

SEAFARERS



LOG

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

Happy



Holidays

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President's Report

We Are One Crew

Election Day hadn't even ended when the SIU began working to promote the U.S. Merchant Marine in the next congress. Our political activities never stop and never end, whether it's an election year or not.

SIU-backed candidates in the House and Senate fared very well on November 8, as reported in greater detail elsewhere in this edition. The results reaffirmed what we already knew: our bipartisan approach is the way to go.

Although the SIU-supported candidate didn't win the White House, we are more than ready and willing to work with the next administration when it comes to promoting a strong American-flag maritime industry as well as workers' rights. That would have been true no matter who won.

I can't think of another industry that's more in line with boosting American jobs and security than ours. The Jones Act, the Maritime Security Program and our nation's cargo preference laws all contribute to maintaining good jobs at home and promoting national, economic and homeland security. Whether those are shipboard or shipyard jobs, America needs to keep them or we'll be at significant risk.

Whether or not the next administration's policies back our industry remains to be seen, but we will do everything possible to maintain and revitalize the U.S. Merchant Marine. Our policy has always been that we support those who support maritime, regardless of party.

One last word on the elections: I know that most if not all presidential contests bring out emotions, but this one seemed extreme – and it hasn't ended two days later, as I'm writing this column. There are protests across the country, and I'm told the viciousness on social media has only gotten worse.

For the SIU, it's time to move forward together as Americans and as the union family we've always been. Our job is to maintain, promote and protect the U.S. Merchant Marine and workers' rights, no matter who's in the House, no matter who's in the Senate, and no matter who's in the White House. We've already rolled up our sleeves and gotten to work, and that's where our focus will remain. The elections are over. Let's stick together and stand up for an industry that our great country simply cannot do without.

Happy Holidays

Whatever your plans for the holidays, I wish every active and retired Seafarer and your families the best of everything. If you're sailing, thank you for your dedication, and I hope you can enjoy the holidays with your SIU brothers and sisters. If you're on the beach, may you enjoy good times with family and friends. No matter what, please be safe.

At this time of year in particular, I also always think of our women and men wearing the uniforms of our armed services. I thank all of you for your service and pray for your safe returns.

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



Construction continues on the *El Coquí*, which will be crewed by SIU members. (Photo by Brian Moran)

Milestones Underscore Jones Act's Many Positive Effects in Puerto Rico

Crowley Announces Ongoing Progress on Ship, Terminal Construction

Foes of America's freight cabotage law were dealt another blow in late October when SIU-contracted Crowley Maritime Corporation announced two milestones.

Highlighting the economic impact under the Jones Act of its \$500 million investment in the trade between the U.S. mainland and Puerto Rico, Crowley provided updates concerning both its construction of two new, SIU-contracted, Commitment Class ConRo (combination container and roll/on-roll/off) ships that will be powered by liquefied natural gas (LNG); and in its terminal construction in San Juan.

The bow of *El Coquí* was recently set as shipbuilders at VT Halter Marine in Pascagoula, Mississippi, finished constructing the full length of the ship, aligned the main engine, and completed other work required to prepare the vessel for launching in early 2017. The LNG tanks also have been installed and build-out of the engine room and main engine are under way on sister ship, the *Taino*.

"As the ships take shape, Puerto Rican pride is evident in the shipyard where more than 160 of the nearly 1,000 employees building the ships are from Puerto Rico," Crowley noted in a news release.

"I think it's special because it's (the ships are) going to Puerto Rico," said Wilfredo Perez, a pipe foreman, of the project. "It's going to create jobs back home."

Also in Puerto Rico, construction involving some 200 Puerto Rican workers is accelerating as they build a new pier and make terminal improvements at Crowley's Isla Grande port facility in San Juan. Concrete has been poured for the entire approach platform, and construction of the initial sections of the main pier is progressing. At the same time, construction of the new exit gate, electrical substation, and other improvements are proceeding on schedule. When completed, the terminal improvements, combined with the state-of-the-art ships, will offer customers increased efficiency and

supply chain velocity as well as reduced landing costs.

The company pointed out, "This massive investment in ships and terminal infrastructure is made possible by the Jones Act, which requires that all goods transported by water between U.S. ports be carried on U.S.-flagged ships constructed in the United States, owned by U.S. citizens, and crewed by U.S. citizens and U.S. permanent residents."

"Despite some politicians seizing on Puerto Rico's recent economic hardships to try to exempt the island from the Jones Act, Crowley's \$500 million private investment demonstrating the act's benefit not just on the mainland, but to the people of Puerto Rico, directly providing jobs and new infrastructure to promote trade," said John Hourihan Jr., Crowley senior vice president and general manager, Puerto Rico liner services. "The ships will carry on the next generation of trade for our company, whose relationship extends more than 60 years with Puerto Rico. There is no more apt name for our Puerto Rico ships than Commitment Class."

The ship *El Coquí* is named for a beloved frog native to the island, and *Taino* is named for the indigenous people of Puerto Rico.

"It's actually doing it. It's committing to Puerto Rico," Eddie Torres, an outfitting foreman, said of the company's dedication to the shipbuilding program. "What I love best about (it) are the names on the ships... What better names? That's Puerto Rican pride right there."

LNG is a stable gas that is neither toxic nor corrosive and is lighter than air, and it is the cleanest fossil fuel available.

The ships are designed to travel at speeds up to 22 knots while maximizing the carriage of 53-foot, 102-inch-wide containers. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed ro/ro garage.

SAB Action No. 468, Effective: October 1, 2016

Registration Requirements: Training Record Book SAB 398 Rescinded

The Seafarers Appeals Board acting under and pursuant to the collective bargaining agreement between the Union and various signatory Contracted Employers hereby takes the following action.

WHEREAS, Seafarers Appeals Board Action No. 398 was promulgated to require all mariners involved in the Deep Sea shipping industry to possess a training record book for registration and shipping in accordance with International Maritime Organization and U.S. Coast Guard provisions; and

WHEREAS, due to the ever-evolving documentation procedures for training and assessments, the training record book requirement for registration purposes has become obsolete. New documentation as contained and monitored by the U.S. Coast Guard shall replace the Training Record Book at the time of registration.

NOW THEREFORE, with the aforementioned conditions in mind, the requirements of Action No. 398 are no longer applicable and the Board hereby terminates such Action.



The ship carried more than 600 containers of mixed Army and Air Force ammunition.



A container full of ammunition is offloaded from the SIU-crewed *USNS Wheat* Oct. 29 in Nordenham, Germany. (U.S. Army photos by Sgt. 1st Class Jacob A. McDonald)



The Seafarers-crewed vessel completes its cargo discharge.

SIU-Crewed Wheat Makes Historic Delivery

More than 600 Containers of Ammo Safely Transported to Germany

In peace and war, SIU members deliver. Seafarers lived up to that decades-long standard in late October when the *USNS LCPL Roy M. Wheat* carried “the largest single Army-run shipment of ammunition to Europe in more than two decades,” according to the U.S. Army.

That shipment on the Crowley-operated, SIU-crewed vessel featured more than 600 containers and arrived in Nordenham, Germany, on Oct. 29. The Army and Air Force ammunition then was loaded onto trains and shipped to Miesau Army Depot, Germany, for storage and distribution.

“Seafarers have always done an outstanding job as part of our great nation’s fourth

arm of defense,” stated SIU Vice President Contracts George Tricker. “This latest operation is another example of both the dependable work performed by Seafarers as well as the critical importance of maintaining a strong U.S. Merchant Marine.”

“The shipment by itself is special because it’s over 620 containers,” said Lt. Col. Brad Culligan, commander, 838th Transportation Battalion, Military Surface Deployment and Distribution Command. “We continue to build up the presence in Europe. This will help with reassuring our allies, along with the common defense of Europe if needed.”

Reassuring European allies by increasing the readily available ammunition also in-

creases the readiness of U.S. forces stationed in Europe, the Army pointed out.

“This is about deterrence,” said Lt. Gen. Ben Hodges, commanding general, U.S. Army Europe. “We could have 1,000 tanks over here, but if we didn’t have the ammunition for them they would not have any deterrent effect. It’s another example of the commitment of the United States to security and stability in Europe.”

Culligan, who oversaw the transfer of the cargo from the ship to trains, said the mission required an immense amount of coordination from multiple entities.

“The ship actually belongs to the Military Sealift Command,” Culligan said. “It’s a Mil-

itary Sealift Command vessel that is crewed and manned by (civilian) Military Sealift personnel underneath the U.S. Navy. We are moving Air Force ammunition as well as Army ammunition so it is truly a joint mission here that is being worked from all levels: from battalion and all the way through the [21st Theater Sustainment Command] and to higher headquarters back in the United States.”

Hodges, who was present for the arrival of the first trainload to Miesau, also commented on the joint nature of the endeavor, adding that German support was a key factor in getting the ammunition where it needed to go. He complimented the mariners, soldiers, contractors and German local national employees who made the mission a success.

“I am so impressed with the quality of the work force out here,” Hodges said.

Personnel at the depot started unloading and breaking down the shipment for storage or movement to other locations as it arrived. Ammunition will later be moved to various locations throughout Europe.

“It’s the ultimate theater sustainment,” Culligan concluded. “We’re bringing ammunition into the theater to resupply and set the stage for the European theater for any type of exercises or potential future missions that may come about.”

SIU members sailing aboard the *Wheat* during the cargo delivery included ABs **Larry Byrd, Jonathan Anderson, Dominick Corbitt, Terry Hester, John Paul and Derrick Alexander**, OS **Johnny Matthews**, QEE **Douglas McLaughlin**, QE4s **Keith McIntosh, Kofi Asamani and Haeven Bautista**, Storekeeper **Christopher Flood**, GUDE **Arthur Cummings**, GVA **Donita Dowdell**, Steward/Baker **Rhonda Jenkins**, Chief Cook **Emmanuel Matias** and SA **Tony Jenkins**.



A train pulling cars of U.S. Army and Air Force ammunition moves out from the port for the cargo’s eventual movement to the Miesau Army Depot.

SIU-Backed Candidates Fare Well on Election Day

Although the SIU-supported candidate didn’t win the presidential election, Seafarers-backed candidates in the House and Senate fared well on Nov. 8.

SIU Political and Legislative Director Brian Schoeneman noted, “Most attention will be focused on the presidential election, but for the SIU, this election was largely a confirmation that our bipartisan way of doing business is the best path forward. Our willingness to support elected officials and candidates from both sides of the aisle who are committed to protecting and defending the United States Merchant Marine resulted in SPAD (the union’s voluntary political action fund) maintaining an overall 91 percent win rate for our bipartisan roster of SIU-supported candidates. Of the 106 House of Representatives races we were involved in, SPAD-supported candidates won 98. On the Senate side, of the 17 races the SIU was involved in, SPAD-sup-

ported candidates won 13, lost three with one race still too close to call.”

He added, “This election, as most do, demonstrates that SPAD continues to make a difference for the union, and SPAD support can be a big benefit to the candidates we choose to support.”

The SIU endorsed Hillary Clinton for president, based on a combination of her longtime support of maritime, her detailed pledge to continue backing the industry, and her decades of advocacy for working families. The AFL-CIO also endorsed Clinton, as did the vast majority of other unions.

The afternoon following Election Day, AFL-CIO President Richard Trumka stated, “Donald Trump has been elected president. America is a democratic nation, and the voters have spoken. The AFL-CIO accepts the outcome of this election, and offers our congratulations to

President-Elect Trump.

“More than anything, this election is an indictment of politics as usual,” Trumka continued. “For too long, the political elites have embraced economic policies that hold down wages, increase inequality, diminish opportunity and ship American jobs overseas. Voters in both the primary and general election have delivered a clear message: enough.”

Trumka also pointed out, “The president-elect made promises in this campaign – on trade, on restoring manufacturing, on reviving our communities. We will work to make many of those promises a reality. If he is willing to work with us, consistent with our values, we are ready to work with him. But make no mistake, we can never back down from our values. The presence of racism, misogyny, and anti-immigrant appeals caused damage in this campaign and we must all try to repair it with inclusion, decency and honesty.”

He concluded, “As we move forward, the labor movement is committed to defending our American democracy. Ultimately, the fundamental duty of America’s president, symbolized by swearing to uphold our Constitution, is to protect and preserve our democracy and the institutions that make

it real. We hope to work with President-Elect Trump to help him carry out this solemn responsibility. Regardless, America’s labor movement will protect our democracy and safeguard the most vulnerable among us. This election is a statement about our broken economic and political rules. Therefore, the work of the labor movement continues with fresh urgency. The change voters cried out for in this campaign can be found by standing together in unions. The election is over. But we are more committed than ever to helping working people win a voice on the job and in our democracy. We will never stop striving to represent everyone, fighting for basic human dignity, expanding our diversity and growing our ranks to give working people a strong, united voice.”

Meanwhile, four states voted to increase their respective minimum wages, delivering the promise of a pay raise to more than two million workers in Arizona, Colorado, Maine and Washington State. The measures in Arizona and Washington require employers to offer workers paid sick days.

Additionally, voters in Virginia rejected a proposed amendment that would have added a so-called right-to-work law to the state constitution.



The first ballot in the union's elections usually is cast in Guam (due to the time zone), and that was the case again this year, as reflected in this photo of Bosun Victor Sahagon (left) and Port Agent John Hoskins.



Bosun Richard Grubbs
Oakland, California



AB Kevin Blackman
Oakland, California



QMED Clifford Taylor
Oakland, California

Voting Continues in SIU Election

Voting started last month and will continue through Dec. 31 in the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters.

Balloting is taking place at 20 SIU halls across the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2017-2020 term. Seafarers may obtain their ballots from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 31.

The ballot includes the list of candidates seeking the posts of

president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions).

At the union halls, a member in good standing (upon presenting his or her book) is given a ballot and two envelopes. After his or her selection is marked, the ballot is folded and placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where ballots are kept until submitted to the union

tallying committee.

The rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January and will tabulate and announce the election results.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations and other related information appears on pages 6-10 of the October 2016 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.



Chief Steward Jose Nunez proudly displays his stamped union book after voting on the first day of the SIU election. He's pictured with Port Agent Amancio Crespo.

NOTICE: Change of Address in Houston

In early November, the SIU moved its Houston operations to our new hall at 625 N. York Street, Houston, Texas 77003.

Tanker Constitution Joins Jones Act Fleet

General Dynamics NASSCO shipbuilders recently delivered the *Constitution*, a Jones Act-qualified ECO Class tanker, to SEA-Vista LLC. The ship will be crewed by SIU mariners and is operated by Seabulk Tankers.

The *Constitution* is a 610-foot-long, 50,000 deadweight-ton, LNG-conversion-ready product tanker with a 330,000-barrel cargo capacity. The new ECO Class design symbolizes the emerging direction of the shipping industry in the United States toward cleaner, more fuel-efficient modes of transporting product. Construction on the ship began in June 2015, and it was christened in a ceremony on August 27, 2016. SIU Vice President Contracts George Tricker and Vice President West Coast Nick Marrone attended the christening.

As part of an eight-ship program for two separate customers, the *Constitution* is the sixth ECO Class tanker built by NASSCO to recently join the Jones Act trade. According to the shipyard, the design provides "a very significant improvement in fuel efficiency."

"With this program we contracted with two customers seeking similar capabilities. A steady

production run of eight ships improves hull-to-hull learning and has allowed us to deliver increasingly higher-quality, world-class vessels," said Kevin Graney, vice president and general manager for General Dynamics NASSCO.

The Jones Act requires that ships carrying cargo between U.S. ports be built in U.S. shipyards and crewed by U.S. mariners. The Jones Act is responsible for more than 500,000

good-paying jobs nationwide.

NASSCO, a union facility, is the only major shipyard on the West Coast of the United States conducting design, construction and repair of commercial and U.S. Navy ships. For its commercial work, NASSCO partners with South Korean shipbuilding power, Daewoo Shipbuilding & Marine Engineering (DSME), for access to state-of-the-art ship design and shipbuilding technologies.



The SIU-contracted *Constitution* will sail in the Jones Act trade. (Photo courtesy General Dynamics NASSCO)

New BLS Data Shows Maritime Industry Safer Than Average in 2015

Long-term safety efforts by the SIU, its contracted companies and others in the American maritime industry are paying off.

The Bureau of Labor Statistics (BLS) recently released the findings of their 2015 Employer-Reported Workplace Injury and Illness study, and found that the maritime industry is safer than the average, across all occupations. Employees in state-run nursing homes and hospitals suffer from the highest rate of on-the-job injury, surpassing that of even construction or policing, according to the study.

About 12 percent of workers in state-run nursing homes or hospitals suffered nonfatal workplace injuries last year, compared with 8 percent of workers in state construction jobs and 6.2 percent of justice and public-order jobs.

The AFL-CIO said, "The injury rate for workplace violence has been increasing even as the overall injury and illness rate in

the U.S. has been decreasing.... Workplace violence rates in health care and social assistance agencies have been increasing at an especially alarming rate."

According to the study, the average industry faces a 3.3 percent incident rate of occupational injury and illness, while the marine transportation industry only had a 2 percent injury or illness rate. Of that 2 percent, only half of those cases resulted in days away from work, and only 0.5 percent resulted in job transfer.

Additionally, the transportation industry as a whole reported a decline in injuries and illnesses in 2015, one of the few industries to do so. Two more releases from the BLS are expected before the end of 2016, providing further detail on non-fatal injuries requiring time off, as well as fatal occupational injuries.

The report that came out in late October is extensive and is available online at www.bls.gov

SIU-Contracted Companies Earn Laurels For Consistent Environmental Excellence

More than a dozen Seafarers-contracted companies and numerous SIU-crewed ships and tugs recently were honored by the Chamber of Shipping of America (CSA) for their respective achievements when it comes to environmental excellence.

The CSA normally hosts two awards ceremonies each year: one in the summer, focusing on accident-free operations, and one in November for environmental safety. This year's first event took place in June in New Orleans, while the more recent gathering happened Nov. 2 in Washington, D.C.

Kathy J. Metcalf, president of the CSA said, "These awards celebrate the dedication to environmental excellence of our seafarers and the company personnel shore-side who operate our vessels to the highest standards. In today's world, it seems our industry only gets front-page news when spills or other environmental problems



CSA President Kathy Metcalf



Rear Adm. Joseph Servidio

(Photos by Barry Champagne)

occur. It is encouraging to see how many vessels go for years achieving environmental excellence. It should be clear to the American public that we in the maritime industry take our stewardship of the marine environment very seriously."

According to the CSA, the average length of time operating without incident for ships and boats that received

environmental awards is 8.1 years. U.S. Coast Guard Rear Adm. Joseph Servidio, deputy commander, Atlantic Area participated in the award ceremony and congratulated the recipients and the industry as a whole for their extraordinary performance.

The Seafarers-contracted companies that were recognized included Alaska Tanker

Company, Crescent Towing, Crowley Maritime and subsidiaries, E.N. Bisso & Son, General Dynamics-American Overseas Marine (AMSEA), Harley Marine, Keystone Shipping, Kirby Corp. (Penn Maritime), Matson Navigation, Ocean Shipholdings, OSG Ship Management, Patriot Contract Services, Seabulk Tankers, Seabulk Towing, Tote Maritime Alaska and subsidiary American Roll-On/Roll-Off Carrier, Pasha Hawaii, and U.S. Shipping Corporation.

According to the organization's website, the CSA "represents U.S.-based companies that either own, operate or charter oceangoing tank, container, or dry bulk vessels engaged in both the domestic and international trades and companies that maintain a commercial interest in the operation of such oceangoing vessels.... The awards are open to all owners and operators of vessels that operate on oceans or inland waterways."

NMC Notes Delays In Credential Processing

The U.S. Coast Guard's National Maritime Center issued the following notice in early November.

The National Maritime Center (NMC) is experiencing a higher than average volume of applications for this time of the year. With Hurricane Matthew passing through Florida and South Carolina in October, both REC Miami and REC Charleston are still recovering from excessive inventories. Additionally, the NMC Evaluations Branch is experiencing a shortage of qualified evaluators at the upper credential levels which is contributing to increased processing time. Medical certificate applications are not impacted.

Until further notice, mariners are highly encouraged to submit their applications to RECs other than Miami and Charleston and may do so via e-mail, standard mail, fax, or drop off in person, preferably using the appointment scheduler on the NMC website. Additionally, mariners whose credentials are going to expire within the next 6 months should not wait until several weeks prior to their expiration date to submit their renewal applications and are reminded that the post-dating of credentials up to 8 months is still afforded by the Coast Guard.

The NMC is taking actions to address the excess inventory levels. For additional information, please visit the NMC website at <http://www.uscg.mil/nmc/>, call 1-888-427-5662, or e-mail us at IASKNMC@uscg.mil.

Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2015 to December 31, 2015. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$98,990,536 as of December 31, 2015 compared to \$75,744,598 as of January 1, 2015. During the plan year the plan experienced an increase in its net assets of \$23,245,938. 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 \$92,368,370. This income included employer contributions of \$92,550,581, employee contributions of \$528,500, realized loss of (\$202,533) from the sale of assets, loss from investments of (\$541,210), and other income of \$33,032. Plan expenses were \$69,122,432. These expenses included \$11,189,483 in administrative expenses and \$57,932,949 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$7.25 for the full 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

ITF, SIU Assist Stranded Crew



The SIU and the International Transport Workers' Federation (ITF) have helped collect and deliver donations of stores, clothing and other assistance to the multinational crew of the Greek-owned, Malta-flagged asphalt carrier *MT NewLead Granadino*. At press time, the ship had been stranded in Baltimore for nearly two months following serious engine problems and other safety issues. Shipowner NewLead Holdings Ltd. reportedly can't afford the repairs, and the 18 mariners (14 Filipinos, three Romanians and a Greek) can't leave the vessel due to a combination of visa issues and concerns that doing so would hamper their ability to collect overdue wages. The vessel is pictured directly above while the photo at right shows (from left) SIU Baltimore Port Agent Elizabeth Brown and SIU ITF Inspector Barbara Shipley en route to it. Check the news section of the SIU website and future issues of the LOG for updates.



Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2015 to December 31, 2015. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$9,878,205. These expenses included \$960,402 in administrative expenses and \$8,917,803 in benefits paid to participants and beneficiaries. A total of 15,474 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$112,500,165 as of December 31, 2015 compared to \$112,020,321 as of January 1, 2015. During the plan year, the plan experienced an increase in its net assets of \$479,844. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$10,358,049, including employer contributions of \$7,888,248, employee contributions of \$143,786, losses of (\$706,136) from the sale of assets, earnings from investments of \$3,000,993 and other income of \$31,158.

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

Minimum Funding Standards

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

Your Rights to Additional Information

You have the right to receive a copy of the full annual report,

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

The charge to cover copying costs will be \$7.50 for the full 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2015 to December 31, 2015. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,889,044. These expenses included \$61,875 in administrative expenses, \$1,735,889 in benefits paid to participants and beneficiaries and \$91,280 in other expenses. A total of 15,099 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$23,847,097 as of December 31, 2015 compared to \$21,897,852 as of January 1, 2015. During the plan year, the plan experienced an increase in its net assets of \$1,949,245. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$3,838,289, including employee contributions of \$3,608,432, other contributions of \$94,031 and earnings from investments of \$135,826.

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;
- Schedule of delinquent participant contributions;
- Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of

Margaret Bowen, Plan Administrator
5201 Auth Way
Camp Springs, MD 20746
301-899-0675

The charge to cover copying costs will be \$7.25 for the full 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:

Plan Office
5201 Auth Way
Camp Springs, MD 20746

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2015 to December 31, 2015. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$20,528,222 as of December 31, 2015 compared to \$23,158,105 as of January 1, 2015. During the plan year, the plan experienced a decrease in its net assets of (\$2,629,883). This decrease 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 \$56,903,807. This income included employer contributions of \$57,520,137, realized loss of (\$31,309) from the sale of assets, loss from investments of (\$736,542) and other income of \$151,521. Plan expenses were \$59,533,690. These expenses included \$6,955,633 in administrative expenses and \$52,578,057 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675

The charge to cover copying costs will be \$15.75 for the full 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: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

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

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

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

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

role in the development and formulation of union policies.

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2015 calendar

year, the fee cost associated with this representation amounts to 80.66 percent of the dues amount. This means that the agency fee based upon the dues would be \$403.30 (four hundred three dollars thirty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2017 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2016 and November 30, 2017 will have this calculation applied to their 2017 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2018, your objection must be received by December 1, 2017.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2015.

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

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

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

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

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

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

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

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

Sincerely,
David Heindel
Secretary-Treasurer

2017 Union Membership Meeting Dates

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

* Dates appearing in bold type indicate that meetings are being held on other than traditional meeting dates.

■ Piney Point change in January meeting date created by New Year's Day observance

■ Wilmington change in January meeting date created by Martin Luther King Day observance

■ Wilmington change in February meeting date created by Washington's Birthday observance

■ Jersey City change in July meeting date created by Independence Day observance

■ Piney Point change in September meeting date created by Labor Day observance

■ Houston change in October meeting date created by Columbus Day observance

■ Guam change in November meeting date created by Thanksgiving Day observance

Meetings at all ports start at 10:30 a.m.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No 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

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.

MAERSK CHICAGO (Maersk Line, Limited), August 13 – Chairman **Mohamed S. Ahmed**, Secretary **Gregory Melvin**, Educational Director **Richard A. Huffman**, Deck Delegate **John M. Welsh**, Steward Delegate **Charles Davis**. Chairman announced payoff in Newark, New Jersey on August 15. He expressed his gratitude for good, hard-working crew members. Everyone was urged to leave rooms clean and supplied with fresh linen for reliefs. Educational director advised members to keep all necessary paperwork up-to-date. Treasurer reported \$4,000 in ship's fund. No beefs or disputed OT reported. Suggestions were made to increase pension payments and lower requirements for benefits. Requests were made for new mattresses and washer and dryers. Next ports: Newark, New Jersey, Charleston, South Carolina, Savannah, Georgia and Houston.

MAERSK DENVER (Maersk Line, Limited), August 21 – Chairman **Abdul H. Muhammad**, Secretary **Michael F. Hammock**, Educational Director **Darrell Goggins**. Bosun stated payoff to take place September 6 in Newark, New Jersey. Crew was reminded to clean up after themselves in messhall and to allow plenty of time when renewing documents. Secretary reminded mariners to remove lint from dryer as it could cause a fire. No beefs or disputed OT reported. It was noted that grill in galley needed to be fixed and dishwasher needed a new heating element. Steward department was thanked for good food. Next port: Newark, New Jersey.

MAERSK KENSINGTON (Maersk Line, Limited), August 21 – Chairman **Magdy H. Balat**, Secretary **Cleto S. Lindong**, Educational Director **Brian Sengelaub**. Chairman thanked everyone for helping keep ship clean and also thanked steward department for tasty meals. Secretary advised members to check expiration dates on documents and urged departing members to leave rooms clean for replacements. Educational director encouraged fellow members to pay their dues and contribute to SPAD (Seafarers Political Activity Donation) so the union can support those who support maritime. No beefs or disputed OT reported. Members would like Wi-Fi and satellite TV aboard ship. Recommendations were made regarding dental and vision benefits. Next port: Newark, New Jersey.

MAERSK OHIO (Maersk Line, Limited), August 21 – Chairman **James L. Joyce**, Secretary **Christina A. Mateer**, Deck Delegate **Richard Sandiford**, Engine Delegate **Troy Fleming**, Steward Delegate **Munasar Muthana**. Chairman expressed gratitude to crew for safe voyage. Steward department was thanked for great food, clean ship and excellent salad bar. Secretary reported a good trip and great crew. Educational director advised mariners to enhance skills at maritime training center in Piney

Point, Maryland. No beefs or disputed OT reported. Seafarers were urged to keep documents current. No beefs or disputed OT reported. Crew read and discussed a letter regarding manpower situation. Suggestions were made pertaining to vacation and pension benefits. Next ports: Newark, New Jersey, Baltimore and Norfolk, Virginia.

MARJORIE C (TOTE), August 30 – Chairman **Daniel J. Davenport**, Secretary **Samuel P. Sinclair**, Educational Director **Mark D. Campbell**, Deck Delegate **Billy Cooley**, Engine Delegate **Abdul S. Mohsen**, Steward Delegate **Jatniel Aguilera**. Chairman encouraged SIU members to request an absentee ballot if they were unable to make it to the union hall to vote in the union election. He also informed them that direct deposit of vacation checks is now available. Secretary reminded everyone to make sure rooms were supplied with fresh linen for upcoming crew changes. Educational director urged mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when renewing merchant mariner credential after January 1, 2017. No beefs or disputed OT reported. Crew extended thanks to GVAs for keeping house exceptionally sanitary. Steward department was thanked for providing a wide variety of nutritious meals that cater to dietary and cultural needs.

SEAKAY SPIRIT (Keystone), August 28 – Chairman **Wayne Ricard**, Secretary **Louis J. Johnson**, Educational Director **Rickey J. Pettaway**, Engine Delegate **Daniel Tapley**, Steward Delegate **Juan Palacios**. Chairman urged mariners to keep documents up-to-date. Educational director encouraged members to enhance their skills at the Paul Hall Center to excel in their positions. Treasurer reported \$1,375 in ships fund. No beefs or disputed OT reported. Article from *Seafarers LOG* regarding the much-improved dental plan was posted for crew to read. Mariners requested cable boxes for crew rooms. Motion was made to increase pension.

OCEAN GRAND (Crowley), September 3 – Chairman **Eddie E. Hall**, Secretary **Michael L. Sanders**, Educational Director **Gene T. Gallosa**, Deck Delegate **Billy Watson**, Engine Delegate **Fayed Ahmed**. Chairman reported improvement aboard vessel. Educational director discussed importance of upgrading skills at the Paul Hall Center in Piney Point, Maryland. No beefs or disputed OT reported. Crew talked about how crucial the Jones Act is for U.S. security. Discussion was held regarding Seafarers Health and Benefits Plan scholarship program.

ST. LOUIS EXPRESS (Crowley), September 11 – Chairman **Abel Vazquez**, Secretary **Marlon A. Battad**, Educational Director

With Seafarers (and Sen. Schatz) in Hawaii



U.S. Sen. Brian Schatz (D-Hawaii) (fourth from right) is pictured at the SIU hall in Honolulu, with Seafarers, Port Agent Hazel Galbiso (second from left) and Safety Director Amber Akana (standing directly next to port agent).



ACU Tracy Crum, Recertified Steward Richard Paulson, Chief Cook Ali Munsar Mahimahi



Recertified Steward Robert Mosley, Recertified Bosun Daniel Ticer, QEE Thomas Flynn Horizon Pacific



Chief Cook Ali Munsar Mahimahi



Recertified Steward Richard Paulson Mahimahi

Christopher M. Eason, Deck Delegate **Celso Castro**, Engine Delegate **Jerome Doods**. Chairman stated ship had a good trip and acknowledged all SIU crew for a job well done. He encouraged everyone to donate to SPAD and MDL. Secretary thanked crew for helping keep

public areas and laundry facilities clean. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to expiration dates of documents. No beefs or disputed OT reported. Suggestion was made to lower seafarers requirements to qualify for

pension benefits. Crew requested internet access and bigger microwave. Steward department was thanked for a job well done. Engine department urged crew to report any drain/toilet issues and take care of washer and dryer. Next ports: Charleston, South Carolina and Houston.



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12/16

'They Make Us All Proud'

Seafarers Step Up for 10th Year of 'Paint Tacoma' Participation

Despite the decade-long record of enthusiastic volunteerism by SIU members in the Pacific Northwest, one could be forgiven for looking for any signs of a letup. After all, the two annual projects spearheaded from the SIU hall in Tacoma, Washington, can be time-consuming and (for the summertime undertaking) labor-intensive.

No such indications exist, though, as evidenced by the large turnout for this year's Paint Tacoma-Pierce Beautiful project, which drew 40 Seafarers, family members and union employees. For the tenth straight year, Seafarers were part of a larger effort that normally draws hundreds of volunteers across the region who repaint houses for elderly, disabled and low-income homeowners. The campaign itself (commonly referred to as Paint Tacoma) was founded in 1985 by Associated Ministries; last year, more than 400 volunteers worked on 24 homes.

"Tacoma Seafarers never cease to amaze me with their willingness to step up to the plate and take a mighty swing," said Port Agent Joe Vincenzo, who also noted that the SIU's other annual outreach (toy donations for military families) already is well under way. "They make us all proud and flesh out our story – even if only a little – about who we are and what we stand for in addition to our service aboard U.S.-

flag commercial and military vessels."

Vincenzo commended this year's group for its attention to detail and constant willingness to do whatever was required to ensure success. The work took place from late July to early August.

"As you can imagine, it's no small task to paint a house soup to nuts," he explained. "Whether from the initial consultation with a technical advisor and homeowner, to pressure-washing and scraping, priming and painting, and cutting in and finishing, it amounts to literally hundreds of man-hours. This is their chance to hit a home run and round the bases and feel good about themselves, both as individuals and as Seafarers."

'It Looks Beautiful'

Kathleen Gladson was this year's beneficiary of the SIU group's work, and the disabled senior citizen had plenty of good things to say about the Seafarers.

"They spent at least a week on the property and they did a very good job," she said. "I've [utilized] Paint Tacoma before but this group did a much better job. They did two coats and I think it'll hold a lot better. It looks beautiful."

For a couple of longtime members, 2016 offered the first chance to participate in Paint Tacoma.

"I've always been at sea when this was

going on, so this was my first time," said Recertified Steward **Scott Opsahl**. "You just drive by and jump in."

Opsahl said he enjoyed the teamwork at the 100-year-old home, and was glad the weather proved favorable.

"There was a lot of camaraderie," he said. "There's a lot of work but you're also having a good time, joking around. It helps spread the word that Seafarers work in the community. I was happy to do it – I jumped at the chance."

Similarly, Recertified Bosun **Thomas MacGregor** said he "signed up because I've been wanting to do it for so long. It's a really great program but I've been at sea every other time."

The experience didn't disappoint the bosun. "I like that our union gives back to the community here in Tacoma," he stated. "That's why I did it. I wanted to be part of the solution. I enjoyed it and hopefully I'll be in between ships next year and be able to participate again."

MacGregor also dispelled a good-natured but inaccurate portrayal of merchant mariners as less than adept with brushes and rollers.

"There used to be a running joke about an advertisement that said, 'Painters Needed – Seamen Need Not Apply,'" he noted. "That's not true. We're good paint-

ers. We did a good job and made sure it was quality work."

For **AB Francis Miller**, Paint Tacoma is "something I look forward to. I do it every year if I'm not on a ship," he said. "It's fun. Everybody comes together and it's almost like we're out on a ship. It's a good time and the homeowner is always happy."

Miller said this year's work "went really smooth. We tend to find there are some [additional] problems with the houses. This time it was rotting wood on the back of the garage, and we replaced that. They get a little more than a paint job sometimes."

He concluded, "We're happy to give the help, and if any Tacoma members are around in July, we definitely can use all the help we can get every time. Maybe in a couple of years, we can do two houses."

Such a development wouldn't surprise Vincenzo, who along with SIU Administrative Assistant Brenda Flesner coordinates the union's involvement.

"One of the many things I have found to be true in all these years is that most Seafarers are proud unionists," Vincenzo said. "They understand the importance of community service. Not all will lend a hand but most will if you ask them. ... I am humbled by their commitment and hard work and I am proud to be their port agent."



OMU Abdulaziz Alsina



AB Luvertis Alford



From left, Luvertis Alford, Don Anderson and Richard Szabo continue the work.



AB Ryan Hill



Recertified Bosun Greg Agren



AB Francis Miller



Seafarers spruce up a home in Tacoma.



BAB Gerret Jarman, Recertified Bosun Thomas MacGregor



DEU Dionesio Monteclaro, Chief Cook Hernandez Basilan



OMU Nasr Sharif, OMU Austin Anderson



SA Rene Caballero



AB Abdulhak Ahmed



The SIU volunteers included (kneeling, from left) Richard Szabo, Mark Lata, Sagou Kassogue, Nasr Sharif, infant Tatum and dad Marcus Hugee, (standing) Ahmed Almrasi, Arlie Villasor, Peter Stoker, Francis Miller, Ryan Scott, Ben Anderson, Luvertis Alford, Don Anderson, Rene Caballero, Austin Anderson, Jozef Ignaczak, Joe Vincenzo and Abdulaziz Alsina.

List of SIU Volunteers

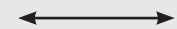
These are the individuals who comprised the SIU team for the 2016 Paint Tacoma project:

- Port Agent Joe Vincenzo
- Administrative Assistant Brenda Flesner
- Safety Director Ben Anderson
- Representative Warren Asp
- Nicoli Delia (Brenda's son)
- Retired SIU official Don Anderson
- SREC Scott Opsahl
- BREC Greg Agren
- BREC Thomas MacGregor
- BREC Richard Szabo
- BREC Paul Cadran
- ABM Abdulhak Ahmed
- ABM Alfie Cicat
- BAB Jozef Ignaczak
- BAB Gerret Jarman
- ABM Marcus Hugee (with new baby boy Tatum)
- AB Nicholas Gustafson
- AB Mitchell French
- AB Francis Miller
- AB Luvertis Alford
- AB Ryan Scott
- AB Luisito Tabada
- AB Ryan Hill
- AB Peter Stoker
- AB Gregory Sharp
- QMED David "Levi" Kelch
- OMU Austin Anderson
- OMU Abdulaziz Alsina
- OMU Arlie Villasor
- OMU Nasr Sharif
- GUDE Sagou Kassogue
- GUDE Joseph Ritchey
- GUDE Ahmed Almrasi
- GUDE Dionesio Monteclaro
- GUDE Mark Lata
- GUDE Ayesha Ahmed
- GUDE Andrew Bell
- Chief Cook Hernandez Basilan
- SA Rupert Henry
- SA Rene Caballero

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

625 N. York St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

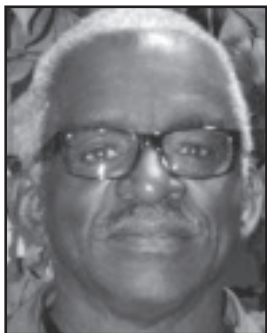
510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4000



Inquiring Seafarer

This month's question was answered by members of the Paul Hall Center's most recent bosun recertification class and by an AB who stopped by headquarters.

Question: Why did you join the SIU and why have you remained with the union?



Bernard Baker
Recertified Bosun

I joined the union in 1993 after 23 years in the Navy. I thought about getting my license, but then I got my first bosun's job and stuck with it from there. I love the time off, too. I couldn't do an 8-to-5 job.



Ron Sagadraca
Recertified Bosun

I was influenced by a good friend who is also an SIU member. I met really good shipmates and as the years went by I could see I was building a solid foundation, making good money, traveling and being independent.



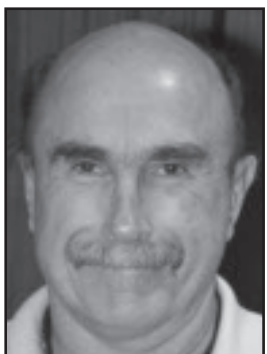
Paul Innis
Recertified Bosun

I was in the NMU when the merger happened (in 2001). I come from a seafaring background – my uncles sailed. There are many reasons I love being a seaman. I love my job and it's good money, too.



Kenny Abrahamson
Recertified Bosun

I joined the SIU as an apprentice. It gave me a start to secure a good living. I remained with the union because I knew was part of a great organization that looks to the future without forgetting its past.



James Blitch
Recertified Bosun

I got into the SIU to see the world. I have stayed because of great jobs and the great experiences in life I've had. I've made a lot of friends, and after starting a family, this career helped me support them.



Theophilus Essien
AB

I joined in 2011 and I love it. My uncle was a steward; he told me it's a good career, you can travel and see the world. The SIU has given me lots of opportunities and chances to upgrade. I just love it.

Pic From The Past



The tanker SS *W. Alton Jones*, built for Seafarers-contracted Cities Service for international trade, is pictured in March 1959 at the Uddevalla Shipyard in Sweden, just before the vessel's launch. At that time, the 824-foot-long ship was the largest tanker ever built in Europe.

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

Address Change Reminder

Member address changes for the *Seafarers LOG* must be submitted in writing or updated through the member portal. Please mail address changes to: Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746, or email to mdobry@seafarers.org. The updated address will become your permanent address for all union mailings and will remain on file unless otherwise changed by you personally.

December 2016 & January 2017 Membership Meetings

Piney Point.....Monday: December 5, *Tuesday: January 3
 Algonac.....Friday: December 9, January 6
 Baltimore.....Thursday: December 8, January 5
 Guam.....Thursday: December 22, January 19
 Honolulu.....Friday: December 16, January 13
 Houston.....Monday: December 12, January 9
 Jacksonville.....Thursday: December 8, January 5
 Joliet.....Thursday: December 15, January 12
 Mobile.....Wednesday: December 14, January 11
 New Orleans.....Tuesday: December 13, January 10
 Jersey City.....Tuesday: December 6, January 3
 Norfolk.....Thursday: December 8, January 5
 Oakland.....Thursday: December 15, January 12
 Philadelphia.....Wednesday: December 7, January 4
 Port Everglades.....Thursday: December 15, January 12
 San Juan.....Thursday: December 8, January 5
 St. Louis.....Friday: December 16, January 13
 Tacoma.....Friday: December 23, January 20
 Wilmington.....Monday: December 19, **Tuesday, January 17

*Piney Point change created by New Year's Day Holiday

**Wilmington change created by Martin Luther King Day Observance

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



Help Make Our Voices Heard on Capitol Hill!

Contribute regularly to

SPAD

(Seafarers Political Activity Donation)

Dispatchers' Report for Deep Sea

October 16, 2016 - November 13, 2016

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	All Groups A	All Groups B	All Groups C	All Groups A	All Groups B	All Groups C		All Groups A	All Groups B	All Groups C
Deck Department										
Algonac	14	2	1	11	14	0	0	17	9	1
Anchorage	0	2	1	1	0	0	0	2	3	1
Baltimore	6	7	4	4	6	1	3	8	5	4
Fort Lauderdale	10	9	3	7	10	1	7	31	12	9
Guam	3	3	0	1	1	0	0	5	5	0
Harvey	12	1	1	11	0	1	6	16	3	3
Honolulu	11	5	2	4	7	0	3	24	12	2
Houston	34	10	7	33	8	3	18	83	19	26
Jacksonville	32	11	9	28	11	4	20	75	24	18
Jersey City	29	10	4	28	6	2	14	57	26	5
Joliet	2	3	2	5	2	0	0	4	5	3
Mobile	6	3	2	7	1	1	3	14	4	2
Norfolk	16	11	2	11	10	3	2	36	31	3
Oakland	16	5	1	13	4	0	7	37	8	3
Philadelphia	4	4	0	6	6	0	1	5	4	0
Piney Point	5	3	0	1	0	0	0	3	6	0
Puerto Rico	9	5	0	3	1	0	2	10	10	0
Tacoma	24	7	4	31	4	4	14	72	13	2
St. Louis	4	1	1	1	2	1	0	6	0	1
Wilmington	21	8	2	19	7	3	7	41	15	15
TOTALS	258	110	46	225	100	24	107	546	214	98
Engine Department										
Algonac	2	3	1	3	2	1	0	4	4	0
Anchorage	1	0	0	0	0	0	0	2	0	0
Baltimore	6	3	1	5	2	2	1	5	5	1
Fort Lauderdale	5	11	0	6	7	0	1	10	11	0
Guam	0	1	1	0	0	0	0	1	1	1
Harvey	3	1	0	2	4	0	3	8	1	0
Honolulu	8	4	0	5	1	0	3	16	10	0
Houston	9	5	2	15	5	1	7	35	14	1
Jacksonville	15	11	3	13	4	2	4	26	23	3
Jersey City	13	8	3	9	5	1	8	26	14	2
Joliet	4	1	0	2	3	0	0	2	1	0
Mobile	7	1	1	5	4	0	2	9	4	3
Norfolk	8	10	2	7	6	2	6	23	18	2
Oakland	4	4	1	6	2	0	2	22	8	2
Philadelphia	1	3	0	2	1	0	1	3	4	0
Piney Point	3	2	1	1	2	0	0	2	2	0
Puerto Rico	2	3	0	2	3	0	1	7	7	0
Tacoma	12	2	2	10	8	2	7	28	17	4
St. Louis	0	0	1	0	0	1	0	2	2	0
Wilmington	12	7	0	11	6	1	6	29	15	10
TOTALS	115	80	19	104	65	13	52	260	161	29
Steward Department										
Algonac	3	3	1	3	1	0	0	5	3	1
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	2	0	0	2	0	0	0	3	1	0
Fort Lauderdale	9	3	1	11	4	0	2	12	3	1
Guam	0	1	0	0	1	0	0	1	1	0
Harvey	6	0	0	5	1	0	2	11	0	0
Honolulu	9	1	1	10	0	0	5	24	2	1
Houston	17	5	1	13	3	0	6	36	12	1
Jacksonville	18	3	0	9	8	0	5	31	6	3
Jersey City	7	3	0	9	0	0	2	11	6	0
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	1	0	0	2	3	1	2	5	2	0
Norfolk	19	5	1	17	3	1	8	30	15	4
Oakland	9	5	1	9	4	2	2	31	7	0
Philadelphia	1	1	1	2	0	1	0	2	3	0
Piney Point	8	0	0	0	0	1	0	9	3	0
Puerto Rico	2	2	0	0	3	1	2	3	4	1
Tacoma	9	1	1	12	2	0	4	19	1	1
St. Louis	2	0	0	2	0	0	0	5	0	0
Wilmington	23	4	1	18	1	2	12	38	16	1
TOTALS	145	38	9	124	34	9	52	277	86	15
Entry Department										
Algonac	3	11	3	3	7	5	1	2	16	4
Anchorage	0	0	0	0	0	0	0	0	1	1
Baltimore	0	0	0	0	1	0	0	0	1	0
Fort Lauderdale	2	5	3	0	4	0	0	2	6	6
Guam	0	0	0	0	0	0	0	0	1	0
Harvey	0	2	1	0	0	0	0	0	3	4
Honolulu	2	3	6	2	4	3	1	1	14	10
Houston	1	8	5	1	7	4	1	2	18	13
Jacksonville	2	8	21	2	6	10	3	3	18	61
Jersey City	1	15	5	1	3	0	0	5	31	8
Joliet	0	0	1	0	1	1	0	0	0	1
Mobile	0	0	0	0	0	0	0	4	2	3
Norfolk	0	13	7	0	10	3	3	0	28	17
Oakland	5	6	5	2	4	3	0	7	12	15
Philadelphia	0	1	1	0	0	1	0	0	1	1
Piney Point	0	2	7	0	0	8	2	0	3	5
Puerto Rico	1	0	0	1	0	0	0	1	0	0
Tacoma	4	10	5	3	6	3	2	11	20	10
St. Louis	0	1	0	0	0	0	0	0	2	0
Wilmington	1	5	9	2	4	11	1	3	29	30
TOTALS	22	90	79	17	57	52	14	41	206	189
GRAND TOTAL:	540	318	153	470	256	98	225	1,124	667	331

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

RAMON ALI

Brother Ramon Ali, 68, started sailing with the Seafarers in 1967. He was initially employed on the *Steel Design*. Brother Ali worked in the engine department. He attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Brother Ali's most recent trip was aboard the *LNG Virgo*. He is a resident of Bronx, New York.

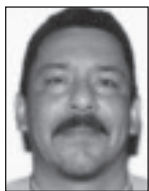


THOMAS ALLEN

Brother Thomas Allen, 81, began sailing with the SIU in 2000. He originally shipped on the *USNS Loyal*. Brother Allen enhanced his skills twice at the SIU-affiliated school in Piney Point, Maryland. He was born in Boston and sailed in the steward department. Brother Allen's last vessel was the *APL Cyprine*. He lives in East Wareham, Massachusetts.

ARLINGTON AYUSO

Brother Arlington Ayuso, 64, joined the SIU in 2001 when the NMU merged into the Seafarers International Union. He took advantage of educational opportunities available on two occasions at the Piney Point school. Brother Ayuso sailed in



the deck and engine departments, and his final ship was the *Maersk Vermont*. He calls New York home.

CECILIO BANGA

Brother Cecilio Banga, 67, donned the union colors in 1988. His first ship was the *Long Lines*; his most recent, the *TYCO Decisive*. Brother Banga upgraded several times at the Piney Point school. He worked in the engine department and now resides in Ewa Beach, Hawaii.



EUGENE BEDARD

Brother Eugene Bedard, 70, became a Seafarer in 1998 in Houston. The engine department member initially sailed in the inland division with G&H Towing. On two occasions, Brother Bedard upgraded at the Paul Hall Center. He last shipped aboard the *Cape Hudson*. Brother Bedard makes his home in Texas City, Texas.



MICHAEL BEDNEY

Brother Michael Bedney, 65, signed on with the SIU in 2001 during SIU/NMU merger. He was born in Seattle and upgraded in 2001 at the maritime training center in Piney Point, Maryland. Brother Bedney was a member of the deck department. His last trip was on the *Alaskan Legend*. Brother Bedney now calls Malo, Washington, home.



GEORGE BOWDEN

Brother George Bowden, 62, joined the union in 1973. He first shipped aboard the *Overseas Progress*. Brother Bowden attended classes often at the union-affiliated school in Piney Point, Maryland. He worked in the deck department and concluded his career on the *Equality State*. Brother Bowden was born in Virginia and settled in that commonwealth in the town of Chesapeake.

SELLERS BROOKS

Brother Sellers Brooks, 50, first shipped aboard the *Diamond State* in 1990. He sailed in the engine department. Brother Brooks most recently worked in the inland division with G&H Towing. He resides in Century, Florida.



DAVID BROWN

Brother David Brown, 62, became a union member in 1992 in Norfolk, Virginia. He initially worked aboard the *1st Lt. Jack Lummus*. Brother Brown, a native of Minneapolis, shipped in the deck department. He upgraded three times at the SIU-affiliated school. Brother Brown's most recent ship was the *Flickertail State*. He makes his home in Williamsburg, Virginia.



CHARLES BUCKLEY

Brother Charles Buckley, 65, joined the SIU ranks in 2002. His first voyage was on the *LTC John Page*. Brother Buckley was born in Chicago. He upgraded in 2007 at the Piney Point school. Brother Buckley sailed in the deck department, and his last voyage was aboard the *USNS Dahl*. Brother Buckley calls Blaine, Washington, home.



LUIS CABALLERO

Brother Luis Caballero, 66, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. A native of Honduras, he sailed in the steward department. Brother Caballero last shipped aboard the *Alliance Norfolk*. He frequently took advantage of educational opportunities available at the Paul Hall Center. Brother Caballero is a resident of Bronx, New York.



EDILBERTO CATEIL

Brother Edilberto Cateil, 65, signed on with the union in 1989. He primarily worked on the *Independence*. A member of the steward department, Brother Cateil was born in the Philippines. He now resides in Tucson, Arizona.



FRANKLYN CORDERO

Brother Franklyn Cordero, 63, began his seafaring career in 1972. He initially sailed aboard the *Long Lines*. Brother Cordero was born in New York and worked in the steward department. He upgraded his skills numerous times at the Paul Hall Center. Brother Cordero's final ship was the *Maersk Kentucky*. He makes his home in Honesdale, Pennsylvania.



EDWARD CRAIG

Brother Edward Craig, 65, donned the SIU colors in 1973. He attended classes frequently at the Piney Point school. Brother Craig first sailed aboard the *Van Defender*. His most recent trip was on the *Value*. Brother Craig sailed in the engine department and now resides in Newton Hamilton, Pennsylvania.



DONNA DECESARE

Sister Donna DeCesare, 60, joined the SIU ranks in 1989. She originally worked aboard the *Independence* and was a frequent upgrader in Piney Point. The steward department member finished her career on the *Overseas Cascade*. Sister DeCesare was born in Rhode Island and now calls Texas City, Texas, home.



WILLIAM FIELDING

Brother William Fielding, 65, became an SIU member in 1990. He upgraded his skills on three occasions at the Piney Point school. Brother Fielding initially sailed aboard the *USNS Altair*. He worked in the deck department. Brother Fielding's most recent vessel was the *H. Lee White*. He is a resident of Campbellsville, Kentucky.



CHARLES FOLEY

Brother Charles Foley, 62, began shipping with the union in 1976. He enhanced his skills often at the maritime training center in Piney Point, Maryland. Brother Foley was originally employed aboard the *Allegiance*. He sailed in the deck department. Prior to his retirement, Brother Foley worked on the *Overseas New York*. He makes his home in Ararat, Virginia.



DAVID FREEMAN

Brother David Freeman, 62, started sailing with the SIU in 1979. He first shipped aboard the *Ogden Traveler*. Brother Freeman attended classes on three occasions at the Paul Hall Center. He worked in the deck department. Brother Freeman's final trip to sea was on the *Maersk Idaho*. He lives in Fort Lauderdale, Florida.



RONALD HUTCHISON

Brother Ronald Hutchison, 66, donned the SIU colors in 1970. He was initially employed aboard the *Buckeye Victory*. Brother Hutchison, a native of the Philippines, sailed in the deck department, most recently on the *1st Lt. Baldomero Lopez*. In 1998, Brother Hutchison upgraded at the Piney Point school. He is a resident of National City, California.

MCKINLEY JONES

Brother McKinley Jones, 59, joined the Seafarers in 1990. His first trip was aboard the *USNS Persistent*. Brother Jones enhanced his skills frequently at the union-affiliated school in Piney Point, Maryland. He was a member of the steward department. Brother Jones' final ship was the *Seabulk Arctic*. He calls Portsmouth, Virginia, home.



THOMAS KELTON

Brother Thomas Kelton, 58, became a union member in 1978. He started his career working aboard a Waterman Steamship Company vessel. Brother Kelton sailed in the deck department. In 1978 and 2003, he took advantage of educational opportunities available at the Paul Hall Center. Brother Kelton's most recent trip was on the *Tacoma*. He lives in Gig Harbor, Washington.

TIMOTHY KOEBEL

Brother Timothy Koebel, 67, started shipping with the SIU in 1979. He was originally employed aboard the *Monticello*. Brother Koebel sailed in the deck department. He upgraded often at the Seafarers-affiliated school in Maryland. Brother Koebel last worked on the *Charleston*. He is a resident of Portland, Oregon.



MICHAEL LEVAN

Brother Michael Levan, 65, signed on with the SIU in 1969. His first ship was the *Summit*; his last, the *Independence*. A member of the engine department, Brother Levan attended classes in 1973 at the Piney Point school. He resides in Lomita, California.



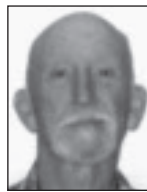
KEVIN MONTEIRO

Brother Kevin Monteiro, 63, donned the SIU colors in 2001 during the SIU/NMU merger. The deck department member's most recent ship was the *Honor*. Brother Monteiro upgraded in 2010 at the Paul Hall Center. He makes his home in Chesterfield, Virginia.



RAYMOND NATERLIN

Brother Raymond Naterlin, 67, began shipping with the union in 1999. He enhanced his skills in 2001 at the maritime training center in Piney Point, Maryland. Brother Naterlin originally worked aboard the *Overseas Boston*. He sailed in the deck department. Before his retirement, Brother Naterlin sailed on the *Pride of America*. He lives in Gig Harbor, Washington.



Continued on next page

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.

Continued from Page 14

THOMAS O'DONNELL



Brother Thomas O'Donnell, 77, joined the NMU prior to the 2001 merger with the Seafarers International Union. He is a resident of Portland, Maine.

MOHAMED OMAR

Brother Mohamed Omar, 65, became a Seafarer in 1987. The steward department member initially sailed aboard the *Lurline*. Brother Omar was born in Yemen. He last shipped on the *Moku Pahu*. Brother Omar makes his home in Dearborn, Michigan.

ANIBAL PLATA

Brother Anibal Plata, 65, joined the SIU ranks in 1980. He originally worked aboard the *Flora*. Brother Plata was born in Ecuador and finished his career on the *Samuel L. Cobb*. He was a deck department member. Brother Plata calls Culebra, Puerto Rico, home.

WILLIAM RICHARDS

Brother William Richards, 66, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. He upgraded in 2006 at the Piney Point school and worked in the deck department. Brother Richards' final trip was aboard the *Maersk Kentucky*. He was born in New York and now resides Littleton, New Hampshire.



RENE ROSARIO

Brother Rene Rosario, 62, became a union member in 1976. He initially worked with IBC Company. Brother Rosario shipped in the engine department. He upgraded numerous times at the SIU-affiliated school. Brother Rosario's most recent ship was the *Safmarine Ngami*. He makes his home in Spring Hill, Florida.



IRWIN ROUSSEAU

Brother Irwin Rousseau, 69, started sailing with the SIU in 1986. He enhanced his skills in 1994 at the union-affiliated school in Piney Point, Maryland. A member of the engine department, Brother Rousseau's first ship was the *USNS Pollux*; his last



was the *USNS Bellatrix*. He is a resident of Kenner, Louisiana.

RAMON SANCHEZ

Brother Ramon Sanchez, 68, joined the SIU in 1998 in Houston. He initially sailed on the *Mt. Washington*. Brother Sanchez was born in Honduras and worked in all three departments. He upgraded in 2001 and 2012 at the Piney Point school. Brother Sanchez most recently shipped aboard the *Cape Trinity*. He calls Houston home.



RUDY SANTOS

Brother Rudy Santos, 63, became a union member in 1981. He was first employed on the *Independence*. Brother Santos sailed in the deck department. In 1996 and 2002, he took advantage of educational opportunities available at the Paul Hall Center. Brother Santos' final trip was aboard the *Horizon Spirit*. He lives in Long Beach, California.



PEDRO SELLAN

Brother Pedro Sellan, 65, signed on with the SIU in 1980. He originally sailed with InterOcean American Shipping Corporation. Brother Sellan worked in the steward department. He upgraded often at the Piney Point school. Brother Sellan last shipped on the *APL Cyprine*. He resides in Miramar, Florida.



JOSE SEPULVEDA

Brother Jose Sepulveda, 67, started shipping with the Seafarers in 1994 in Jacksonville, Florida. He was initially employed aboard the *USNS Algol*. Brother Sepulveda worked in all three departments and frequently attended classes at the union-affiliated school in Maryland. Brother Sepulveda last worked on the *Liberty Star*. He is a resident of Houston.

RONALD SMITH

Brother Ronald Smith, 68, donned the SIU colors in 2001 during the SIU/NMU merger. The engine department member's most recent ship was the *Maersk Kinloss*. Brother Smith upgraded in 2012 at the Paul Hall Center. He makes his home in Jamaica, New York.



HERMAN THEIN

Brother Herman Thein, 72, joined the SIU ranks in 2001. He first sailed on the *Overseas Chicago*. Brother Thein shipped in deck department. His final trip was aboard the *Green Bay*. Brother Thein calls Oak Harbor, Washington, home.

KNOLLY WILTSHIRE

Brother Knolly Wiltshire, 69, began his union career in 1974. He was originally employed aboard the *Overseas Alice*. Brother Wiltshire frequently took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last sailed on the *Maersk Idaho*. Brother Wiltshire, who sailed in the engine department, lives in Brooklyn, New York.

ROBERTO ZEPEDA

Brother Roberto Zepeda, 58, became an SIU member in 1976. He initially sailed in the inland division with G&H Towing. Brother Zepeda enhanced his skills often at the Piney Point school. The deck department member most recently shipped aboard the *Maersk Carolina*. Brother Zepeda makes his home in Texas City, Texas.



INLAND

SAM BAFFOE

Brother Sam Baffoe, 66, donned the SIU colors in 2003 in Philadelphia. He was originally employed on the *Riverlink*. Brother Baffoe was a member of the deck department. The Ghana native last worked aboard the *Liberty Island*. Brother Baffoe upgraded twice at the Paul Hall Center. He resides in Camden, New Jersey.



WILLIAM BLOCK

Brother William Block, 62, signed on with the SIU in 1999. He primarily shipped with Alabama Pilot Inc. Brother Block worked in the deck department. In 2000, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother Block is a resident of Dauphin Island, Alabama.



DONALD BRANDS

Brother Donald Brands, 66, began his SIU career in 1978. He was originally employed with the IBC Company. Brother Brands



last sailed on a Harley Marine New York vessel. He was a member of the deck department and lives in Bayport, New York.

THOMAS BURKE

Brother Thomas Burke, 62, started sailing with the union in 1973. He initially shipped aboard Hudson Waterways' *Explorer*. Brother Burke was a deck department member. He upgraded numerous times at the Piney Point school. Brother Burke most recently worked with Crowley Towing & Transportation of Wilmington. He calls Huntington Beach, California, home.



JEFFREY DAVIS

Brother Jeffrey Davis, 62, became an SIU member in 1975. He was first employed in the deep sea division on the *Yukon*. Brother Davis sailed in the deck department. He often took advantage of educational opportunities available at the Paul Hall Center. Brother Davis' final trip was aboard a Crowley Towing & Transportation of Jacksonville vessel. He lives in Tall Timbers, Maryland.

JOHN MACKEY

Brother John Mackey, 69, started shipping with the union in 2008. He mainly sailed aboard vessels operated by OSG Ship Management. Brother Mackey attended classes frequently at the Piney Point school. The deck department member makes his home in Jacksonville, Florida.

DANNY MIXON

Brother Danny Mixon, 62, first donned the SIU colors in 1989 in Houston. He worked with G&H Towing for the duration of his career. The former deck department member resides in Cushing, Texas.



BRUCE MURPHY

Brother Bruce Murphy, 69, joined the union in 2001. He originally shipped with Penn Maritime Inc. Brother Murphy worked in the engine department. He was last employed with Intrepid Personnel & Provisioning. Brother Murphy enhanced his skills often at the SIU-affiliated school. He is a resident of Port Charlotte, Florida.



RANDALL SCOTT

Brother Randall Scott, 62, began sailing with the SIU in 2003. He primarily shipped with Crowley Towing & Transportation of Jacksonville. Brother Scott was a deck department member and upgraded in 2014 in Piney Point, Maryland. He calls Tallahassee, Florida, home.

SCOTT TRESTER

Brother Scott Trester, 62, first donned the SIU colors in 1979. He worked with Crowley Towing & Transportation of Jacksonville for the duration of his career. The deck department member upgraded numerous times at the union-affiliated school. Brother Trester lives in St. Augustine, Florida.



ROBERT TYLER

Brother Robert Tyler, 64, started his seafaring career in 1976. He initially shipped with Mariner Towing. Brother Tyler sailed as a member of the deck department. In 1984 and 1985, he took advantage of educational opportunities available at the union-affiliated school in Maryland. Brother Tyler's most recent trip was with OSG Ship Management. He resides in Winter Garden, Florida.



GREAT LAKES

RAYMOND GROH

Brother Raymond Groh, 65, joined the union ranks in 1970, initially shipping on the *JA Kling*. The Wisconsin native sailed in the deck department. His final ship was the *Southdown Challenger*. Brother Groh settled in Houston.

FREDERICK GUNN

Brother Frederick Gunn, 62, became an SIU member in 1972. He worked with Luedtke Engineering Company for the duration of his career. Brother Gunn makes his home in Cleveland, Ohio.



Final Departures



DEEP SEA

JAMES BILLINGTON

Pensioner James Billington, 83, passed away August 13. He became an SIU member in 1976. Brother Billington initially worked in the inland division with Crowley Towing of Jacksonville. He was born in New Jersey and sailed in the steward department. Brother Billington's final ship was the *USNS Charlton*. He became a pensioner in 2002 and settled in St. Augustine, Florida.



RICHARD BRADFORD

Pensioner Richard Bradford, 74, died August 25. Brother Bradford started his seafaring career in 1966. His first ship was the *Chilore*. Brother Bradford sailed in the deck department. He last sailed on the *American Merlin*. Brother Bradford began receiving his pension in 2000 and was a resident of Salisbury, Maryland.



CHARLES CHRISTIANSEN

Brother Charles Christiansen, 67, passed away May 25. Brother Christiansen originally shipped aboard the *USNS Bowditch*, in 2003. He was born in Bangor, Maine, and sailed in the steward department. Brother Christiansen's last vessel was the *Pfc Dewayne T. Williams*. He made his home in the Northern Mariana Islands.

RANDALL HANKE

Pensioner Randall Hanke, 70, died August 17. Born in California, Brother Hanke joined the union in 1969. He initially worked on the *Cosmos Trader*. Brother Hanke shipped as a member of both the engine and deck departments. Prior to his retirement in 2015, he sailed aboard the *Sagamore*. Brother Hanke called Santa Rosa, California, home.



ARNOLD LOPEZ

Pensioner Arnold Lopez, 67, passed away July 17. Brother Lopez signed on with the union in 1971, originally working on a Hudson Waterways vessel. He shipped in all departments. Brother Lopez most recently sailed aboard the *Gem State*. He began collecting his retirement pay in 2014. Brother Lopez resided in California.



DAVID MCGREW

Pensioner David McGrew, 69, died August 12. Brother McGrew was a native of Mississippi. A member

of the deck department, he first sailed on the *USNS Regulus* in 1989. Brother McGrew last worked aboard the *Horizon Navigator*. He started receiving his pension in 2012. Brother McGrew was a resident of Ocean Springs, Mississippi.

AMERICO MONTEIRO

Brother Americo Monteiro, 61, passed away September 2. He joined the SIU in 2001 during the SIU/NMU merger. Brother Monteiro was born in Santo Antao, Cape Verde. He was a deck department member. Brother Monteiro's final ship was the *Energy Enterprise*. He settled in Pawtucket, Rhode Island.



MARIO RAMIRO

Pensioner Mario Ramiro, 66, died May 13. Brother Ramiro was born in the Philippines. He started shipping with the SIU in 1991, and first sailed on the *Independence*. His last vessel was the *Long Lines*. Brother Ramiro worked in the steward department. He became a pensioner in 2016 and lived in Hawaii.

WILLIAM STONE

Pensioner William Stone, 68, passed away August 30. He began sailing with the union in 2001. Brother Stone initially shipped on the *El Yunque*. He was a native of Mobile, Alabama, and worked in the engine department. Brother Stone's final voyage was aboard the *Seabulk Challenge*. He retired in 2012 and made his home in Cobbtown, Georgia.

INLAND

STEPHEN HERNICK

Pensioner Stephen Hernick, 84, died August 10. Born in New Jersey, he donned the SIU colors in 1983. Brother Hernick primarily worked with New York Cross Harbor Railroad. He was a deck department member. Brother Hernick began receiving his pension in 1995 and called Montville Township, New Jersey, home.



WILLIAM KRUGER

Pensioner William Kruger, 77, passed away July 16. Brother Kruger started sailing with the SIU in 1977. He mainly worked aboard Crescent Towing & Salvage Company vessels. Brother Kruger was born in St. Paul, Minnesota, and sailed as a member of the deck department. He retired in 2003 and resided in New Orleans.



HORACE LAFRAGE

Pensioner Horace Lafrage, 80, died August 14. He became a union mem-

ber in 1952. Brother Lafrage initially worked in the deep sea division on the *Margaret Brown*. He was born in the Abbottsburg, North Carolina, and sailed in the engine department. Brother Lafrage last shipped aboard a G&H Towing vessel. He went on pension in 1999 and lived in La Marque, Texas.



WILLIE PETTWAY

Pensioner Willie Pettway, 63, passed away August 6. Brother Pettway signed on with the SIU in 2009, originally sailing in the deep sea division on the *Bethex*. A native of Jacksonville, Florida, he worked in the engine department. Brother Pettway was last employed aboard a Crowley Towing of Jacksonville vessel. He started collecting his retirement pay in 2009. Brother Pettway continued to reside Florida.



HENRY RICE

Pensioner Henry Rice, 100, died August 22. Born in North Carolina, Brother Rice began sailing with the SIU in 1957. He primarily was employed with Interstate Oil Transportation Company. Brother Rice became a pensioner in 1979 and made his home in Lowland, North Carolina.

BINFORD SNEAD

Pensioner Binford Snead, 87, passed away July 7. He started shipping with the union in 1961. Brother Snead primarily worked on a Moran Towing of Virginia vessel. He sailed in the deck department. Brother Snead began receiving his pension in 1987. He was a resident of Virginia Beach, Virginia.

JAMES WILKINS

Pensioner James Wilkins, 79, died September 17. Brother Wilkins became an SIU member in 1960. He was initially employed with Gulf Atlantic Transportation Corporation. Brother Wilkins, a deck department member, started collecting his retirement compensation in 1999. He was a North Carolina native but called Chesapeake, Virginia, home.



GREAT LAKES

WAYNE PORTICE

Pensioner Wayne Portice, 73, passed away August 8. The Atlanta native began his SIU career in 1972. Brother Portice was a member of the engine department. His first ship was the *Steel T Crapo*; his last, the *St. Clair*. Brother Portice



went on pension in 2005 and resided in Michigan.

ABDUL SAEED

Pensioner Abdul Saeed, 75, died July 29. Born in Yemen, he donned the SIU colors in 1966. Brother Saeed mainly sailed with American Steamship Company. He worked in both the deck and engine departments. Brother Saeed wrapped up his sailing career in 2001. He settled in Detroit.



NATIONAL MARITIME UNION

JUAN CALIX

Pensioner Juan Calix, 93, passed away July 6. Brother Calix was born in Honduras and started receiving his pension in 1988. He lived in Hialeah, Florida.

SHING CHEUNG

Pensioner Shing Cheung, 97, died September 5. Born in China, Brother Cheung became a pensioner in 1974. He settled in Brooklyn, New York.

LESTER CLARKE

Pensioner Lester Clarke, 96, passed away August 6. Brother Clarke was a native of Jamaica. He began collecting his retirement pay in 1987. Brother Clarke resided in New York.

ROBERT CRUMP

Pensioner Robert Crump, 89, died September 23. Brother Crump was born in Virginia. He went on pension in 1988. Brother Crump made his home in Charles City, Virginia.

MARGIE LEITE

Pensioner Margie Leite, 77, passed away September 5. The New York native started receiving compensation for her retirement in 2008. Sister Leite was a resident of Missouri City, Texas.

FRANK LEVENE

Pensioner Frank Levene, 83, died September 4. Brother Levene was born in Guyana. He became a pensioner in 1998. Brother Levene called Apopka, Florida, home.

FELIX LOPEZ

Pensioner Felix Lopez, 98, passed away August 30. Brother Lopez was born in Cuba. He went on pension in 1974 and lived in North Fort Myers, Florida.

OSCAR MCCULLOUGH

Pensioner Oscar McCullough, 89, died August 30. Born in Warren, South Carolina, Brother McCullough started receiving his pension in 1966. He resided in Nederland, Texas.

JOHN MENTORE

Pensioner John Mentore, 77, passed

away August 12. He was a native of Guyana. Brother Mentore began collecting his pension in 2004. He lived in Brooklyn, New York.

STEPHEN MOCSARY

Pensioner Stephen Mocsary, 90, died September 10. Brother Mocsary was born in Detroit, Michigan. He went on pension in 1995 and made his home in New Port Richey, Florida.



ISMAEL OLAN

Pensioner Ismael Olan, 96, passed away July 27. Born in Puerto Rico, Brother Olan started receiving his pension in 1985. He was a resident of Bronx, New York.

JOSEPH PERFETTO

Pensioner Joseph Perfetto, 88, died September 21. Brother Perfetto was born in New York. He retired in 1999 and resided in Kingston, New York.

GUILLERMO RAMOS

Pensioner Guillermo Ramos, 92, passed away August 20. The Honduras native became a pensioner in 1985. Brother Ramos called New Orleans home.

JOSE ROCHES

Pensioner Jose Roches, 84, died August 14. Brother Roches was born in Honduras. He started collecting his pension in 1996 and was a resident of Milton, Georgia.

JOSE SAENZ

Pensioner Jose Saenz, 85, passed away August 15. A native of Nicaragua, he became a pensioner in 1996. Brother Saenz made his home in South San Francisco, California.

PHILLIP SANFORD

Pensioner Phillip Sanford, 87, died August 6. He was born in Rhode Island. Brother Sanford started collecting his retirement pay in 1969 and lived in Miami.

DANIEL STANLEY

Pensioner Daniel Stanley, 92, passed away August 18. The Honduras native retired in 1991. Brother Stanley called Miami home.

GEORGE STRAUSS

Pensioner George Strauss, 94, died August 5. He was born in Pennsylvania. Brother Strauss began receiving his pension in 1984. He was a resident of Newport News, Virginia.



Paul Hall Center Upgrading Course Information

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

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
Gap Closing Courses		
Engineroom Resource Management	December 10 February 18 June 3	December 16 February 24 June 9
Leadership and Managerial Skills	February 25 June 10	March 3 June 16
Deck Department Upgrading Courses		
Able Seafarer Deck	February 4 April 22 June 17	March 3 May 19 July 14
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
ARPA	January 21 February 25 June 3	January 27 March 3 June 9
ECDIS	January 7 April 8	January 13 April 14
Fast Rescue Boat	May 20	May 26
GMDSS	January 28 May 6 September 2	February 10 May 19 September 15
Lifeboat	January 14 February 11 March 11 April 8 May 6 June 3	January 27 February 24 March 24 April 21 May 19 June 16
Radar Observer	January 7 February 11 May 20	January 20 February 24 June 2
RFPNW	January 7 March 25 May 21	February 3 April 21 June 16
Engine Department Upgrading Courses		
Advanced Refer Containers	January 14	February 10

Title of Course	Start Date	Date of Completion
BAPO	January 7 March 25	February 3 April 21
FOWT	February 25 March 22	March 24 May 19
Junior Engineer	January 7	March 3
Machinist	March 18	April 7
Marine Electrician	January 21	March 17
Marine Refer Tech	March 18	April 7
Pumpman	April 8	April 21
Welding	February 25	March 17
Steward Department Courses		
Advanced Galley Ops	December 31	January 27
Certified Chief Cook	Modules run every other week. The first class of 2017 will start January 2.	
Chief Steward	February 11	March 24
Galley Operations	January 7	February 3
Galley Assessment Program (GAP)	January 14	February 24
ServSafe	February 11	February 17
Safety Upgrading Courses		
Basic Training w/16hr FF	December 10 January 7 January 14 January 28	December 16 January 13 January 20 February 3
Basic Training Revalidation	February 17	February 17
Basic Training/Adv. FF Revalidation	December 10 March 11	December 16 March 17
Combined Basic/Advanced Firefighting	January 14 March 4	January 20 March 10
Government Vessels	January 21 February 18	January 27 February 24
Medical Care Provider	January 21 March 11	January 27 March 17
Tank Barge -DL	April 15	April 21
Tank Ship Familiarization - DL/LG	January 14	January 27
Tank Ship Familiarization - LG	February 25	March 3

UPGRADING APPLICATION

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

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

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

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

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

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

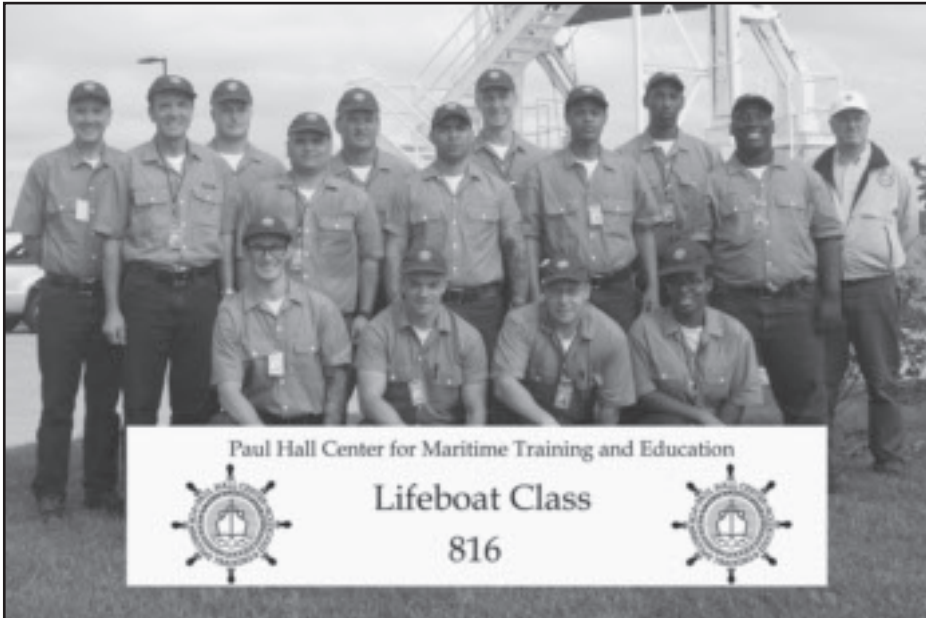
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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_____	_____	_____

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 SIGNATURE _____ DATE _____

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

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

Paul Hall Center Classes



Apprentice Water Survival Class #816 – The following Phase I apprentices (above, in alphabetical order) graduated from this course Oct. 7: Jose Luis Borrero Rodriguez, Daniel Bynum, Kevin Coughlin, Luke Fouilloux, Joseph Franta, Jeffrey Hamer, Deidra Hunter, Bryan Moreira, Thomas Nelson Jr., Samuel Parkinson, Montez Ruffin, James Russell, Benjamin Thuringer and Derrick Walker II. Stan Beck, their instructor, is at the far right.



Water Survival (Upgraders) – Five upgraders completed the enhancement of their skills in this course Oct. 7. Graduating (above, in alphabetical order) were: Christian Borroto Lopez, Melito Dadvivas Daguio, James Fells, Brandon Kernodle and Brian Magill. Class instructor Stan Beck is at the far right.



Welding – The following upgraders (above, in alphabetical order) graduated from this course Oct. 14: Carlos Eduardo Amaya Avila, Jarvis Atkins, Rodriques Antwan Carson, Adrian Darden, Christopher Edwards, Domingos Dos Anjos Ferreira and Nicholas Panagakos. Chris Raley, their instructor, is standing at left in the back row.



BAPO – Eight individuals completed this course Oct. 7. Graduating (above, in alphabetical order) were: Justin Bing, Joshua Claffey, Antrell Jordan, Nicolae Marinescu, Justin Nicholson, Jep Morris Sumpter, Jessica Valentin and Armando Madiaga Vicente. Class instructor Keith Adamson is at the far right. (Note: Not all are pictured.)



Medical Care Provider – Two Seafarers completed their requirements in this course Oct. 7. Graduating were Eric Barrera Cunanan (right) and Sean Wilson (center). John Thomas, their instructor, is at the far left.



Tank Ship Familiarization – The following upgraders (above, in alphabetical order) graduated from this course Oct. 28: Tousif Ahmed, Norman Armstrong, George Bozman, Maurice Antonio Brodie, Robert Gross, Malcolm Holmes, Leslie Jacobs, Jesus Geovannie Ortiz-Rivera, Manuel Orlando Rodriguez, Brandon Webb, Ronald Westerfield and Jason Young. Their instructor, Alan Tupper is at the far right.

Government Vessels – Twenty-three Seafarers completed their requirements in this course Oct. 14. Graduating (photo at right, in alphabetical order) were: Abdulhak Saleh Ahmed, Joshua Bingham, Kevin Campbell, Tom Dary, Archie Eldridge Jr., Aurelio Dela Cruz Esperanza, Kirk Fisher, Paris Greene, Luis Guardado, Elizabeth Remotigue Ibanez, Stephen Jenkins, Daryl Johnson Jr., Juanita Kidder, Debra Kinerk, Ricky Langley, Madina Lawless, Nicolae Marinescu, Toney Morris, Efrén Lambinocio Pahinag, Phillip Paquette, Joseph Ritchey, Bob Tuilaepa, Jessica Valentin and Sean Wilson. Instructor Tom Truitt is at the far left. (Note: Not all are pictured.)



Paul Hall Center Classes



Government Vessels – The following upgraders (above, in alphabetical order) graduated from this course Oct. 28: Allan Jose R. Acasio, Olayinka Olawale Akinsanya, Justin Bing, Henry Molina Cacal, Corey Chandler, Noel Ortiz Coralde, Todd Easley, Domingos Dos Anjos Ferreira, Stephanie Granger, Kevin Holston, Anthony Jones, John Lamprecht, Breon Lucas, Eric Lund, Rashaad Mangram, Tevryn Narcisse, Adrian Schubert and Sandra Vann. Class Instructor Mark Cates is at the far right. (Note: Not all are pictured.)



Personal Survival – Nine Seafarers completed their requirements in this course Oct. 21. Graduating (above, in alphabetical order) were: Allan Jose R. Acasio, Tousif Ahmed, Melito Dadi-vas Daguio, Stephanie Granger, Samuel Harris, Eric Lund, Teon Shelton, Gary Toomer and Brandon Webb. (Note: Not all are pictured.)



Personal Survival – The following Seafarers (above, in alphabetical order) graduated from this course earlier this year: Joshua Bingham, Peter Burroughs, Kevin Campbell, Tom Dary, Brian Fountain, Joshua Heath and Christina Leboeuf.



Combined Basic & Advanced Firefighting - Ten upgraders (above, in alphabetical order) graduated from this course earlier this year: Christopher Dickens, Tesfaye Gebregziabher, Christopher Green, Nieves Calixto Guerrero Mariano, Tsawang M. Gyurme, Latanya Jackson Johnson, Claude Letts, Servillano L. Lozandi, David Martz and Shereka Morris. Instructors Gary Joy and Joe Zienda are at the far left and far right, respectively. (Note: Not all are pictured.)



Basic Firefighting – Fourteen upgraders finished their requirements in this course Sept. 23. Graduating (above, in alphabetical order) were: Lonnie Carter, Brian Corbett, Andrew Cosgrove, Mark Edmonds, Lawrence Hernandez Jr., David Johnson, Carlos Laguerta Madayag, Robert Noble, Samuel Pentowski, Arthur Peoples, James Petite, Joseph Ritchey, Tyrell Nasheed Thabit and Charlie Wescott III. Class instructor Wayne Johnson Jr., is at the far right.



Basic Training Revalidation – The following individuals (above, in alphabetical order) graduated from this course Sept. 23: Richard Benoit, Steven Gagnon, Antonio Griffin, Roland Johnson, Eileen Mendiola and Roger Nesbeth. Gary Joy, their instructor, is at the far right.



Combined Basic & Advanced Firefighting – Four upgraders completed the enhancement of their skills in this class Sept. 30. Graduating (above, in alphabetical order) were: Eric Cunanan, Archie Eldridge Jr., Wayne Yeargain and Jome Gayo Zerna. Class instructors Joe Zienda and Gary Joy are at the far left and far right, respectively.



Certified Chief Cook – Five steward department upgraders finished modules in this course recently. Graduating were Deandre Speight (above, left), Jorcell Davis (above, center), Keith Small (above, right), Sharray Turner (left in photo at left) and Rae Williams (right in same photo).

SEAFARERS LOG

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

Paul Hall Center
Class Photos
Pages 18-19



Gibson Hall, Tulane University

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

Seafarers Scholarships

Three scholarships designated for active Seafarers:

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

Dependents Scholarships

Five scholarships designated for dependents:

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

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

Please send me the 2017 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746