juice
- 2 tbsp. extra virgin olive oil
- 1/2 tsp. kosher salt
- 1/2 tsp. black pepper

Boil water, add quinoa, reduce heat and simmer 15 minutes. Remove from heat, fluff with a fork and transfer into a bowl. Allow food to cool completely. Add beans, cucumber, pepper and parsley. Whisk remaining ingredients together, drizzle over salad and refrigerate until chilled. Serve.



An attendee greets a vendor.



Free screenings were staples at the health fair.



Attendees get cooking tips and learn new recipes.

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

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund,

EIN 94-2430964, for the year ended June 30, 2013. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(38,798) as of June 30, 2013, compared to \$(89,348) as of July 1, 2012. During the plan year, the plan experienced an increase in its net assets of \$50,550. During the plan year, the plan had total income of \$580,176, including employer contributions of \$578,017, earnings from investments of \$87 and other income of \$2,072.

Plan expenses were \$529,626. These expenses included

\$177,029 in administrative expenses and \$352,597 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

- An accountant's report;
- Financial information and information on payments to service providers; and
- Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.00 for the full annual report or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## Annual Funding Notice – MCS Supplementary Pension Plan

### Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2013 and ending December 31, 2013 (referred to hereafter as "Plan Year").

### Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2013	2012	2011
Valuation Date	January 1, 2013	January 1, 2012	January 1, 2011
Funded Percentage	159.05%	155.24%	153.87%
Value of Assets	\$6,814,098	\$6,911,490	\$7,049,456
Value of Liabilities	\$4,284,318	\$4,452,173	\$4,581,505

### Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2013, the unaudited fair market value of the Plan's assets was \$7,083,650. As of December 31, 2012, the fair market value of the Plan's assets was \$6,807,171. As of December 31, 2011, the fair market value of the Plan's assets was \$6,791,092.

The December 31, 2013 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

### Participant Information

The total number of participants in the plan as of the Plan's valuation date was 785. Of this number, 258 were active participants, 411 were retired or separated from service and receiving benefits, and 116 were retired or separated from service and entitled to future benefits.

### Funding and Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6 percent. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40 percent of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

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

Asset Allocations	Percentage
1. Interest-bearing cash	4
2. U.S. Government securities	5
3. Corporate debt instruments (other than employer securities):	
Preferred	15
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	1
All other	31
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	4
14. Value of funds held in insurance co. general account (unallocated contracts)	40
15. Employer-related investments:	

Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

### Critical or Endangered Status

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

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

### Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

### Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

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

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

### Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

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

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

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

### Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen, Plan Administrator, 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll-free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).



**TALKING UNION ON WEST COAST** – SIU Asst. VP Nick Celona (left) is pictured with AFL-CIO Executive VP Tefere Gebre earlier this year at a central labor council event on the West Coast.



**APPRENTICE EARNS DIPLOMA** – Apprentice Imran Khan (right) received his high school diploma during the May membership meeting in Piney Point, Md. Congratulating him is SIU Secretary-Treasurer David Heindel. Khan earned the diploma through an accredited, decades-long program available to students at the SIU-affiliated Paul Hall Center for Maritime Training and Education.



**WELCOME ASHORE IN MOBILE** – Port Agent Jimmy White (right) congratulates newly retired QMED Gilbert Preyer on his career and hands him his first pension check at the hall in Mobile, Ala. Preyer most recently sailed on Maersk's *Alliance St. Louis*.

## At Sea And Ashore With the SIU



**VOLUNTEERING OVERSEAS** – Seafarers, officers and Navy personnel from the *USNS Bobo* (operated by Maersk Line, Limited) early last month visited an orphanage in Olongapo City, Philippines. Some of the shipboard personnel are shown in the group photo along with children and orphanage workers. The photo at left shows AB Jason Baker learning braille with one of the kids.



**SPECIAL GUEST** – Bosun Martin Simmons brought his daughter, Olivia, for the May membership meeting in Piney Point, Md.



**ABOARD NATIONAL GLORY** – Pictured aboard the Crowley-operated *National Glory* in late April in San Juan, P.R., are (from left) AB Adrian Surillo, QMED Michael Cruz, QEE Boyko Kovatchev, Bosun Tony Carvalho, Chief Steward Veronika Cardenas, Chief Cook Lizzie Robinson and AB John Telles. The vessel runs from Houston to Puerto Rico.



**SEAFARING FAMILY** – Recertified Steward Juan Vallejo (second from right) emailed this photo of him and his two uncles and son. The nautical roots of this SIU family go back more than 50 years. From left: SA Argelio Perez, retired Recertified Steward Pedro Laboy, Vallejo and Apprentice Juan Vallejo Jr. The elder Vallejo noted his family started sailing SIU in the early 1960s in New York.



**B-BOOK IN PUERTO RICO** – AB Luis Ramos Rosa (left) picks up his B-seniority book from Port Agent Amancio Crespo at the hall in San Juan, P.R.



# Waterfront Classic a Winner

*Event Benefits Wounded Warrior Anglers, Piney Point Restoration*

Sequels aren't always easy to pull off, but the second annual Seafarers Waterfront Classic delivered.

Conducted April 29 at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC), located in Piney Point, Md., the event raised funds for both the Wounded Warrior Anglers of America and the PHC's waterfront restoration project. Rank-and-file Seafarers and military veterans were among the 97 participants who sailed on 10 sponsored boats. Altogether, they reeled in more than 800 lbs. of fish (38 catches in all) despite less-than-ideal weather.

Also taking part in the event were executives from Seafarers-contracted companies, SIU and PHC officials, family members and other guests.

The steady rain and winds were incidental, as far as David Souders – president of the Wounded Warrior Anglers – is concerned.

"The event was amazing," he said. "It was extremely well put together and just tremendous. It kind of leaves you speechless. All of our people had a blast, and it didn't matter that the weather was a little bit on the crummy side."

He added, "All of our warriors were extremely impressed and enjoyed themselves. They got to meet people who cared that they were there, people that cared about their service."

Souders offered special praise to Jake Senatore, son of PHC Admissions Director Priscilla Senatore. Jake not only worked hard assisting others throughout the event, he donated a big portion of his prize (for a 26.75-lb. catch) to the Wounded Warrior Anglers.

"That was incredible," Souders said. "You don't see that from a young man every day. And he was constantly helping, too. Most kids would have been off to the side."

Mike Botelho of the Wounded Warrior Anglers had the largest catch of the day, a 34.2 lb. rock fish. Event chairman SIU Vice President Contracts George Tricker pointed out that, as was the case last year, the boats carried a mix of sponsored operators, wounded warrior anglers and SIU officials.

"We found in 2013 that blending the teams really promoted camaraderie while honoring our veterans," he stated. "The same held true this year."

He continued, "I can't say I wasn't at least slightly concerned when the weather forecast looked bad, but the tournament came off without a hitch. Everyone seemed to enjoy it, and there's no doubt the causes are extremely worthwhile. If we can raise money for the Wounded Warrior Anglers and the school, and have a great time doing it, I'd call that a win."

Immediately after the last boat returned and before the awards banquet, participants gathered at the waterfront park for a quick ceremony honoring Keystone Shipping executive (and waterfront project chairman) Philip W.J. Fisher. A plaque bearing his likeness was unveiled on the park's miniature lighthouse; SIU Secretary-Treasurer David Heindel commended Fisher's philanthropy and constant support of the U.S. Merchant Marine.

Fisher called the honor "a dream come true," and told the crowd he believes it's very important "to give back when you can."

He also commended the SIU's officials for always protecting the interests of the membership.



The event benefits the Wounded Warrior Anglers and the waterfront restoration project.



A few of the volunteers and participants report to the lobby as the day begins.



Participants head for the boats at dawn.



Phil Fisher, chairman of the waterfront project and tournament sponsor



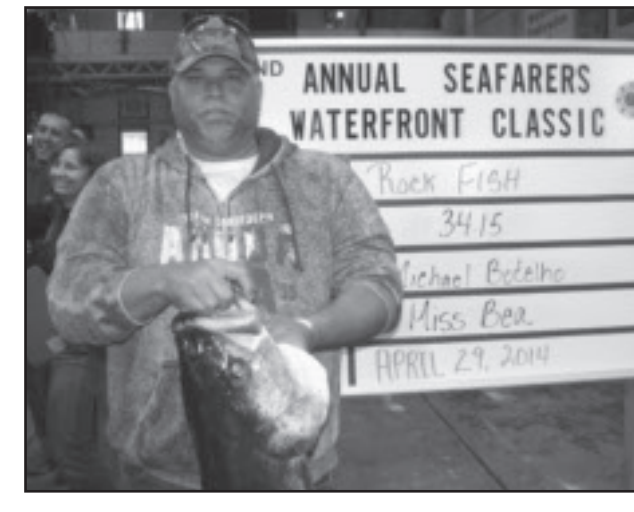
Ten sponsored boats participated in the second annual Seafarers Waterfront Classic.



The team on the North Star brought back 137.4 lbs. of fish.



The teams reeled in more than 800 lbs. of fish.



Earning the day's biggest catch was Wounded Warrior Michael Botelho.



Jim Hannon of Sealift, Inc.



Recertified Bosun Ken Steiner (right) and his brother walk toward one of the boats.



PHC Trustee Tony Naccarato, Wounded Warrior Anglers President David Souders



Congratulating Wounded Warrior Michael Botelho (center) on the largest catch are SIU Secretary-Treasurer David Heindel (left) and SIU VP Contracts George Tricker, the tournament chairman.

David Hammett of the PHC (photo above) filets some of the catch. Anglers reeled in more than 800 pounds of fish during the outing. In the photo at right, classic participants and guests enjoy some of the day's bounty.



Wounded Warrior Anglers gather with Jake Senatore (holding trophy) at the main dining room. Pictured from left are Edwin Basto (USMC), Gary Benenati (USMC), Keith Neal (Navy), Ed Hammond (Navy), Damon Zeigler (USMC), Senatore, Michael Botelho (Air Force), Natalie Sayles (Army), David Souders (USMC and Air Force), and Tate Hutchinson (Army).



Attendees gathered at the waterfront park for a brief but heartfelt tribute to Keystone executive Philip W.J. Fisher (third from left) right after the tournament. Pictured from left are SIU Secretary-Treasurer David Heindel, Seafarers Plans Administrator Maggie Bowen, Fisher, Paul Hall Center Trustee Tony Naccarato and SIU VP Contracts George Tricker.



# Summer Savings

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- ★ Movie tickets



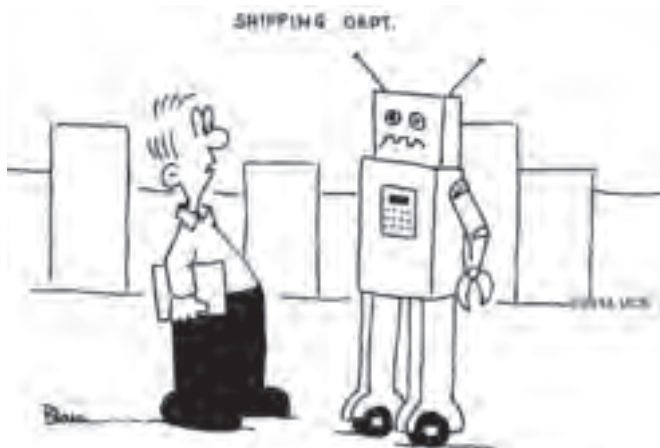
Visit [UnionPlus.org/Travel](http://UnionPlus.org/Travel) to plan your next vacation

6/14

## June & July 2014 Membership Meetings

Piney Point.....	Monday: June 2, July 7
Algonac.....	Friday: June 6, July 11
Baltimore.....	Thursday: June 5, July 10
Guam.....	Thursday: June 19, July 24
Honolulu.....	Friday: June 13, July 18
Houston.....	Monday: June 9, July 14
Jacksonville.....	Thursday: June 5, July 10
Joliet.....	Thursday: June 12, July 17
Mobile.....	Wednesday: June 11, July 16
New Orleans.....	Tuesday: June 10, July 15
New York.....	Tuesday: June 3, July 8
Norfolk.....	Thursday: June 5, July 10
Oakland.....	Thursday: June 12, July 17
Philadelphia.....	Wednesday: June 4, July 9
Port Everglades.....	Thursday: June 12, July 17
San Juan.....	Thursday: June 5, July 10
St. Louis.....	Friday: June 13, July 18
Tacoma.....	Friday: June 20, July 25
Wilmington.....	Monday: June 16, July 21

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



"Why would you need a personal day?"



## Attention SEAFARERS

Help Keep America's  
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Contribute to

**SPAD**

(The Seafarers Political Activity Donation)

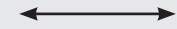
## Dispatchers' Report for Deep Sea

April 16, 2014 - May 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	12	4	2	9	5	1	0	19	11	1
Anchorage	0	0	0	0	2	0	0	0	2	2
Baltimore	11	4	0	4	4	0	3	10	8	0
Fort Lauderdale	13	12	2	13	12	4	6	20	29	5
Guam	4	1	0	4	1	0	0	5	3	1
Honolulu	11	4	3	8	2	0	1	22	6	4
Houston	55	14	3	31	12	2	22	83	20	4
Jacksonville	25	21	2	29	10	2	9	75	38	5
Joliet	8	5	1	2	1	0	0	8	5	1
Mobile	9	4	1	8	0	1	2	15	4	1
New Orleans	10	5	1	3	2	0	1	17	5	3
New York	49	15	0	33	14	0	27	82	31	2
Norfolk	14	24	6	8	16	2	6	26	33	7
Oakland	15	13	1	14	5	0	6	44	21	1
Philadelphia	5	4	0	6	5	1	6	5	6	1
Piney Point	3	1	0	1	2	0	0	3	2	1
Puerto Rico	5	5	1	5	4	1	3	12	17	1
Tacoma	35	18	6	20	9	2	10	79	23	7
St. Louis	1	3	0	3	0	0	0	5	4	1
Wilmington	34	14	4	25	12	0	15	67	43	5
<b>TOTALS</b>	<b>319</b>	<b>171</b>	<b>33</b>	<b>226</b>	<b>118</b>	<b>16</b>	<b>117</b>	<b>597</b>	<b>311</b>	<b>53</b>
<b>Engine Department</b>										
Algonac	3	3	2	2	1	1	1	2	5	2
Anchorage	0	0	0	1	0	0	0	0	0	0
Baltimore	2	6	2	0	1	0	0	8	13	2
Fort Lauderdale	10	3	0	4	4	1	3	15	5	1
Guam	1	0	2	1	0	1	0	1	1	2
Honolulu	8	4	1	8	2	0	2	20	10	5
Houston	26	8	1	9	9	0	5	36	11	1
Jacksonville	19	24	1	22	7	2	4	44	44	8
Joliet	2	3	1	0	1	1	0	2	3	0
Mobile	7	2	4	3	3	0	1	12	3	0
New Orleans	1	5	0	3	1	0	1	5	6	0
New York	22	8	3	17	13	2	12	29	16	3
Norfolk	7	14	0	7	8	0	4	14	33	0
Oakland	7	5	0	6	2	2	0	23	4	2
Philadelphia	2	0	1	3	0	1	2	4	1	0
Piney Point	1	2	0	0	1	0	0	0	4	0
Puerto Rico	4	5	0	1	2	1	1	4	9	6
Tacoma	19	7	1	12	5	0	8	27	13	2
St. Louis	1	0	0	1	1	0	1	4	3	0
Wilmington	14	13	0	5	7	0	4	23	29	1
<b>TOTALS</b>	<b>156</b>	<b>112</b>	<b>19</b>	<b>105</b>	<b>68</b>	<b>12</b>	<b>49</b>	<b>273</b>	<b>213</b>	<b>35</b>
<b>Steward Department</b>										
Algonac	2	1	1	1	1	1	0	2	0	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	4	1	1	1	1	0	0	5	0	0
Fort Lauderdale	7	1	1	7	3	1	2	11	2	2
Guam	2	1	0	0	0	0	0	4	2	0
Honolulu	13	4	0	7	0	0	3	17	8	0
Houston	17	10	3	13	3	0	9	30	14	3
Jacksonville	20	6	0	15	5	1	8	31	14	2
Joliet	2	2	1	1	0	0	0	2	3	0
Mobile	5	0	1	4	2	0	2	9	0	1
New Orleans	3	3	0	3	0	1	0	9	5	0
New York	25	4	1	18	3	0	9	31	9	4
Norfolk	11	9	2	10	8	2	3	19	19	4
Oakland	27	6	0	17	5	0	8	37	8	2
Philadelphia	0	1	0	2	1	0	2	0	0	1
Piney Point	2	2	1	1	1	0	0	6	2	1
Puerto Rico	3	0	0	0	1	0	0	7	5	0
Tacoma	13	5	0	15	2	1	8	16	6	0
St. Louis	3	1	0	1	1	0	0	3	2	0
Wilmington	24	3	1	16	6	0	6	47	15	4
<b>TOTALS</b>	<b>183</b>	<b>60</b>	<b>13</b>	<b>132</b>	<b>43</b>	<b>7</b>	<b>60</b>	<b>287</b>	<b>114</b>	<b>24</b>
<b>Entry Department</b>										
Algonac	4	8	8	3	10	2	2	3	12	12
Anchorage	0	0	0	0	1	0	1	0	1	0
Baltimore	0	3	2	0	2	2	0	0	2	1
Fort Lauderdale	0	3	1	0	4	2	1	0	8	2
Guam	0	0	1	0	0	0	0	0	1	1
Honolulu	0	5	5	0	3	4	1	6	8	12
Houston	2	8	6	2	9	2	1	6	19	4
Jacksonville	1	16	18	1	8	8	0	1	22	30
Joliet	0	4	2	0	0	1	0	0	5	1
Mobile	1	2	0	1	1	0	0	1	3	4
New Orleans	2	1	0	0	0	0	0	2	4	1
New York	6	20	6	2	9	5	3	13	40	26
Norfolk	0	12	20	0	4	5	0	0	26	44
Oakland	3	7	9	1	7	2	6	4	30	13
Philadelphia	0	3	0	1	3	1	0	0	2	2
Piney Point	0	3	1	0	0	1	0	0	3	1
Puerto Rico	0	1	0	0	1	0	0	3	0	2
Tacoma	3	12	5	3	6	2	2	5	33	8
St. Louis	0	2	0	0	1	0	0	0	3	0
Wilmington	3	12	5	0	5	5	1	7	27	52
<b>TOTALS</b>	<b>25</b>	<b>122</b>	<b>89</b>	<b>14</b>	<b>74</b>	<b>42</b>	<b>18</b>	<b>51</b>	<b>249</b>	<b>216</b>
<b>GRAND TOTAL:</b>	<b>683</b>	<b>465</b>	<b>154</b>	<b>477</b>	<b>303</b>	<b>77</b>	<b>244</b>	<b>1,208</b>	<b>887</b>	<b>328</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

1221 Pierce St., Houston, TX 77002  
(713) 659-5152

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



# Inquiring Seafarer

*Editor's note: This month's question was posed to Seafarers who are attending upgrading courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.*

## Question: What do you plan on doing this summer?



**Mark Merenda**  
*OMED*

I sail out of the port of Tacoma, Wash., and I plan on going back to work this summer. I got off my last ship—the *MV Mohegan*—in March and hope to go back to work sometime in May. When I go back, I hope to be aboard either the *Bennett* or the *Advantage*.



**Mark Faust**  
*Mate*

I work aboard the *Tug Freedom* with Express Marine. I have been with the union 11 years and am homeported in Philadelphia. This summer, I plan on going to a big family wedding in Long Branch, N.J. I'm looking forward to getting up there a couple of days early, staying a couple of days late, and spending a lot of time with members of my family.



**Charles Brown**  
*AB*

I sail out of the port of Jacksonville and am here going through the AB to Mate program. I've been sailing since 2007 after finishing the apprentice program in 2006. I plan on hitting the books hard during the summer and beyond because I'll be here until sometimes in September. So I just have to keep studying hard and

continuing to upgrade because the more you upgrade the more valuable you become. That's my whole focus ... hitting the books and studying.



**Karen Suzuki**  
*GUDE*

My home is Englewood, Calif., and I joined the union in the port of Wilmington, Calif. I hope to use the summer finding a job; one in the specialty that I've been

in school for (rating forming part of a navigational watch) STOS. I can't wait to start.



**Brandon Albro**  
*AB*

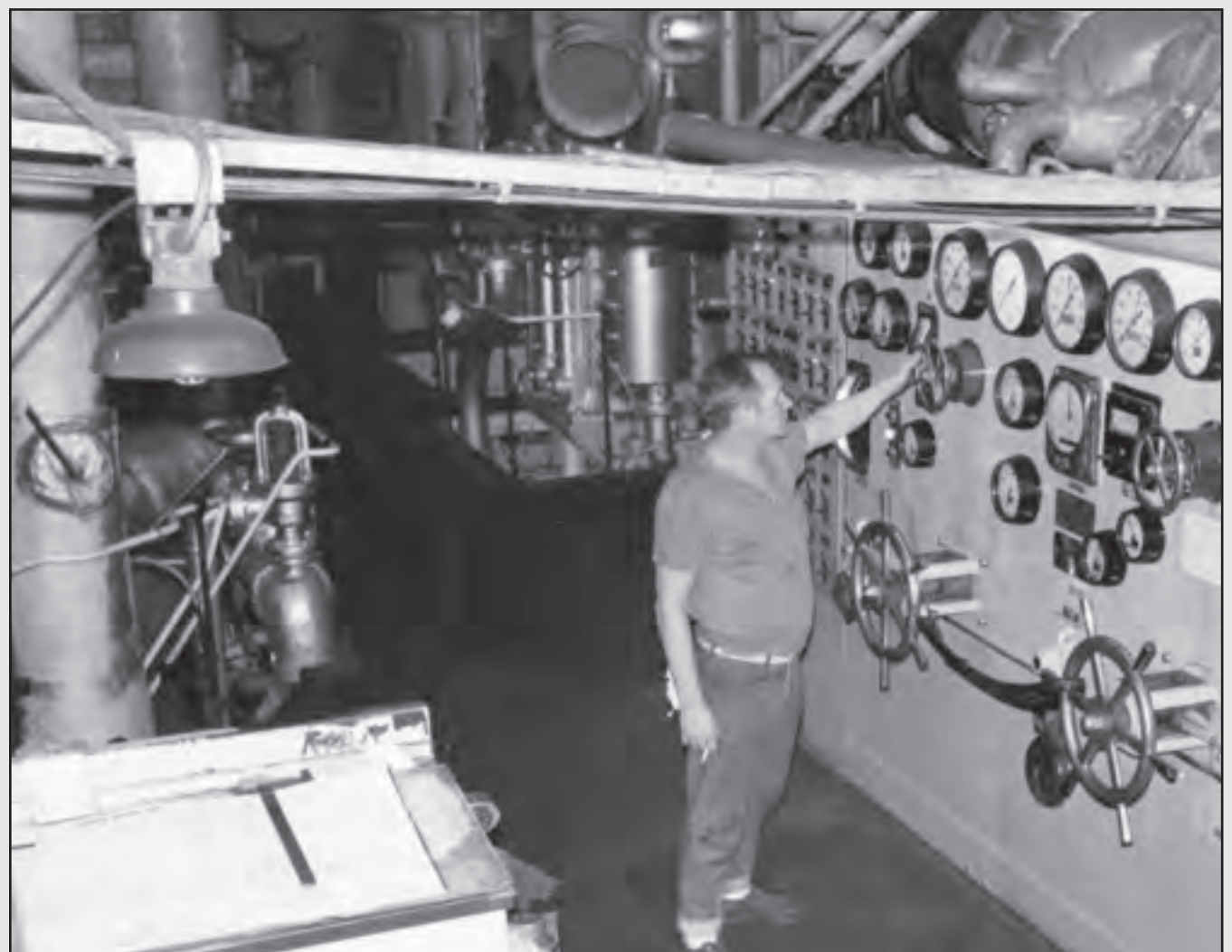
I've been sailing for past four years. I sail out of port of Philadelphia. I plan on going back to work, possibly aboard the *Sultan* if it works out.



**Gilbert Allen**  
*ACU*

I'm from Puerto Rico, ship out of the port of New York and home ported there. I was a certified chef when I was in the Navy. I'm here attending the certified chief cook course. I hope to finish in late June or the first week in July. When that happens I look forward to going back aboard a ship.

## Pic-From-The-Past



Oiler David Cameron is pictured aboard the tanker *National Defender* (Vantage Shipping Corp.) in October 1973. The 851-foot-long vessel was launched in 1959.

*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

### JOHN BAKER

Brother John Baker, 65, started sailing with the Seafarers in 1982 in San Francisco. He was originally employed on the *Endurance*. Brother Baker shipped in the deck department. He enhanced his skills on three occasions at the maritime training center in Piney Point, Md. Brother Baker's most recent ship was the *Horizon Hawk*. He is a resident of Thailand.

### URSEL BARBER

Brother Ursel Barber, 63, began shipping with the SIU in 1968. He was first employed on the *Semmes*. The engine department member attended classes frequently at the Paul Hall Center. Brother Barber's last ship was the *Cape Victory*. He lives in Midway, Texas.



### GREGORIO BERNARDEZ

Brother Gregorio Bernardez, 65, became an SIU member in 1994 in New York. He initially worked aboard the *President Tyler*. Brother Bernardez sailed in the steward department and upgraded in 1999 at the Paul Hall Center. He is a native of Honduras. Brother Bernardez's most recent trip to sea was on the *2nd Lt. John Paul Bobo*. He now makes his home in Bronx, N.Y.



### RODERICK BRIGHT

Brother Roderick Bright, 55, donned the SIU colors in 1978 in Piney Point, Md. He originally shipped on the *Overseas Alaska*. Brother Bright enhanced his skills often at the union-affiliated maritime training center in Piney Point, Md. He sailed in the steward department. Brother Bright's most recent trip was aboard the *Cyprine*. He calls Norfolk, Va., home.



### PEDRO CAMPOS

Brother Pedro Campos, 68, signed on with the Seafarers in 1988. The deck department member first sailed on the *USNS Assertive*. Brother Campos' last ship was the *Maersk Montana*. He resides in Tampa, Fla.



### JOSEPH CRUTE

Brother Joseph Crute, 65, started shipping with the SIU in 1993 in Norfolk, Va. He initially sailed aboard the *Producer*. Brother Crute worked in the engine department and concluded his career on the *Cape Ray*. He settled in Virginia Beach, Va.



### JAMES DIXON

Brother James Dixon, 68, became an SIU member in 1989. Brother Dixon originally worked aboard the *Green Valley*. He often enhanced his skills at the maritime training center in Piney Point, Md. Brother Dixon shipped as a member of the deck department. He was last employed on the *Liberty Eagle*. Brother Dixon lives in Ocean Springs, Miss.



### RONNIE HADNOTT

Brother Ronnie Hadnott, 63, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. His most recent ship was the *Cape Vincent*. Brother Hadnott worked in the steward department. He upgraded on three occasions at the Piney Point school. Brother Hadnott resides in Galveston, Texas.

### MOHAMED HADWAN

Brother Mohamed Hadwan, 64, donned the SIU colors in 1981. He originally sailed aboard the *Express*. Brother Hadwan was born in Yemen and shipped in the engine department. He enhanced his skills in 1996 and 2002 at the union-affiliated school in Piney Point, Md. Brother Hadwan's most recent trip was on the *Maersk Michigan*. He is a resident of New York.



### ELHASSAN HUSSEIN

Brother Elhassan Hussein, 72, joined the Seafarers in 1997 in New York. The deck department member's earliest trip was aboard the *Independence*. Brother Hussein upgraded frequently at the Paul Hall Center. His most recent trip was on the *2nd Lt. John Paul Bobo*. Brother Hussein makes his home in Brooklyn, N.Y.

### ALVIN MCCANTS

Brother Alvin McCants, 65, signed on with the SIU in 1970. He first sailed aboard the *Evelyn*.

Brother McCants took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Md. He last shipped on the *Liberty Pride*, as a deck department member. Brother McCants calls Mobile, Ala., home.



### MAAMOR MIA

Brother Maamor Mia, 66, joined the union in 1978. He initially sailed on the *Tampa*. Brother Mia was born in Singapore and was a member of the deck department. His most recent ship was the *Maersk California*. Brother Mia lives in Brooklyn, N.Y.

### NICHOLAS NOVICK

Brother Nicholas Novick, 65, began sailing with the Seafarers in 1993. He first shipped aboard the *USNS Tenuous*. Brother Novick sailed in the deck department. His most recent voyage was on the *USNS Assertive*.



Brother Novick is a resident of Kailua-Kona, Hawaii.

### WILFREDO RODRIGUEZ

Brother Wilfredo Rodriguez, 65, signed on with the Marine Cooks and Stewards in 1979. Brother Rodriguez's first ship was the *Santa Magdalena*; his most recent, the *Mokihana*. The former steward department member makes his home in Wilmington, Calif.

### QASEM SAEED

Brother Qasem Saeed, 65, became an SIU member in 1992. His earliest trip to sea was aboard the *Independence*. Brother Saeed sailed in the deck department. He most recently worked on the *Indiana Harbor*. Brother Saeed calls Dearborn, Mich., home.

### DARRY SANDERS

Brother Darry Sanders, 65, began shipping with the union in 1969. He initially sailed on a Hudson Waterways Corporation vessel. Brother Sanders was an engine department member. He enhanced his skills on numerous occasions at the Paul Hall Center. Brother Sanders' final trip was aboard the *Sgt. Matej Kocak*. He lives in Mobile, Ala.



### GEORGE VITELLO

Brother George Vitello, 65, joined the SIU in 1991 in Hous-

ton. The Texas-born mariner first shipped on the *China Sea*. Brother Vitello upgraded in 1993 at the maritime training center in Piney Point, Md. He worked in the deck department. Brother Vitello's last voyage was aboard the *Commitment*. He lives in Houston.

### EUGENE VON FLOTOW

Brother Eugen Von Flotow, 67, started his seafaring career in 1999 in Wilmington, Calif. He originally shipped in the inland division with Crowley Towing and Transportation of Wilmington. Brother Von Flotow was a steward department member. He was born in Santa Monica, Calif. Prior to retiring, Brother Von Flotow sailed on the *APL Korea*. He now resides in Redondo Beach, Calif.



### LOTHAR WICK

Brother Lothar Wick, 63, was born in Germany. He became an SIU member in 1985 in Honolulu. Brother Wick's first voyage was aboard the *Independence*. The engine department member most recently worked on the *Global Sentinel*. Brother Wick enhanced his skills several times at the Paul Hall Center. He lives in Piney Point, Md.



## INLAND

### GEORGE MIDGETT

Brother George Midgett, 67, first donned the SIU colors in 1974. He was initially employed with Association of Maryland Pilots. In 1979, Brother Midgett attended classes at the Seafarers-affiliated school in Piney Point, Md. He last sailed with Allied Transportation Company. Brother Midgett is a resident of Rodanthe, N.C.



### EMMETT PROUDFOOT

Brother Emmett Proudfoot, 65, joined the union in 1967 in New Orleans. His first ship was the *Maiden Creek*. Brother Proudfoot was born in Mobile, Ala. He shipped in the deck department. Brother Proudfoot's final trip was with Crowley Towing and Transportation of Jacksonville. He enhanced his skills frequently at the Paul Hall Center. Brother Proudfoot continues to make his home in Alabama.

## KEITH WOODY

Brother Keith Woody, 59, started sailing with the union in 1975. He primarily worked with G&H Towing. Brother Woods was a member of the engine department. On two occasions, he upgraded at the Piney Point school. He resides in Rockport, Texas.



## GREAT LAKES

### DARYL OVERBY

Brother Daryl Overby, 67, joined the SIU in 1968. The Minnesota native's initial trip was aboard the *Redland*. Brother Overby attended classes in 2008 at the Paul Hall Center. Brother Overby, a member of the steward department, last sailed on the *Indiana Harbor*. He calls Rapid City, S.D., home.



## NATIONAL MARITIME UNION

### ALBERTO LAUREL

Brother Albert Laurel, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He worked in the engine department. Brother Laurel is a resident of Carson, Calif.



### VERNON WEIRICH

Brother Vernon Weirich, 65, joined the NMU before the SIU/NMU merger of 2001. He makes his home in Windsor, Calif.



*Editor's note: Due to space limitations, we were unable to publish the column that normally appears in this space - "This Month In SIU History" - in this edition of the Seafarers LOG. Space permitting, this column will return in its entirety and in its normal location in future editions.*



# Final Departures



## DEEP SEA

### EMILIO BARRITO

Pensioner Emilio Barrito, 96, died Sept. 29. He began sailing with the Seafarers in 1953. Brother Barrito initially worked on the *Steel Admiral*. A member of the steward department, he was last employed aboard the *Producer*. Brother Barrito retired in 1982 and made his home in the Philippines.



### JOSEPH CHADZAK

Brother Joseph Chadzak, 84, passed away Nov. 14. He joined the union in 1951. Brother Chadzak first sailed on the *Bull Finck*. He was a deck department member. Brother Chadzak most recently shipped aboard an Ocean Clipper Inc. vessel. He went on pension in 2001 and was a resident of Williamston, N.J.



### STURMAR CRABBE

Brother Sturmar Crabbe, 80, died June 20, 2013. He sailed with the Marine Cooks and Stewards before that union merged into the SIU. Brother Crabbe called Hawaii home.



### ERNEST DOOMS

Pensioner Ernest Dooms, 65, passed away Dec. 8. He started shipping with the Seafarers in 1966. Brother Dooms' first vessel was the *Sabine*. He was born in Alabama and shipped in the steward department. Brother Dooms last sailed on the *Florida*. He became a pensioner in 2007 and settled in Houston.



### TIMOTHY FITZGERALD

Pensioner Timothy Fitzgerlad, 63, died Nov. 23. He began sailing with the union in 1978. Brother Fitzgerald was born in Kansas City, Mo. He was originally employed aboard the *Erna Elizabeth*. Brother Fitzgerald worked in the deck department, most recently on the *Freedom*. He began collecting his retirement pay in 2012 and was a resident of Tacoma, Wash.



### CHARLES GALLAGHER

Pensioner Charles Gallagher, 85,

passed away Nov. 12. Born in New Jersey, he started shipping with the SIU in 1967. Brother Gallagher's first ship was the *Ponce*; his last was the *Nuevo San Juan*. He was a member of the engine department. Brother Gallagher retired in 1994 and made his home in Burlington, N.J.



### WILLIAM GOELTZ

Pensioner William Goeltz, 65, died Nov. 23. Brother Goeltz signed on with the union in 1973. The deck department member's ships included the *Buck Monitor* and the *Presque Isle*. Brother Goeltz was born in Wisconsin. He became a pensioner in 2011. Brother Goeltz resided in Ashland, Wisc.



### WILBERT HAYWOOD

Pensioner Wilbert Haywood, 75, passed away Nov. 28. Brother Haywood first donned the SIU colors in 1998. The engine department member was born in Hampton, Va. Brother Haywood's final ship was the *Patriot*. He went on pension in 2005 and lived in Portsmouth, Va.

### CHARLES JAMES

Pensioner Charles James, 91, died Dec. 16. He started sailing with the union in 1955. Brother James was a native of Minden, La. He initially sailed with Waterman Steamship Corporation. Brother James was a member of the deck department. He was last employed with Steuart Transportation Company. Brother James started receiving his pension in 1990. He made his home in Houston.



### HENRY MCCULLOUGH

Pensioner Henry McCullough, 87, passed away Nov. 23. Brother McCullough was born in Pennsylvania. He joined the union in 1951. Brother McCullough originally worked with Henty International Company. The steward department member's final ship was operated by AMSEA. Brother McCullough began collecting his retirement pay in 1991. He settled in Brooklawn, N.J.

### AGUSTIN PAGAN

Pensioner Agustin Pagan, 86, died Nov. 24. Brother Pagan became an SIU member in 1971. His earliest trip was on the *Ponce*. Brother Pagan was born in Bayamon, P.R. His final ship was the *Maersk Alaska*. Brother Pagan sailed in both the steward



and engine departments. He retired in 1996 and called Tampa, Fla., home.

### FLORENTINO RAMOS

Pensioner Florentino Ramos, 93, passed away Nov. 22. Brother Ramos signed on with the Seafarers in 1961 while in New Orleans. He initially sailed on a Pennsylvania Transportation Company vessel as an engine department member. Brother Ramos was born in Eagle Pass, Texas. He last shipped with OMI Champion Transportation. Brother Ramos went on pension in 1986 and lived in Cocoa, Fla.



### RONALD VANTRESS

Pensioner Ronald Vantress, 67, died Nov. 21. Brother Vantress joined the SIU in 1969 in New Orleans. The Louisiana native sailed in the deck and steward departments. Brother Vantress' earliest trip was aboard the *Del Uruguay*. He most recently sailed on the *Robert E. Lee*. Brother Vantress started receiving his retirement pay in 2011 and settled in Tallahassee, Fla.

### MANUEL VIDAL

Pensioner Manuel Vidal, 86, passed away Nov. 15. Brother Vidal was born in Spain. He started shipping with the union in 1957, initially working aboard a vessel operated by Ore Navigation Corporation. Brother Vidal was a member of the engine department. Prior to his retirement in 1992, he sailed on the *Long Lines*. Brother Vidal made his home in Baltimore.

## INLAND

### LEON DUSCHL

Brother Leon Duschl, 59, died Sept. 26. He began sailing with the Seafarers in 1975 while in New York. Brother Duschl primarily worked aboard Interstate Oil Transportation Company vessels. He was a native of Pennsylvania. The deck department member was a resident of Lacey Township, N.J.

### JOHNNIE MATHEWS

Pensioner Johnnie Mathews, 84, passed away Dec. 5. Brother Mathews first donned the SIU colors in 1946. He initially worked with Virginia Pilot Corporation. Brother Mathews was a deck department member. He last shipped on a Marine Oil Service Inc. vessel. Brother Mathews went on pension in 1988 and resided in Hertford, N.C.

### ROSA MEZO

Pensioner Rosa Mezo, 69, died Oct. 23. Sister Mezo joined the SIU in 1994. The steward department member sailed mainly with Orgulf Transport Company. Sister Mezo became a pensioner in 2007. She lived in Lexington, Ky.



### GEORGE MILAZZO

Pensioner George Milazzo, 83, passed away Nov. 6. Brother Milazzo started shipping with the union in 1953. His first vessel was the *Southern City*. Brother Milazzo worked in the deck department. He was last employed with Mariner Towing. Brother Milazzo retired in 1990 and settled in Covington, La.

### RUSSEL RHODA

Pensioner Russel Rhoda, 75, died Dec. 12. He signed on with the SIU in 1972 while in Philadelphia. Brother Rhoda primarily shipped with Interstate Oil Transportation Company. He was born in Pennsylvania. Brother Rhoda began collecting his retirement compensation in 2000. He called Middle Township, N.J., home.



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

### LUIS AMAYA

Pensioner Luis Amaya, 91, died Oct. 20. Brother Amaya was born in Honduras. He became a pensioner in 1988 and lived in Austin, Texas.

### LLOYD CRAWFORD

Pensioner Lloyd Crawford, 84, passed away Oct. 20. Brother Crawford, a native of Port Arthur, Texas, began collecting his pension in 1994. He continued to reside in Texas.

### HARRY ELIA

Pensioner Harry Elia, 86, died Oct. 14. Brother Elia went on pension in 1967. He was born in Boston but called Medford, Mass., home.

### PRUDENCIO GACITA

Pensioner Prudencio Gacita, 65, passed away Oct. 17. Brother Gacita retired in 2013. He was a resident of the Philippines.

### JOE GONZALEZ

Pensioner Joe Gonzalez, 83, died Oct. 15. Born in California, Brother Gonzalez became a pensioner in 1982. He called Manteca, Calif., home.

### GEORGE GOZINSKY

Pensioner George Gozinsky, 88, passed away Oct. 6. Brother Gozinsky was born in Ohio. He retired in 1969 and resided in Baltimore.

### LEO HOLMES

Pensioner Leo Holmes, 83, died Oct. 10. Brother Holmes was a native of Lakes Charles, La. He started receiving his retirement pay in 1992. Brother Holmes made his home in Shreveport, La.

### CHARLES KELLY

Pensioner Charles Kelly, 85, passed

away Oct. 23. Brother Kelly was born in Wayne, Mich. He began receiving his pension in 1995. Brother Kelly lived in Charlotte, N.C.

### TOMMIE MCPHERSON

Pensioner Tommie McPherson, 87, died Oct. 24. Brother McPherson, a native of Beckenridge, Texas, started collecting his retirement compensation in 1976. He resided in Auburn, Wash.

### JOSE QUINONES

Pensioner Jose Quinones, 94, passed away Oct. 30. Brother Quinones was born in Rio Grande, P.R. He went on pension in 1968. Brother Quinones made his home in West Haverstraw, N.Y.

### ENRIQUE QUINTERO

Pensioner Enrique Quintero, 86, died Oct. 3. The Nicaragua native became a pensioner in 1997. Brother Quintero settled in Brooklyn, N.Y.

### JUSTINO RUCCI

Pensioner Justino Rucci, 89, passed away Oct. 15. Born in Humacao, P.R., Brother Rucci started receiving his retirement compensation in 1985. He lived in San Juan, P.R.

### RICHARD SANCHEZ

Pensioner Richard Sanchez, 82, died Oct. 30. Brother Sanchez was born in New Orleans. He began collecting compensation for his retirement in 1994 and continued to make his home in Louisiana.

### BURNICE SEARCY

Pensioner Burnice Searcy, 93, passed away Oct. 10. Born in Florida, Brother Searcy started receiving his pension in 1969. He lived in St. Petersburg, Fla.

### HARVEY SMITH

Pensioner Harvey Smith, 79, died Oct. 2. Brother Smith, a native of Springfield, Mo., began collecting his pension in 1989. He made his home in East Wenatchee, Wash.

### GEORGE SNAY

Pensioner George Snay, 76, passed away Oct. 17. Brother Snay was born in Hammond, Ind. He went on pension in 2001. Brother Snay continued to make his home in Indiana.

### PEDRO VALDELOMAR

Pensioner Pedro Valdelomar, 93, died Sept. 13. Born in Nicaragua, Brother Valdelomar retired in 1969. He resided in San Francisco.

### NEXTOR VALENTIN

Pensioner Nester Valentin, 93, passed away Oct. 12. Brother Valentin, a native of Moca, P.R., started collecting his retirement compensation in 1980. He lived in Carolina, P.R.



# 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.

**FLORIDA** (Crowley), March 23 – Chairman **John R. Lamprecht**, Secretary **Hazel Johnson**, Educational Director **Troy D. Banks**, Deck Delegate **Jose Sanchez**, Engine Delegate **Ali Mohamed**, Steward Delegate **Brian Young**. Chairman reported another safe trip with no lost-time injuries. He thanked everybody for working professionally and efficiently. Payoff scheduled for March 31 in Corpus Christi, Texas. Secretary encouraged mariners to purchase MDLs and contribute to SPAD when you can. Educational director encouraged all members to get their sea time and take advantage of upgrading at the Paul Hall Center. They were also advised to read the *Seafarers LOG* to stay informed of the latest changes to benefits and shipping rules. No beefs or disputed OT reported. Steward delegate thanked fellow crew members for their help keeping ship clean. Crew discussed patrolman's visit explaining new medical benefits and sea-time requirements needed to qualify for those benefits. Suggestions were made pertaining to vacation benefits. Crew members thanked the steward department for a job well done. Next ports: Corpus Christi, Texas, and Marcus Hook, Pa.

**HORIZON KODIAK** (Horizon Lines), March 30 – Chairman **Garry D. Walker**, Secretary **Lovie L. Perez**, Educational Director **Christopher L. Earhart**, Deck Delegate **Daniel P. Lovely**, Engine Delegate **Ralph D. Thomas**, Steward Delegate **Obadi S. Kassem**. Chairman reminded mariners to keep dues current and encouraged them to donate to SPAD. Members were informed that a copy of latest agreement is available in crew lounge. Educational director urged members to pay attention to document expiration dates and visit

Piney Point school whenever possible. Treasurer reported \$9,944 in ship's fund. No beefs or disputed OT reported. Clarification requested about reimbursement of transportation costs. Concern was expressed about having to take multiple physicals per year. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

**INTREPID** (Maersk Line, Limited), March 28 – Chairman **Abdulla Alwaseem**, Secretary **Robin D. Ballard**, Educational Director **Ralph B. Garner**, Deck Delegate **Robert Richardson**, Engine Delegate **Salvador Baclayon**, Steward Delegate **Marcelo Rodriguez**. Bosun went over ship's itinerary and reminded crew to use caution on gangway. Secretary informed mariners that new medical endorsement was being mailed from Coast Guard. Educational director recommended training at the Piney Point school and stressed the need to keep documents up-to-date. Treasurer noted \$3,434 in crew fund. No beefs or disputed OT reported. Members requested new mattresses and new flat-screen T.V. for crew lounge.

**MAERSK CAROLINA** (Maersk Line, Limited), March 23 – Chairman **David Zurek**, Secretary **Alexander Banky**, Educational Director **Kevin Cooper**, Deck Delegate **Carlos Zapata**, Engine Delegate **Sammy Montana**, Steward Delegate **Edward English**. Crew expressed displeasure with various requirements for physical exams. Chairman reported another safe trip with no lost-time injuries. He announced payoff scheduled for March 30 in Newark, N.J., and also thanked steward department for great food. Secretary encouraged everyone to read the *LOG*. Educational director advised fellow mariners to be on the lookout for new medical certificate that's being

## Aboard the Evergreen State

These photos were taken April 25 in Crockett, Calif., on and near the Crowley tanker *Evergreen State*.



Apprentice Cole Briggs



SA Henry Gonzalez



Patrolman Nick Marrone II, Steward/Baker Brian Cushing

mailed by Coast Guard. Disputed OT reported in engine department; no other department-specific beefs or disputed OT reported. Crew thanked SIU VP Contracts George Tricker for his written response (and corresponding actions) to questions raised in an earlier shipboard meeting. Crew discussed use of riding gang, contract language applying to apprentices, and procedure for scheduling medical appointments. They would like to be able to file for vacation check online. Crew thanked galley gang for all the good meals. They listed 10 separate suggestions for the next contract, including ones concerning crew size, various benefits, and much more. Next port: Newark, N.J.

**MAERSK IOWA** (Maersk Line, Limited), March 11 – Chairman **Egidio Ferreira**, Secretary **Paul Isherwood**, Educational Director

**Eufemiano Gomes**. Crew asked for direct deposit of vacation checks and also stated they want to have the option of filing for those checks from home. No beefs or disputed OT reported. Crew discussed importance of staying up-to-date on union news by reading the *LOG*. Crew inquired about bonus. They would like to manage their own money purchase plan accounts. They expressed frustration about delays in or absence of responses to various questions. Crew asked about standby reliefs and day off for day's pay after completing 35-day voyage.

**MAERSK MEMPHIS** (Maersk Line, Limited), March 23 – Chairman **George Perry**, Secretary **Kenneth Hagan**, Educational Director **Daniel Dean**. Crew discussed some requirements of amended STCW convention, including safety training. Educational director mentioned receipt of a medical sticker that goes in MMC. No beefs or disputed OT reported. Crew discussed SOLAS requirements. They stated each room should have electric fan. Concerns voiced about conditions of mattresses. Crew stressed need to be safe in ports. Bosun and steward bought a new coffee maker. Crew thanked steward department for great food. Next ports: Elizabeth, N.J., Charleston, S.C., and Savannah, Ga.

**OCEAN CRESCENT** (Crowley), March 23 – Chairman **Kyle Schultz**, Secretary **Janice Gabbert**, Deck Delegate **Ryan Legario**, Steward Delegate **Gladiz David**. Chairman thanked crew for efforts and success in improving vessel's overall cleanliness. He commended everyone's teamwork and also encouraged mariners to read the contract before taking the job. Crew touched on value of upgrading in Piney Point and importance of keeping documents current. Disputed OT reported in steward department; no other beefs or disputed OT reported. Crew discussed importance of cargo preference/PL 480 in keeping the ship working. Crew suggested increasing retirement pay and also boosting travel reimbursement. Ice machine to be repaired in U.S. Mi-

crowave is broken. Next ports: Lake Charles, La., and Albany, N.Y.

**OVERSEAS MARTINEZ** (OSG), March 31 – Chairman **Anton Sulic**, Secretary **R. Sanderson**, Educational Director **Anthony Hulsey**, Deck Delegate **Jefferson Julian**, Engine Delegate **Dionisio Monteclaro Jr.**, Steward Delegate **Charles Atkins**. Chairman reminded everyone to keep documents up-to-date. Secretary reminded crew to separate plastic and paper. Educational director encouraged fellow members to upgrade at SIU-affiliated Paul Hall Center. No beefs or disputed OT reported. Crew expressed desire for "better dental plan" and lower co-payments for medical charges. Crew thanked steward department for great job. Next ports: Anacortes, Wash., and Los Angeles.

**USNS SGT. WILLIAM R. BUTTON** (Maersk Line, Limited), March 17 – Chairman **Gregory Jackson**, Secretary **Edwin Bonfont**, Educational Director **Deralle Watson**, Deck Delegate **Kenneth McDaniel**. Chairman discussed new medical certificate and importance of keeping all documents current. Secretary reported on physical exam requirements and eligibility requirements. Educational director encouraged mariners to upgrade in Piney Point. No beefs or disputed OT reported. New TV secured for crew and new carpet put in some rooms.

**USNS SODERMAN** (Ocean Shipholdings, Inc.), March 26 – Chairman **James Orlanda**, Secretary **Richard Wythe**, Educational Director **Reginald White**. Chairman thanked all departments for their professionalism. Educational director reminded fellow members of availability of members-only portal on SIU website. No beefs or disputed OT reported. Crew talked about importance of keeping medical certificates and other documentation up-to-date. Crew asked for increase in reimbursement for safety shoes. Washing machines need to be repaired or replaced. Next port: Guam.

## Aboard the USNS John Glenn

Port Agent Jeff Turkus and Government Services Division Assistant VP Chet Wheeler recently met with Seafarers aboard the *USNS John Glenn* in San Diego. Some of the crew members are pictured here. The vessel is a mobile landing platform operated by Ocean Shipholdings for the U.S. Military Sealift Command.



## Commemorative Bricks Highlight Park

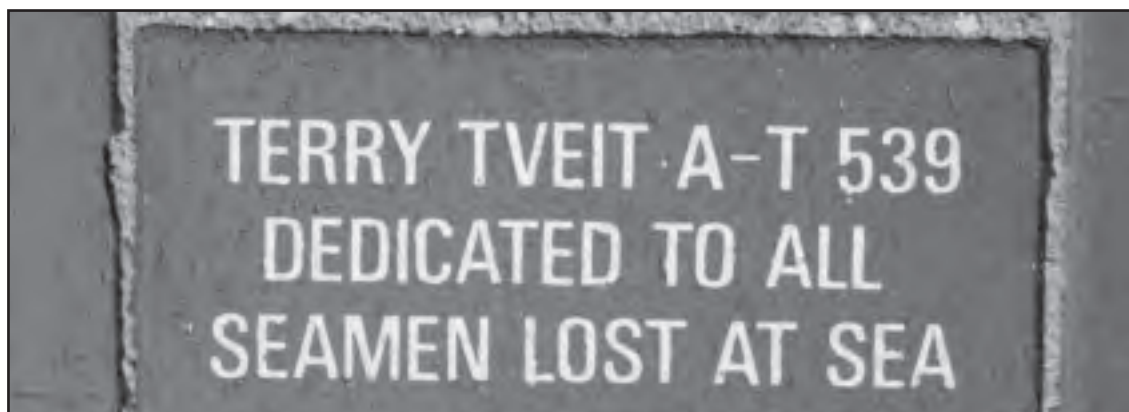
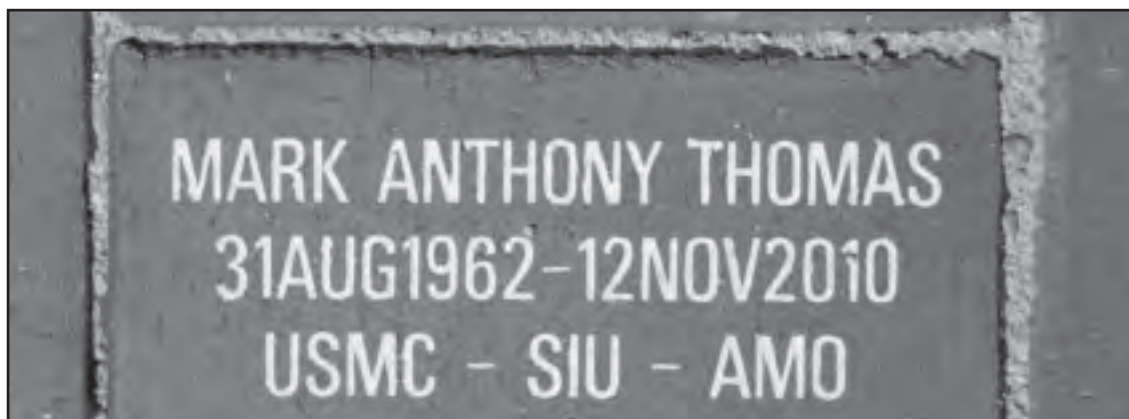
Commemorative bricks, including the ones pictured below, are a collectively noteworthy part of the waterfront park located at the SIU-affiliated Paul Hall Center in Piney Point, Md.

For more information, including how to donate a brick, visit the SIU home page ([www.seafarers.org](http://www.seafarers.org))

or go directly on the web to:

<http://www.seafarers.org/SIUBricks.htm>

Questions may be emailed to [siubricks@seafarers.org](mailto:siubricks@seafarers.org)



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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2013. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(166,746) as of

July 31, 2013, compared to \$(299,616) as of August 1, 2012. During the plan year, the plan experienced an increase in its net assets of \$132,870. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$9,508,617, which included employer contributions of \$9,489,976, realized losses from the sale of assets of \$1,015, earnings from investments of \$2,813 and other income of \$16,843. Plan expenses were \$9,375,747. These expenses included \$321,525 in administrative expenses and \$9,054,222 in benefits paid to participants.

#### Your Rights to Additional Information

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

The items listed below are included in that report:

An accountant's report;  
Financial information and information on payments to service providers;

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$4.50 for the full annual report or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N1513, Employee Benefits Security Administration, US Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

#### SEAFARERS POLITICAL ACTIVITY

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

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

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

# Paul Hall Center Upgrading Course Information

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

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

Students attending any of these classes should check in the Saturday before their course's start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday.

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

Title of Course	Start Date	Date of Completion
<b>Deck Department</b>		
Able Seafarer (Deck)	September 13 November 8	October 10 December 5
ARPA	June 28	July 4
Bosun Recertification	July 12	August 4
ECDIS	June 7 July 12	June 13 July 18
Fast Rescue Boat	June 21 July 26	June 27 August 1
GMDSS	September 27 November 29	October 10 December 12
Lifeboatman/Water Survival	June 21 July 19 August 16	July 4 August 1 August 29
RFPNW	August 16 October 11	September 12 November 7
Radar Renewal (One day)	June 3 July 8 August 18	June 3 July 8 August 18
Radar Observer	June 14 September 6	June 27 September 19
<b>Engine Department</b>		
Basic Auxiliary Plant Operations (BAPO)	July 19 September 13	August 15 October 10
FOWT (Able Seafarer Engine)	June 21 August 16 October 11	July 18 September 12 November 7
Junior Engineer	August 30	October 24

Title of Course	Start Date	Date of Completion
Advanced Refrigeration Containers	August 23	September 19
Marine Electrician	June 21 September 27	August 15 November 21
Pumpman	June 7	June 20
Welding	June 7 July 12	June 27 August 1

### Safety Upgrading Courses

Advanced Firefighting	August 9 September 13	August 15 September 19
Basic Firefighting/STCW	July 5 September 6	July 11 September 12
Basic Training Refresher/VPDSD	July 12 August 16	July 18 August 22
Government Vessels	June 21 July 19	June 27 July 25
Medical Care Provider	June 7 August 16	June 13 August 22
Tank Barge (DL)	September 13	September 19
Tanker Ship Familiarization (DL)	September 14	September 26

### Steward Department Upgrading Courses

Galley Operations	June 21 July 19	July 18 August 15
Certified Chief Cook	These modules begin every other week. The most recent class started May 24. The next class will commence June 7.	
Chief Steward	August 9 November 1	September 19 December 12
Advanced Galley Operations	June 7 July 5 August 2 August 30	July 4 August 1 August 29 September 26
ServeSafe	June 21 August 2 September 13 October 25 December 6	June 27 August 8 September 19 October 31 December 12

### UPGRADING APPLICATION

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

*If the following information is not filled out completely, your application will not be processed.*  
 Social Security # \_\_\_\_\_ Book # \_\_\_\_\_  
 Seniority \_\_\_\_\_ Department \_\_\_\_\_  
 Home Port \_\_\_\_\_  
 E-mail \_\_\_\_\_  
 Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS/PHC trainee program?  Yes  No  
 If yes, class # \_\_\_\_\_  
 Have you attended any SHLSS/PHC upgrading courses?  Yes  No  
 If yes, course(s) taken \_\_\_\_\_

### COURSE

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

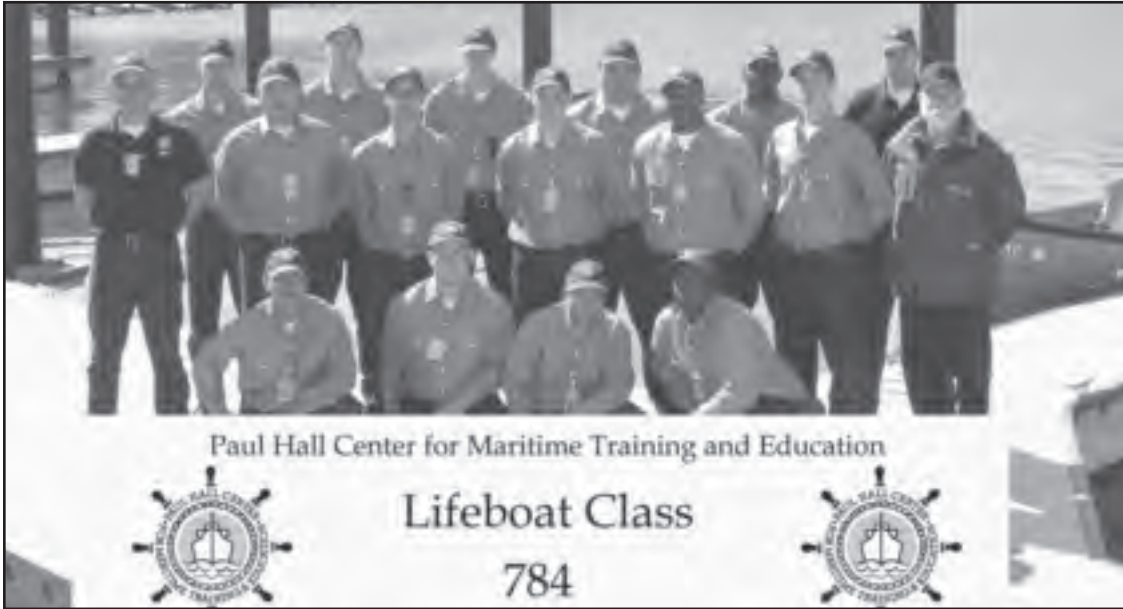
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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.**

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

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

# Paul Hall Center Classes



**Apprentice Water Survival Class #784** – The following individuals (above, in alphabetical order) graduated from this course April 11: Christian Borroto, Gideon Decker, Ryan Drummond, Thomas Drummond, Aaron Gray, Kalil Hughes, Brian Jones, Simon Kamau, Kevin McDonald, Patrick Montgomery, Jiwoong Park, Andrew Petrilli, Assiel Roedan, Gabriel Waiwaiole, Emory Wheeler and Stephen Zbornik. Their instructor, Ben Cusic, is at the far right.



**Water Survival** – Two upgraders finished their requirements in this class April 11. Graduating were Mosiuesar Roudu (above, left) and Mohamed Jahamee.



**Combined Basic and Advanced Fire Fighting** – The following upgraders (above, in alphabetical order) completed their requirements in this course April 25: Christopher Allen, Vladimir Baez, Jonathyn Bland, Daniel Chisum Coffey, Joie Flesner, Barry Hamm, John Reid, Gary Turner and Lebaron West. Their instructor, Mike Roberts, is at the far left.



**BST Renewal (Express Marine)** – Seven individuals finished this class April 16. Those graduating (above, in alphabetical order) were: Shane Anderson, Donald Bishop, Edward Garner, Gregory Jones, Parran Keane, Jerold Register and Thomas Spain. Class instructor Mike Roberts is at the far left.



**Basic Training Refresher (Express Marine)** – The following individuals (above, in alphabetical order) graduated from this course April 30: Gregory Allman, Michael Daniels, Mark Faust, George Greggs, Jerry Harper, Mark O'Neal and Billy Sawyer. Class Instructors Wayne Johnson Jr., and Wayne Johnson Sr., are at the far left and far right, respectively.



**Basic Training Refresher** – Eleven upgraders graduated from this course April 23. Finishing their requirements (above, in alphabetical order) were: Justin Biggerstaff, Martha Bye, Edwin Coleman, Joseph Evans, Cody Fox, Christian Harber, Harry Kinsman, Deven McCoy, Viliamu Milikini, Mark Pearson and Miguel Ruiz. Their instructor, Joe Zienda, is at the far right.

**BST Renewal (Crowley Maritime)** – Twenty-two upgraders finished this course April 10. Graduating (right, in alphabetical order) were: Willie Allen, Joel Anderson, Darryl Atherley, Luther Bartholowew, Sirio Centino, Patrick Ciulla, Frederick Cleare, Jack Gainers, Kris Goulette, Mark Homeyer, Piotr Kwiatkowski, Keith Langley, Luis Martinez, Marijan Masnov, Sean McCranie, David Nimmer, Mike O'Leary, Edward Pinnance, Francis Pelosi, Tim Smithwick, Sean Walker and Philip Wright. Their instructors, Ethan Evans and Wayne Johnson Sr., are at the far left and far right, respectively. (Note: Not all are pictured.)



# Paul Hall Center Classes



**Government Vessels** – The following Seafarers (left, in alphabetical order) graduated from this course April 18: Vladimir Baez, Bryan Benak, Thami Boulabat, Jose David, Lordiem Garcia, Barry Hamm, Benjamin Ines, Kosar Iqbal, Mohamed Jahamee, Kevin Jenkins, Radu Marinescu, Devon McCoy, Alejandro Mejia, Adele Messina, Julius Morala, Karen Thomasson, Jonathan Tucker, Courtney Turner, Jesse Turner, Edward Villanda and Mary Whatley. Class instructor, Mark Cates, is in the second row at the far right.

## Important Notice to Students

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



**Tank Barge (DL)** – Seventeen Seafarers completed the enhancement of their skills in this course April 11. Graduating (above, in alphabetical order) were: Kelly Doyle, Theophilus Essien, Steve Fuentes, Julio Gomez, Kaamil Gray, John Jasinski, Jenny Marcelin, Julius Morala, James Moore, Adam Poole, Michael Ross, William Sculley, Jason Smooke, Jovan Williams, Kevin Wimbley, Edward Wright and James Wynegar III. Mitch Oakley, their instructor, is at the far left.



**ECDIS** – The following individuals (above, in alphabetical order) graduated from this course April 15: Nicholas Conway, Robert Eastwood, David Keeffe and Randall Scott. Class instructors Brad Wheeler and Chip Noell are at the far left and far right, respectively.



**GMDSS** – Nine Seafarers finished their requirements in this course April 8. Those graduating (above, in alphabetical order) were: Charles Brown Jr., Michael Cousin, John Curran, Ernest Frank III, Kendric Henry, John Nersten, Coda Russell, Jared Smith and Jerry Wilder. Brad Wheeler, their instructor, is at the far left.



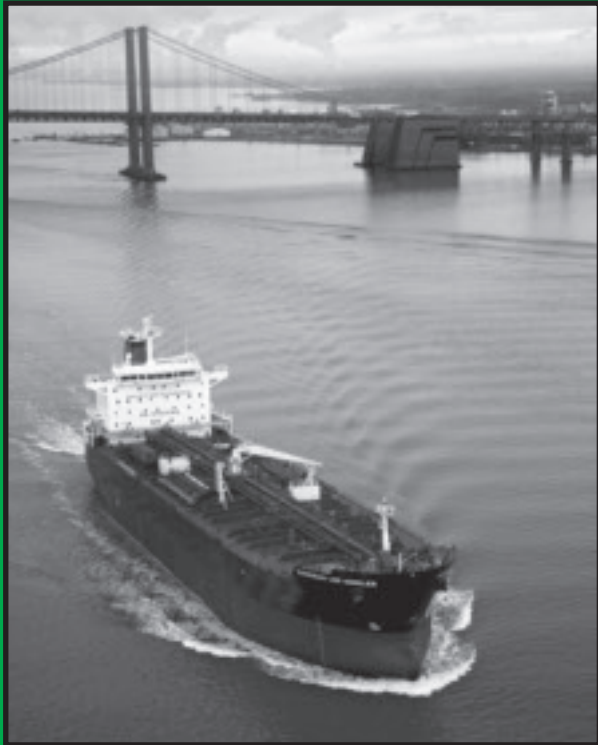
**Junior Engineer** – The following Seafarers (above, in alphabetical order) completed this course May 2: Keith Carswell, Gregorio Clotter, Daniel Cunningham, Peter Dadzie, Earl Dimmick, Omar Espinosa, William Gibson, Victorino Labrilla Jr., Mark Loughman, Enrique Medri, Jeffrey Nicholson, Ryan Palmer, Fidel Pascua, Antoine White, Jonathan White and Frederick Wright. Their instructor, John Wiegman Jr., is at the far right. (Note: Not all are pictured.)



**Tankship Familiarization (DL)** – Nineteen upgraders finished their requirements in this course April 25. Those graduating (above, in alphabetical order) were: Kevin Blackman, Brandon Blue, Curtis Church, Dean Crisostomo, Dominador Diaz, Kelly Doyle, Steve Fuentes, Julio Gomez, Michael Harris, Miguel Matos, Mark Merenda, Robert Ott, Rickey Pettaway, Jeffery Roddy, Michael Ross, Christopher Shivalier, Christopher Sykes, Kevin Wimbley III, and James Wynegar.



**Basic Cargo Handling and Stowage** – The following upgraders (above, in alphabetical order) completed the enhancement of their skills in this course April 18: Charles Brown Jr., Michael Cousin, John Curran, Ernest Frank III, Ronel Guerzon, Kenric Henry, John Nersten, Coda Russell, Jared Smith and Jerry Wilder.



*Overseas Los Angeles*

## *With Seafarers Aboard the Overseas Los Angeles*

Port of Oakland Patrolman Nick Marrone II, during a servicing visit aboard the *Overseas Los Angeles*, snapped these photos for publication in the *Seafarers LOG*.



SA Ziyad Omar, CS Kenneth Greenidge and CC Roberto Martinez



ABG Julius Dagoldol performs gangway duties.



QEP Clarence Verdun signs the patrolman's and safety reports.



Taking a lunch break in the crew mess (left to right) are *Los Angeles* crew members including CC Roberto Martinez, ABG Julio Guzman, CS Kenneth Greenidge, SA Ziyad Omar and Bosun Teodulfo Alanano.

## **Overseas Martinez Ties Up In Port of Martinez, Calif.**

Port of Oakland Patrolman Nick Marrone II serviced the union-crewed *Overseas Martinez* April 25 when the vessel was tied up in the Port of Martinez, Calif. Following a shipboard meeting and payoff, Marrone took photos of some of the crew. In the photo at right, Marrone took photos of some of the crew. In the photo at right, Chief Cook Charles Atkins and SA Hamid Shahbian prepare a meal in the galley. Pictured in the photo below are GUDE Abdulla Omar, OS Ali Ali, CC Charles Atkins, ABG Casey Matheson, Steward Baker Jennifer Jim, SA Hamid Shanbaib, QEP Anthony Husley and GUDE Bobby Brown. The remaining picture (a file photo) shows the *Martinez* being moved into docking position by tugboats.

