

SEAFARERS



LOG

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

Crowley Acquires Three Tankers

Move Means New Jobs for SIU Members

Seafarers-contracted Crowley recently finalized its acquisition of three Jones Act vessels from SeaRiver Maritime Inc. Now carrying SIU crews, those ships are the *Oregon* (left), *Washington* (directly below) and *California* (bottom). Page 3.



Anglers Dub Annual Waterfront Classic Enormous Success

The sixth annual Seafarers Waterfront Classic, which took place April 24 at the SIU-affiliated Paul Hall Center, was a little light on fish but heavy on what matters most, including fellowship and fundraising for the American Military Veterans

Foundation. SIU President Michael Sacco (below, right) is pictured at the awards dinner in Piney Point, Maryland, with veteran Charles Greenholdt. SIU VP Contracts George Tricker, the event chairman, is third from right in photo at left. Pages 12-14.



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National Maritime Day

Quick, how many of you had ever heard of National Maritime Day before you started working in the industry?

Don't worry, you're not alone. Just like the U.S. Merchant Marine is often an unintentionally well-kept secret other than in port towns and in maritime families, National Maritime Day doesn't exactly pop out from the average calendar.

Congress designated May 22 of each year as National Maritime Day in 1933. The original intent was to commemorate the first transoceanic voyage by a steamship, in 1819 by the *SS Savannah*. Through the decades, though, the day's focus has understandably shifted. Given the U.S. Merchant Marine's vital contributions in every conflict of the last and present centuries, it's fitting that Maritime Day ceremonies often highlight those efforts. In particular, the commemorations in the nation's capital and in other cities across the country duly credit the absolutely indispensable, heroic sealift mission carried out by our World War II mariners. (For those who are unaware, more than 1,200 SIU members lost their lives during the war.)

But Maritime Day isn't just a history lesson or a memorial service. Prominent speakers from the military, government and industry usually also explain why America still needs a strong U.S.-flag industry with American crews. The White House annually issues a proclamation that also blends a tip of the cap to past service with an informal summary of why our country simply cannot afford to lose our fleet or our mariners.

In fact, here's a brief excerpt from last year's statement by President Trump: "Today, the men and women who crew ships remain essential to our Nation's prosperity and security. Those in the maritime industry, including merchant mariners, promote our economic growth, facilitating the export of more than \$475 billion in goods just last year and sustaining our critical defense industrial base. Merchant mariners also actively protect our homeland, serving as our eyes and ears on the seas. They serve with distinction and courage, heading into war zones, and too often sacrificing their own lives for our protection."

Brothers and sisters, that's anything but token acknowledgement, and it shows that despite the previously mentioned challenge of educating the public about the U.S. Merchant Marine, we don't always lack for recognition.

All in all, National Maritime Day is a very important occasion for the SIU and for our industry, even if you can't find a greeting card for it. This year's ceremony in D.C. was scheduled to happen right after the *LOG's* deadline, so we'll have full coverage next month. In the meantime, please check out our National Maritime Day posts on the SIU website and on our Facebook page. We usually have that coverage available the same day of the gathering.

Meanwhile, I would be remiss in not briefly stating the case for why we need a strong U.S. Merchant Marine moving forward. Our domestic maritime industry alone supports nearly 500,000 American jobs and pumps billions of dollars into the economy every year. Our internationally trading deep-sea ships help ensure that we won't be held as economic hostages by other nations, and our civilian-crewed military support ships guarantee that our brave men and women in uniform won't have to cross their fingers and hope that foreign crews on foreign-flag ships decide to deliver the vital materiel they need in times of conflict.

We can honor the past by working hard to ensure the ongoing vibrancy of this vital industry.



Michael Sacco

Honored in 'The Big Apple'

SIU officials turned out in support of two recent events in New York City that honored individuals for their backing of the U.S. maritime industry. The Marine Society of the City of New York on April 16 honored Ed Hanley, vice president of labor relations and marine standards at SIU-contracted Maersk Line, Limited. Hanley is pictured at far left in photo at right, with (from left) AMO National President Paul Doell, SIU President Michael Sacco and Paul Hall Center Trustee Tony Naccarato. On April 25, the Seafarers International House presented its Outstanding Friend of Seafarers awards to Phil Fisher (lower right) and Bill Van Loo (lower left). Fisher is the executive VP of SIU-contracted Keystone; Van Loo serves as secretary-treasurer of the MEBA. SIU attendees at the latter event included President Sacco, Executive VP Augie Tellez, VP Atlantic Coast Joseph Soresi, Port Agents Joe Baselice and Mark von Siegel and Patrolmen Ray Henderson and Andre MacCray.



Federation Releases Annual Report on State Of Safety, Health Protections for U.S. Workers

According to a report released April 26 by the AFL-CIO, 5,190 American workers died on the job in 2016, an increase from 4,836 deaths the previous year. Another estimated 50,000 to 60,000 died from occupational diseases, meaning approximately 150 workers died on the job each day from preventable, hazardous workplace conditions. Overall, the national job fatality rate increased to 3.6 per 100,000 workers from 3.4 in 2015, the federation reported.

"We deserve to walk out the front door in the morning knowing we'll return home safe and healthy after a full day's work," said AFL-CIO President Richard Trumka. "It's a travesty that working people continue to lose their lives to corporate greed. The selfish and reckless decisions being made in boardrooms and in Washington are killing the very people who built this country. This is officially a national crisis, and it's only getting worse."

The report, titled "Death on the Job: The Toll of Neglect," marks the 27th year the AFL-CIO has produced its findings on the state of safety and health protections for workers within the United States. The report shows the highest workplace fatality rates are in Wyoming (12.3 per 100,000 workers), Alaska (10.6), Montana (7.9), South Dakota (7.5) and North Dakota (7.0). Startlingly, workplace violence is now the second-leading cause of death on the job, accounting for 866 workplace deaths.

Other report highlights show that the construction, transportation and agriculture industries remain among the most dangerous. In 2016, some 991 construction workers were killed – the highest total of any sector. Agriculture, forestry, fishing and hunting was

the most dangerous industry sector, with a fatality rate of 23.2 per 100,000 workers.

Despite these alarming findings, the Occupational Safety and Health Administration (OSHA) continues to face a desperate dearth of resources. Responsible for regulating 9 million workplaces, the agency's 764 federal inspectors would need 158 years to visit each site just once.

The annual report features state and national information on workplace fatalities, injuries, illnesses, the number and frequency of workplace inspections, penalties, funding, staffing and public employee coverage under the Occupational Safety and Health Act. It also includes information on the state of mine safety and health.

The Occupational Safety and Health Act was signed into law in 1970, signaling a promise to American workers for safe jobs. The federation estimates that more than 579,000 workers "now can say their lives have been saved since the passage of the act. "Since that time, workplace safety and health conditions have improved," the AFL-CIO said when announcing the latest report. "But too many workers remain at serious risk of injury, illness or death as chemical plant explosions, major fires, construction collapses and other preventable workplace tragedies continue to occur. Workplace violence is a growing threat. Many other workplace hazards kill and disable thousands of workers each year."

Moreover, the federation asserted that chronic occupational diseases "receive less attention because most are not detected for years after workers are exposed to toxic chemicals, and occupational illnesses often are misdiagnosed

and poorly tracked."

In 2016, nearly 3.7 million workers across all industries, including state and local government, had work-related injuries and illnesses that were reported by employers, with 2.9 million injuries and illnesses reported in private industry. Due to limitations in the current injury reporting system and widespread underreporting of workplace injuries, this number understates the problem, the AFL-CIO reported. "The true toll is estimated to be two to three times greater – or 7.4 million to 11.1 million injuries and illnesses a year," the federation said. "The cost of these injuries and illnesses is enormous – estimated at \$250 billion to \$360 billion a year."

The report also noted that President Trump ran on a pro-business, deregulatory agenda, promising to cut regulations by 70 percent. Since taking office at the end of January 2017, he has acted on that promise, issuing a number of executive orders to roll back or review existing regulations, including one order that requires that for any new regulatory item issued, an agency must remove two from the books. He signed more than a dozen bills overturning regulations issued by the Obama administration.

In part, the report concluded, "These are challenging times for working people and their unions, and the future prospects for safety and health protections are uncertain. What is clear, however, is that the toll of workplace injury, disease and death remains too high. Workers in the United States need more safety and health protection, not less. More than four decades after the passage of the Occupational Safety and Health Act, there is much more work to be done."

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

SIU Members Secure New Jobs on 3 Tankers

Seafarers-contracted Crowley in mid-April announced that it completed the acquisition of three tankers from SeaRiver Maritime Inc., and is now chartering them back to SeaRiver under varying multi-year terms.

"This development means new jobs for SIU members," said SIU Vice President Contracts George Tricker. "I'm fully confident our crews will do their typically outstanding work aboard all three vessels."

The tankers previously named *Liberty Bay* and *Eagle Bay*, now under Crowley ownership and operation, each have a capacity of 760,000 barrels and transport crude from Alaska to West Coast refineries. The tanker formerly named *American Progress* has a capacity of 342,000 barrels and transports refined petroleum between the U.S. Gulf and East Coast ports.

Crowley has renamed the ships. The *Liberty Bay* is now the *Washington*; the *Eagle Bay* is the *California*; and the *American Progress* is the *Oregon*.

"With the regulatory approvals in place and the sale officially complete, we are now focused on operating these tankers in the safest, most reliable manner possible," said Tom Crowley, chairman and CEO of Crowley Maritime Corp. "Our knowledge, passion, talent, ingenuity and helpfulness drive business for the company and provide the basis for highly successful partnerships such as the one announced today."

An SIU-contracted company for decades, Crowley operates and manages the largest U.S.-flag petroleum and chemical tank vessel fleet in the country. With the acquisition of these three tankers, the company now operates 40 Jones Act-qualified large petroleum transportation vessels in the United States with a combined capacity of more than 12 million barrels. Among this tank vessel fleet is a tanker and an articulated tug-barge (ATB) already on charter to SeaRiver.



Seafarers are pictured aboard the *Oregon*, with SIU Asst. VP Kris Hopkins (back row, second from left).

"Throughout the transition, the officers and crews have proven to be a great fit and we are very happy that so many are now Crowley employees," said Rudy Leming, Crowley vice president of labor relations. "They have embodied the highest levels of professionalism and commitment to the project and we are certain they'll be a critical piece to our ongoing success."

"Safety is of paramount importance to us and our record reflects that," said Rob Grune, Crowley senior vice president and general manager, Crowley Shipping. "Last year, for example, we transported more than 472 million barrels of product and made 5,196 product transfers with zero

spills – a credit to our professional, safety-minded crews and management systems."

Crowley has been operating in Alaska since 1953, six years before statehood, providing upstream energy support services, tanker assistance and escort services with tugboats, and petroleum transportation, distribution and sales throughout the state. In addition to the company's own ATBs operating in Alaska, Crowley currently manages and crews tankers carrying petroleum between Alaska and U.S. West Coast refineries.

Crowley owns and/or operates a diverse, sophisticated fleet of double-hull tank vessels, including 17 ATBs and now

23 tankers, all built since 2002.

SeaRiver Maritime, Inc., headquartered in Spring, Texas, is a privately held subsidiary wholly owned by ExxonMobil that provides a wide range of technical and commercial marine services to ExxonMobil affiliates throughout the world.

The Jones Act has helped protect U.S. national, economic and homeland security for nearly a century. The law mandates that cargoes moving between domestic ports are carried on vessels that are crewed, built, flagged and owned American. It helps sustain nearly 500,000 American jobs, and pumps billions of dollars into the U.S. economy each year.

Thanking Senator for Support



SIU Asst. VP Nick Celona (left) is pictured with U.S. Sen. Kamala Harris (center) (D-California) and Charles Farruggia last month at a political gathering in San Francisco. Celona and Farruggia, a longtime friend of the SIU, both thanked Harris for her ardent support of the U.S. Merchant Marine. The senator is a consistently outspoken advocate for American-flag shipping and U.S. crews. She is signatory to a recent Senate letter backing the U.S. Maritime Security Program

Congressman Rick Larsen Speaks Out for Jones Act

U.S. Rep. Rick Larsen (D-Washington) recently spoke on the House floor in support of the Jones Act, a maritime law that is vital to protecting U.S. national, economic and homeland security.

A longtime backer of the American maritime industry, Larsen delivered his brief remarks April 18.

He stated, "Mr. Speaker, I rise today to express my continued support of American maritime jobs through enforcement of the Jones Act. The Merchant Marine Act of 1920 is more commonly known as the Jones Act, named for the primary sponsor at the time Wesley Jones from my home state, Washington state. The Jones Act exists for good reason. It sustains and protects a strong domestic maritime and shipbuilding industry.

"It creates job opportunities for U.S. mariners, many of whom are veterans," the congressman continued. "It underpins U.S. maritime defense policy and is essential to preserving national security interests at home and abroad. The Jones Act requires the use of American owned and operated vessels to move all waterborne cargo between points in the U.S."

Larsen added, "I have long maintained that the Jones Act ensures domestic industries can remain vibrant contributors to the global shipping industry. At its core, the Jones Act is a critical labor standard that helps put U.S. seafarers to work and maintains important workplace rights.... In 2012, I called on the then-administration to protect American jobs by adhering to the Jones Act in response to rising gas prices and the proposed release of oil from the Strategic Petroleum Reserve. Last year I spoke up to support the Jones Act fleet in its heroic re-



U.S. Rep. Rick Larsen

sponse to the natural disaster that hit Puerto Rico and the U.S. Virgin Islands."

He concluded, "As a senior member of the Coast Guard and Maritime Transportation Subcommittee, I am committed to working with my colleagues to uphold the longstanding tenets of the Jones Act to safeguard the important role maritime industries play in our economy. The Jones Act exists for good reason. We should use it to good effect."

A video of Larsen delivering the remarks is available on his website and also is linked in an April 19 post in the News section of www.seafarers.org.



The advisory board meeting convenes in Piney Point, Maryland.



Tom Orzechowski
PHC Acting VP



George Tricker
SIU VP Contracts

Advisory Board Examines Training Needs, Updates Attendees on Piney Point Progress

The Paul Hall Center for Maritime Training and Education (PHC) is constantly pushing to stay ahead of the ever-changing needs of the industry – and that’s an endeavor that works best with input from different stakeholders.

With that in mind, the PHC on April 25 hosted a meeting of its advisory board, which features representatives from the school, the SIU and Seafarers-contracted companies. The information-packed gathering took place at the Piney Point, Maryland-based campus, with approximately 40 people in attendance.

Topics covered by the board included engine department curriculums; storekeeper training; the revamp of the school’s steward

department classes; the global opioid epidemic and what’s being done to combat it; and apprentice training that focuses on social responsibilities, communication and more.

The meeting blended formal presentations with substantial question-and-answer sessions. Attendees included officials and staff from the school, the union and the Seafarers Plans; executives from a half-dozen SIU-contracted companies; an inspector from the International Transport Workers’ Federation; and employees from Comprehensive Health Services.

The formal presentations were given by (in order) Bill Dodd, a PHC engine department instructor; PHC Director of Training Priscilla Labanowski; PHC Vice President/Manpower Director Bart Rogers; PHC Executive Chef John Hetmanski; SIU Plans Medical Director Dr. Eric Schaub; and Dr. John Gallagher, director of the Seafarers Addictions Rehabilitation Center.

Also addressing the meeting were PHC Acting Vice President Tom Orzechowski, SIU Vice President Contracts George Tricker and Seafarers Plans Administrator Maggie Bowen.

Dodd comprehensively explained current and projected engine department courses, including a program that’s being developed to facilitate progress from apprentice to third assistant engineer. He said all of the classes are very true to what mariners will experience aboard ship.

Dodd also said the school’s hands-on training is a valuable hit with students. “It’s not just show and tell” in the courses, he said.

Orzechowski, Rogers and Labanowski then talked about the school’s new class for storekeepers (see related story on page 7). “It’s pretty intense,” Labanowski said.

Rogers stated, “All in all, it’s a huge success.”

Instructors and students in the first offering

sometimes teamed up for 12 hours a day in order to properly review the curriculum.

Next, Hetmanski and Labanowski reviewed Culinary 2.0, the school’s revamped coursework for steward department members. The updated classes are being offered to up-graders and to apprentices.

“It has been going very well,” Hetmanski said. “The interest is there” from students.

Extensively covered in past editions of the *Seafarers LOG*, Culinary 2.0 refers to the overall steward department curriculums and also to a pair of specific courses: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0.

Labanowski said the course critiques submitted by students have been “extremely wonderful.”

Schaub briefly reviewed the U.S. Coast Guard’s history of drug testing, which started in the 1990s. He also described both how the opioid crisis developed and a relatively new concern about possible impairment on the job from legal drugs.

Schaub talked about ways in which the medical department, the Seafarers Plans and the union are working together to help ensure personal and shipboard safety while also facilitating members’ ongoing eligibility to ship.

Finally, Gallagher gave an energetic overview of various topics that are mandatory parts of training for the school’s apprentices. They include social responsibility, communication, problem solving and conflict resolution, diversity, health awareness and much more.

Near the end of the meeting, a shipping company executive who first visited the school in the 1970s stated, “Everyone here should be complimented, from the top down, on everything from the quality of the training to the quality of the food to the quality of the facilities. It’s remarkable and you should all be proud of it. It’s very impressive.”



Bart Rogers
PHC VP/Manpower Director



John Hetmanski
PHC Executive Chef



Priscilla Labanowski
PHC Director of Training



Dr. Eric Schaub
SIU Plans Medical Director



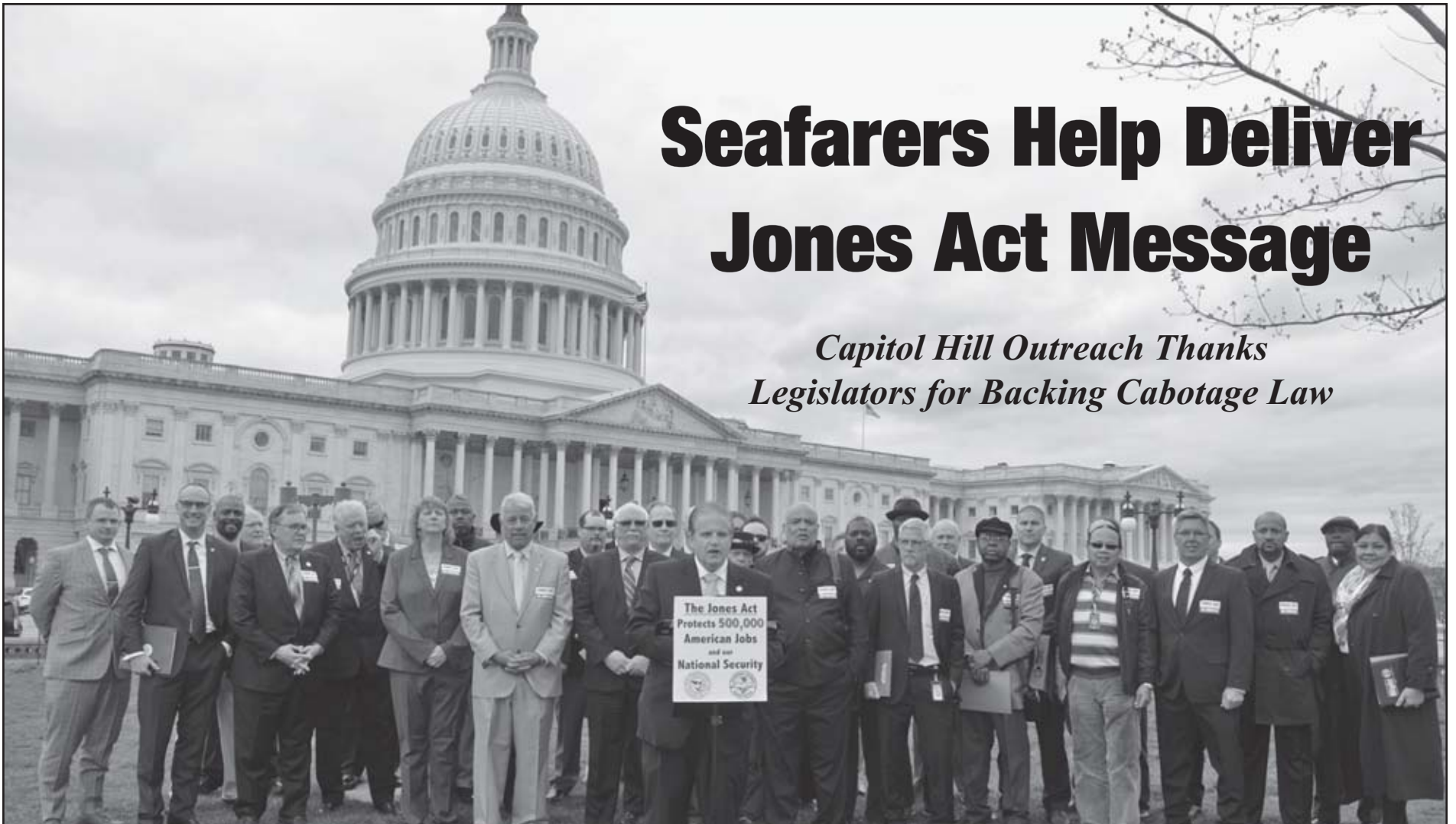
Dr. John Gallagher
ARC Director



PHC Instructor Bill Dodd reviews the school’s engine department courses.

Seafarers Help Deliver Jones Act Message

Capitol Hill Outreach Thanks Legislators for Backing Cabotage Law



Metal Trades Department President James Hart (at microphone) helps kick off the event.

Rank-and-file Seafarers met with legislators and staff April 17 in the nation's capital as part of a day-long outreach to express thanks for support of America's freight cabotage law, the Jones Act. SIU Port Agent John Hoskins, Legislative Director Brian Schoeneman, and Senior Political Consultant Terry Turner joined SIU members **Cesar Dela Cruz, Robinson Eromosele, Michael Ingram, Breon Lucas, Stephen Martin** and **Tyrell Thabit** for the event, which was coordinated by the Maritime Trades

Department and the Metal Trades Department (each a constitutional department of the AFL-CIO).

Members of other unions also participated. Led by Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan and Executive Board Member Brett McCoy (from the United Association), nearly 75 people worked with Metal Trades Department President James Hart and Dredging Contractors of America Executive Director and CEO William Doyle for a rally outside the steps of the Capitol before heading to legislators' offices.

Duncan, Hart and Doyle spoke about the importance of the Jones Act for the nation's economic and domestic security. They pointed out that the Jones Act directly and indirectly provides "approximately 500,000 decent, family-sustaining American jobs resulting in nearly \$100 billion annually for the economy." In addition, American mariners working on Jones Act vessels offer security on the nation's inland waterways and harbors.

Representatives from the Maritime Trades Department-affiliated Electrical Workers; Machinists; Seafarers; Sheet Metal, Air, Rail and Transportation Workers; Transportation-Communications Union; and United Association donned red, white and blue "Jones Act All American" lapel stickers to show their appreciation. Each legislator or their aide received a booklet containing Jones Act facts and figures, including the six-month data revealing 114,000 containers have been delivered by American-crewed Jones Act vessels

since Hurricane Maria struck Puerto Rico.

Union members met with U.S. Senators Maria Cantwell (D-Washington), Doug Jones (D-Alabama), Chuck Schumer (D-New York) and Richard Shelby (R-Alabama) as well as U.S. Representatives Rick Larsen (D-Washington) and Linda Sanchez (D-California). They also discussed the Jones Act with aides from other Senate and House offices representing both political parties, reflecting the continued strong bipartisan support of the measure, which has helped protect U.S. national, economic and homeland security for nearly a century.



Seafarer Tyrell Thabit (right), an Alabama resident, meets U.S. Sen. Doug Jones (D-Alabama).



Three SIU members are pictured with U.S. Sen. Richard Shelby (R-Alabama). From left: Stephen Martin, Shelby, Breon Lucas and Tyrell Thabit.



Pictured from left are SIU Senior Political Consultant Terry Turner, Seafarer Robinson Eromosele, U.S. Rep. Rick Larsen (D-Washington), Seafarer Cesar Dela Cruz, Seafarer Michael Ingram and Maritime Trades Dept. Exec. Board member Brett McCoy.



SIU personnel helped promote the Jones Act in Washington, D.C. Pictured from left are Tyrell Thabit, Michael Ingram, Robinson Eromosele, Stephen Martin, Cesar Dela Cruz, Port Agent John Hoskins and Breon Lucas.



Recertified Steward Breon Lucas (left) is congratulated by SIU Secretary-Treasurer David Heindel just prior to taking the podium to deliver his speech. SIU VP Contracts George Tricker is in the background.



Recertified Stewards Michael Ingram (left) and Tyrell Thabit share a lighthearted moment while listening to the speech of one of their classmates.

Six Ascend Ladder to Recertified Steward Status

Continued from Page 24

made me a better person.”

His advice to the trainees was simple. “My recommendation to those coming up: Have a dream, and work to achieve it,” he said.

Michael Ingram

Sailing out of the Port of Joliet, Illinois, Ingram joined the union in 2006. He began his speech with a quote from poet Maya Angelou: “If you don’t like something, change it. If you can’t change it, change your attitude.”

He then spoke on the impact that the union has had on his life, saying, “The union has allowed me to provide for my family, purchase my own home and has allowed me to travel to many different countries.”

After mentioning the knowledge he gained about the political process from visiting Capitol Hill, he took the opportunity to thank the school’s instructors who helped him get where he is today. “I’d like to thank John Hetmanski, John Dobson, Paulie (Gelrud), Chef R.J. (Robert Johnson) and Jessie (Sunga), along with many others that have come and gone. I’d also like to thank Steward Danny Jackson, as well as the rest of my fellow Recertified Stewards.”

He offered some personal advice to the apprentices, saying, “Study hard while you are here. Believe it or not, I was days away from being homeless, and look at me now!”

Breon Lucas

Lucas, who sails from Jacksonville, Florida, spoke about his 23-year career.

“The union has been good to me. They’ve put a roof over my head and offered me a better way of life in general. Through working for the SIU, I have also been able to travel to various different places,” he said.

After praising Instructor John Dobson, he thanked the union leadership for allowing the recertified stewards to attend the recent trip to Congress, saying, “I saw firsthand how you guys have to stand up for us. Thank you for protecting us and our jobs.”

Stephen Martin

Martin joined the union in Wilmington, California in 1999 and now sails from the Port of Jersey City, New Jersey. He said he is proud to graduate from the recertification program.

“The staff at this school have been great. It’s been like spending time with family,” he said.

Turning his attention to the trainees, Martin continued, “Remember, when you are working in the galley, you are part of a team. Be proactive, and if you have any questions, come see the bosuns or the stewards. Out of all of your lessons, learn to work together, work hard and you’ll be just fine.”

He closed by congratulating his fellow graduates and thanking the SIU for helping to provide the life he now leads.

Tyrell Thabit

Before joining the union in Mobile, Alabama, in 1992, Thabit explained that he served in the U.S. Navy for over 10 years.

“In my career, I have sailed on over 50 different ships, and travelled to most of the places a merchant mariner could possibly sail,” said Thabit. “The union has been a very important part of my life, because it has given me opportunities to grow and develop my skills in my chosen profession.”

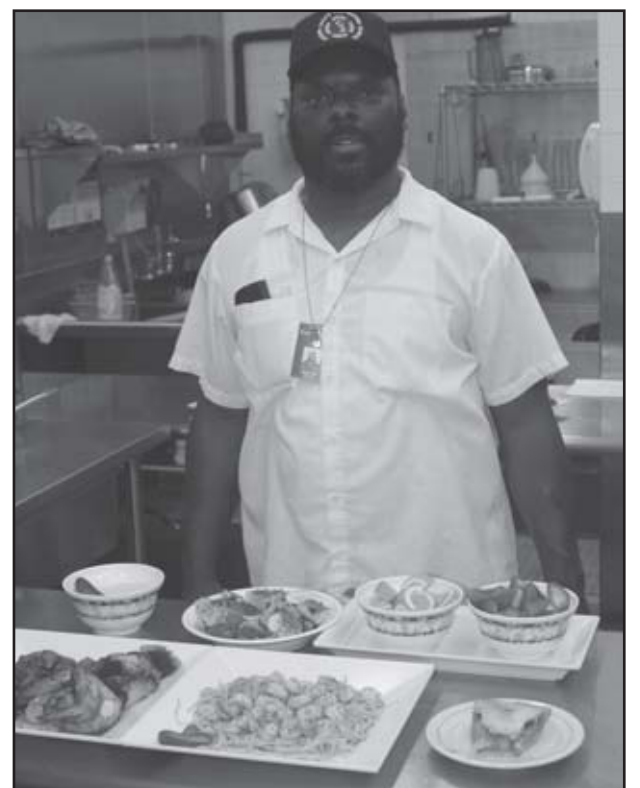
“I would like to thank the instructors and staff here at the school for all that they do,” he continued. “You are all very professional people, who work very hard to make sure that we, as trainees and upgraders, get the best education.”

He also expressed his gratitude for the firsthand look at what it takes to defend the Jones Act on a daily basis, before saying, “The union leadership needs our help to protect our industry and our way of life. We need to always do our best, upgrade our skills, and donate to SPAD.”

He concluded by offering the following advice to the future mariners in the room: “Study hard while you’re here. Learn from your instructors, and work together with your classmates. When you get to the ship, listen to your supervisor, ask questions, and never be afraid to stand up for yourself.”



Near the end of their training, each of the recertified stewards was required to individually prepare, plate and serve a complete meal for lunch. Included in the menu were: Salad – shrimp pasta salad with Italian dressing; Entrée – Chicken Cacciatore; Starch – fried sweet potatoes; Vegetable – Steamed Broccoli; and Dessert – homemade apple pie. Proudly displaying their respective creations are Recertified Steward Cesar Cera Dela Cruz (photo above) Recertified Steward Robinson Eromosele (photo below, left) Recertified Steward Stephen Martin (below, center) and Recertified Steward Tyrell Thabit (below right).



Paul Hall Center Offers New Storekeeper Course

The SIU-affiliated Paul Hall Center for Maritime Training and Education recently witnessed a milestone achievement: a beta-test class of students successfully completed the Military Sealift Command (MSC) Basic Storekeeping course along with Supply Configuration Management. Both were offered for the first time in the history of the Piney Point, Maryland-based facility.

According to Paul Hall Center (PHC) officials, in the future, throughout seven consecutive weeks, students will attend two classes: a three-week Basic Storekeeper class, and a directly related, four-week Supply Configuration Management class. Both courses must be completed in order to be eligible to sail as a storekeeper on an MSC vessel.

"This course was two years in the making," said PHC Assistant Vice President and Manpower Director Bart Rogers. "We had many planning meetings between the school and MSC. It was a collaborative effort that created this course, and there were many people involved from both the SIU and MSC that made this a reality."

The course, Rogers said, was created out of a demand for highly qualified, MSC-trained storekeepers to sail on their civilian-crewed vessels. He explained, "At first, there was a little resistance from MSC, but we were able to con-

vince them that there was a need on board the vessels for this particular rating and the training that's associated with it. We were having more and more difficulty finding [storekeepers] in the military, so the best solution was to teach and train our own."

As with every course designed for mariners to sail on MSC-contracted vessels, the curriculum was taken directly from MSC training materials. For the first iteration of the class, MSC provided an instructor. A second instructor from the Paul Hall Center assisted and gained knowledge on how to properly teach the class in the future.

The first class served as a trial run of sorts, but the mariners who completed the course were highly qualified, according to Paul Hall Center Acting Vice President Thomas Orzechowski: "This was an excellent class. Moving forward, we're going to sit down with the instructors, we're going to sit down with our development team, and we're going to have to put together a list of prerequisites or a test to ensure that the members coming in have the skills they need to pass the course."

"The class itself was pretty intense," said Paul Hall Center Director of Training Priscilla Labanowski. "It was kind of interesting to see the students huddled in the classroom together, and they always came out of the classroom with

tons of books.... If you talk to anyone who has taken the class, they will tell you it is definitely one of the hardest courses they've ever taken at Piney Point."

Rogers offered some insight into the state-of-the-art class: "This course requires some computer skills, specifically in Microsoft Word and Excel. If you do not have the required computer skills, the course would be very difficult. It is also very helpful to have a background in engineering, but it is not required."

Beyond some slight technical issues, stu-

dents praised the structured pace of the class, stating in anonymous reviews that "with the slow, slow learning curve, it was still somewhat overwhelming because of the amount of information and the rate at which we had to learn ... but the intense dedication, loyalty and hard work (of the instructors) to be sure we all succeeded – and still knew the material – brings tears to a man's eyes. I thank them both very much!"

The next classes are expected to take place in July 2018.



Mariners study intently during MSC Storekeeper class. From left to right: Joseph Evans, Joseph Garnett, William Mulcahy, Miles Partridge and Zarko Vrbljanac.

EARN YOUR COLLEGE DEGREE THROUGH THE PAUL HALL CENTER !

The Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship (SHLSS) has partnered with the College of Southern Maryland (CSM) to offer an Associate of Applied Science degree in Maritime Operations Technology with a concentration in either

- Nautical Science (Deck department)
- or-
- Marine Engineering (Engine dept.)

Students must complete a combination of academic general education courses and technical education courses in order to earn the degree.

Courses completed during the Unlicensed Apprentice program apply toward the degree.

Students can complete English, Math and Physics courses at SHLSS. The remaining general education courses can be completed online.



Enrollment Information

Please contact Seafarers Harry Lundeberg School Academic Coordinator Dale Rausch (301) 994-0010 Ext. 5411 -or- drausch@seafarers.org

Resident courses at Piney Point begin

July 9, 2018

- Associate of Applied Science Degree
- UA courses apply toward the degree
- Fully accredited
- Some courses held at SHLSS
- Online classes
- Scholarships available

The following classes will convene at SHLSS:

July 9, 2018 through July 27, 2018

English 1011 – Composition and Rhetoric

Math 1011 – Math for Technologies

7 Credit Hours

Includes: tuition, textbooks, room and board plus one hour of tutoring following each daily class session

6/18



Spotlight on Mariner Health

Presenting the Real Scoop On Vaping and E-Cigarettes

E-cigarettes and other vaporizers use a battery to heat a liquid – commonly referred to as "vape juice" – and produce a vapor for inhaling. The juice often contains varying levels of nicotine and is popular among teenagers and adults as an alternative to smoking traditional cigarettes.

Most vape juice contains a mixture of glycerin, propylene glycol and water, along with various flavorings and specific amounts of nicotine. While some vape juice does not contain nicotine, most does, and as such can be as addictive as tobacco cigarettes.

In recent years, the number of teenagers that have taken to vaping has soared. An annual survey by the Minnesota Department of Health recently revealed that one in five high school students use e-cigarettes. (The survey also showed youth tobacco use is rising for the first time in 17 years; it concluded that using e-cigarettes or vaping is a gateway to smoking.)

The availability of vape juice and e-cigarettes has grown dramatically as well, with an increased focus on fruit-flavored juices and smaller, more discrete designs in vaporizers. This burgeoning market has also seen an increase in vape juice and vaporizers with poor quality control, so buyer beware when purchasing from less-reputable sources. For example, according to Dr. J. Taylor Hays,

director of the Mayo Clinic Nicotine Dependence Center, "There are probably 600 different kinds (of e-cigarettes) you can purchase on the internet. There are 7,000 to 8,000 different solutions you can purchase.

Vaping as Smoking-Cessation Tool

Some turn to vaping as a way to gradually quit smoking. With vape juices prominently displaying the nicotine content on the bottles, smokers are able to gradually wean themselves off of nicotine, as opposed to cutting themselves off "cold turkey." While the full effects of vaping are currently unknown, it does not contain the harmful carcinogens that are found in traditional cigarettes.

The possible side effects of vaping are very similar to cigarettes: coughing, lung irritation, dizziness and more. In addition, most vaporizers use lithium-ion batteries, which have the potential to ignite or explode if improperly charged, stored or overused.

The bottom line is that, despite the lack of tobacco and carcinogens, vaping any level of nicotine can be highly addictive, and can damage your lungs and pulmonary system.

"It's safer, but it's not safe," Hays stated. "What we don't know are what long-term effects will these lower-level toxicants have."

Healthful Recipe

Grilled Chicken Breast

Servings: 15

Ingredients

- 15 6 oz chicken breasts without skin, butterflied
- 1 tablespoon Mrs Dash seasoning
- 2 teaspoons paprika, ground
- 1 tablespoon oregano, dry, ground
- 3 tablespoons olive oil

Preparation

☐ Season chicken with the Mrs Dash, paprika, oregano, and olive oil.

☐ Brown the chicken breasts in a frying pan over med-high heat. Cook both sides 2-3 min, cook to an internal temperature of 165 degrees F. Chicken can be finished in a 350 degree F oven to reach desired internal temperature.

Nutrition Information

Per Serving (excluding unknown items): 175 Calories; 4g Fat (23.9% calories from fat); 31g Protein; trace Carbohydrate; trace Dietary Fiber; 79mg Cholesterol; 89mg Sodium. Exchanges: 0 Grain (Starch); 4 1/2 Lean Meat; 1/2 Fat.

Provided by the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship





ABOARD MAERSK HARTFORD – Labor and management get together for a photo aboard the Maersk Lines, Limited (MLL) vessel. That's MLL President and CEO Bill Woodhour second from right, along with SIU VP Contracts George Tricker, second from left, plus Seafarers and the vessel master.



WELCOMING NEW CONTRACT – Seafarers at New York New Jersey Rail recently ratified a new four-year contract featuring annual wage increases. Pictured from left are SIU Safety Director Osvaldo Ramos, Brakeman Rich Vaughan and Conductor James Lada Sr., who serves as shop steward.

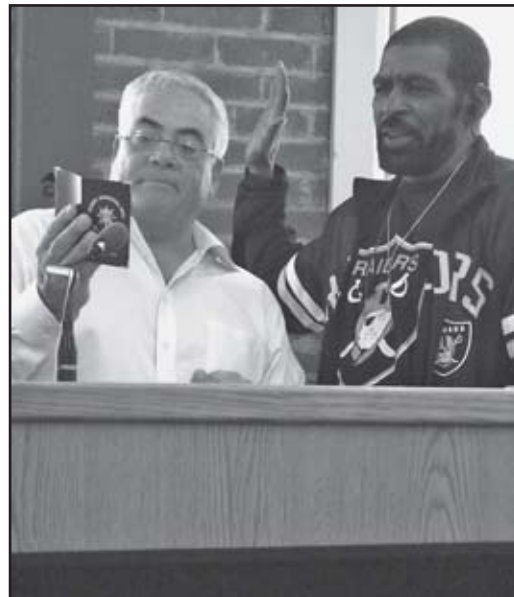


COMMITTED TO THE INDUSTRY – The Seafaring life agrees with FOWT Francisco Valle, who recently got a tattoo reflecting his enthusiasm for the industry. In photo above, he's pictured at right with Port Agent Nick Marrone II. The photo below is a closeup of Valle's new ink.

At Sea and Ashore with the SIU



TALKING JONES ACT IN PUERTO RICO – SIU Port Agent Amancio Crespo (right) meets with The Hon. Michael A. Quinones, a member of the Puerto Rico House of Representatives, in San Juan on April 24. They discussed the numerous, vital economic and social benefits of the Jones Act on Puerto Rico, including the job opportunities it offers to residents of the territory.



B-BOOK IN OAKLAND – Congratulations to Chief Cook Ronald Williams (right) on receiving his full B-seniority book. He is pictured with SIU VP West Coast Nick Marrone during the April membership meeting in Oakland, California.



ACTIVE IN LABOR MOVEMENT – Congratulations to SIU Port Agent Todd Brdak (left) on his election to the Metro Detroit AFL-CIO executive board. He's pictured with Rick Blocker, president of the Metro Detroit AFL-CIO.



NOT A ROUTINE STOP ASHORE – SA Italy Byers is pictured at the tiger park in Thailand. She visited the site during a recent voyage aboard the USNS Pilliaau. No matter how calm she looks in the photos, Italy told the *Seafarers LOG*, "I was terrified, but I just figured, I'm traveling, it's my first time in Thailand, and I might as well do everything." Visit our Facebook page for additional photos from the park.



ABOARD USNS BELLATRIX – Pictured from left aboard the TOTE Services-operated vessel during a recent breakout exercise are Chief Steward Samuel Sinclair, SA Melaethon Silas, SA Isreal Caldwell and Chief Cook Paulette Hilliard.



FULL BOOK FOR QMED – Congrats to QMED Daniel Grant (left) on getting his full book. Daniel is a shop steward at Harley Marine NY. He's pictured with Patrolman Ray Henderson



ABOARD ATB VISION – Pictured from left to right aboard the Crowley vessel are Chief Engineer John McCranie, Chief Mate David Nimmer, Tankerman Sidnei Barboza, Capt. Charlie Carlson and Port Agent Nick Marrone II.

HIGHER EDUCATION IN JUST 4 STEPS



Free College Benefit

The Union Plus Free College Benefit offers an accessible, debt-free and convenient higher education opportunity. Members and their spouses, children, financial dependents and grandchildren can earn an Associate Degree — completely online, for FREE!

1 **APPLY**
TO EASTERN GATEWAY

3 **SUBMIT**
YOUR TRANSCRIPTS

2 **COMPLETE**
THE FREE FAFSA

4 **ENROLL**
IN CLASSES



1-888-590-9009 unionplusfreecollege.org

6/18

The Higher Education Benefit covers the cost of tuition fees and books after any PELL or other federal grant or employer reimbursement is applied. The remaining amount will be cleared with the Free College scholarship. **As long as your financial aid file is complete, there is no cost to the student and students are never asked to take out any loans.**

SHBP Offers COBRA Continuation Coverage to Union Members

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

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

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

be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

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

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

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

Annual Funding Notice – Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2017 and ending December 31, 2017 ("Plan Year").

How Well Funded Is Your Plan

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

Valuation Date	Funded Percentage		
	2017 January 1, 2017	2016 January 1, 2016	2015 January 1, 2015
Funded Percentage	133.6%	136.9%	138.3%
Value of Assets	\$1,467,872,431	\$1,424,697,469	\$1,441,263,299
Value of Liabilities	\$1,098,922,827	\$1,041,022,333	\$1,042,173,488

Year-End Fair Market Value of Assets

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

The December 31, 2017 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2017	December 31, 2016	December 31, 2015
Fair Market Value of Assets	\$1,600,000,000	\$1,467,872,431	\$1,424,697,469

Endangered, Critical, or Critical and Declining Status

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

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2018, separate notification of the status has or will be provided.

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 19,487. Of this number, 6,865 were current employees, 7,360 were retired and receiving benefits, and 5,262 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

Investment objectives:

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

Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees, the Investment Manager is a bank (trust company), insurance company, or registered investment advisor under the Investment Advisers Act of 1940. Full discretion, within certain guidelines, is granted to each Investment Manager with regard to the sector and security selection and the timing of any transactions.

Asset Allocation:

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

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income and Cash Equivalents	40%	30% - 50%
Real Estate	10%	0% - 20%

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment

may be made which violates the provisions of ERISA or the Internal Revenue Code.

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

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	0
2. U.S. Government securities	12
3. Corporate debt instruments (other than employer securities):	
a. Preferred	9
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	33
5. Partnership/joint venture interests	5
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	31
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	9
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the U.S. Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, D.C. 20210, or by calling (202) 693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

Where to Get More Information

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

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

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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2017. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$839,931 as of July 31, 2017, compared to \$486,181 as of August 1, 2016. During the plan year the plan experienced an increase in its net assets of \$353,750. 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 \$13,625,376, including employer contributions of \$13,607,753, earnings from investments of \$16,103 and other income of \$1,520.

Plan expenses were \$13,271,626. These expenses included \$355,285 in administrative expenses and \$12,916,341 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 plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$.25 per page for any part thereof.

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

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, 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: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

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

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2017. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(80,274) as of June 30, 2017, compared to \$(73,411) as of July 1, 2016. During the plan year the plan experienced a decrease in its net assets of \$6,863. During the plan year, the plan

had total income of \$702,791, including employer contributions of \$701,113, earnings from investments of \$103, and other income of \$1,575.

Plan expenses were \$709,654. These expenses included \$220,422 in administrative expenses, and \$489,232 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.25 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part

of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, 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: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Annual Funding Notice – MCS Supplementary Pension Plan

Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2017 and ending December 31, 2017 ("Plan Year").

Funded Percentage

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

Valuation Date	2017	2016	2015
	January 1, 2017	January 1, 2016	January 1, 2015
Funded Percentage	164.79%	164.72%	163.51%
Value of Assets	\$6,678,855	\$6,692,948	\$6,748,469
Value of Liabilities	\$4,053,069	\$4,063,143	\$4,127,355

Fair Market Value of Assets

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

The December 31, 2017 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2017	December 31, 2016	December 31, 2015
Fair Market Value of Assets	\$6,843,579	\$6,685,248	\$6,758,034

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 779. Of this number, 299 were current employees, 343 were retired and receiving benefits, and 137 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

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

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	0.7
2. U.S. Government securities	3.2
3. Corporate debt instruments (other than employer securities):	
a. Preferred	10.9
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	24.2
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	8.6
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	5.9
14. Value of funds held in insurance co. general account (unallocated contracts)	46.3
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

For information about the plan's investment in any of the following types of investments common/collective trusts, pooled separate accounts, or 103-12 investment entities – contact Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746-4275, (301) 899-0675.

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries. **The Plan was not in endangered, critical, or critical and declining status in the Plan Year.** If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2018, separate notification of the status has or will be provided.

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the U.S. Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, D.C. 20210, or by calling (202) 693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

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

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

Benefit Payments Guaranteed by the PBGC

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

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

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10). The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

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

Where to Get More Information

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

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



Personnel aboard the *Miss Evelyn* enjoy the day.



Nineteen boats were utilized for this year's tournament.



It's a tournament tradition: Seafarers Plans Administrator Maggie Bowen (who's also the dock master) wishes good luck to all the anglers.

'We're Treated as Family' Seafarers Waterfront Classic Again Honors Veterans

Mutual respect, camaraderie and laughter were displayed abundantly throughout the latest iteration of the Seafarers Waterfront Classic.

The sixth annual event took place April 24 at the SIU-affiliated Paul Hall Center (PHC) in Piney Point, Maryland. As usual, it brought together members of the American Military Veterans Foundation (AMMILVETS), rank-and-file Seafarers, SIU and PHC officials and staff, contracted operators, vendors and other guests. Altogether, nearly 150 individuals participated in the yearly affair, which generates funds primarily for the AMMILVETS (formerly named the Wounded Warrior Anglers).

Fellowship on the 19 boats and at the dinner afterwards completely overshadowed a scarcity of fish for the second straight year. Some of the anglers reeled in catches, but there were no keepers of qualifying size.

"Not catching fish was just a blip," said SIU Vice President Contracts George Tricker, founder and chairman of the Seafarers Waterfront Classic. "We're grateful that we have an event that brings together so many friends in a comfortable setting to honor those who have served. The main point is really to salute our heroes and enjoy

the seafood feast together. The AMMILVETS guests are the stars of the show."

AMMILVETS President David Souders emphasized how much he and the others from his group appreciated the warm welcome and the friendly treatment throughout their stay at the southern Maryland campus.

"It was a great time – it's always a great time," he stated. "Each year, we bring different guys up, so it's not always the same people. Most of the individuals attending this year are Vietnam veterans dealing with PTSD. They initially were a little leery of getting on boats with people they don't know, but we got there a day early, and they got to know people and were treated as family."

"It put a lot of them at ease," Souders continued. "The key thing is the guys truly got the feeling we're treated as family, and we feel the same about you."

SIU Assistant Vice President Kris Hopkins helped plan and conduct the event. Based at the SIU hall in Fort Lauderdale, Florida, he frequently interacted with AMMILVETS personnel leading up to the classic. (The AMMILVETS is headquartered in Cape Coral, Florida.)

"I think it was another great event,"

Hopkins said. "Any time that we can help out our veterans and contribute to their wellbeing it is worthwhile, and what better way than the Seafarers Waterfront Classic? As in past years, a great job was done by all in organizing the event and making it all happen. From Mike (SIU President Michael Sacco) and George to the school staff and the boat crews, everyone was great. Our industry came together to make this happen for a worthwhile cause. Kudos to the anglers, the leadership, everybody that's involved – the school, the captains and the mates on the boats. In the end, what it does for the anglers and veterans is a great thing."

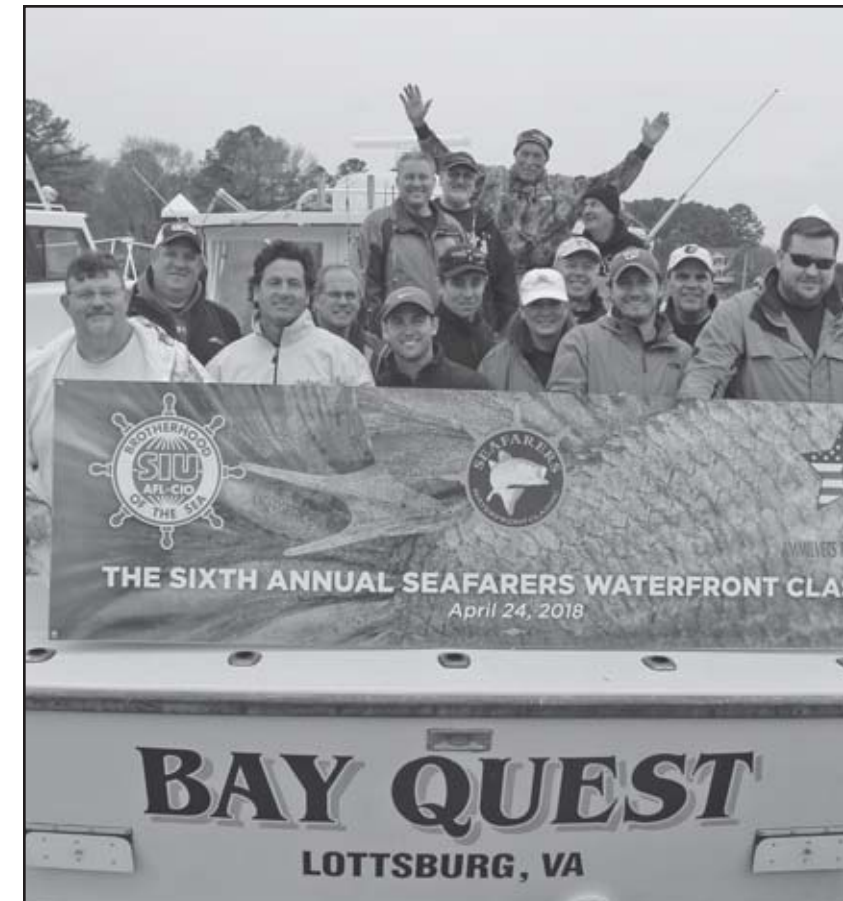
The dinner included an awards ceremony plus an auction featuring paintings and other artwork, along with hand-built fishing rods. The latter items are part of an AMMILVETS therapy course named the Warriors' Handcrafted Rod Building Program.

"Our focus is always on the veterans," Tricker concluded. "It's a pleasure and a privilege to host them, and I look forward to continuing this tradition for many years to come. I also extend a special thanks to (PHC Acting Vice President) Tom Orzechowski and the entire staff for working so hard and making it look easy. Their efforts definitely are not taken for granted."

For more photos from the Waterfront Classic, see Page 14.



This one didn't get away, but Chris Mack threw it back since it was under the qualifying size.



The crew of the *Bay Quest* gathers on the stern.



Those aboard the *North Star* show off this year's banner.



Those aboard the *Kit 2* group up for a post-sailing photo.



Fleet Capt. Butch Cornelius (right) chats with the event chairman, SIU VP Contracts George Tricker.



SIU Asst. VP Kris Hopkins helped organize the event.

Union Official Captures True Spirit Of Yearly Waterfront Outing for Vets

When SIU Executive Vice President Augie Tellez won an auction for a painting as part of the Seafarers Waterfront Classic, it seemed like a routine part of the evening.

But the union official had additional steps in mind. Tellez later that week donated the artwork to the American Military Veterans Foundation (AMMILVETS), and shipped it with a heartfelt letter that reflects the tenor of the annual gathering. Here's the full text of the note sent to AMMILVETS President David Souders:

"It was a privilege and honor to once again participate in the AMMILVETS annual fishing tournament. It is obvious that the commitment and dedication exhibited by all involved to the care and wellbeing of our veterans is the key to mission success. I am proud to play a small part in the endeavor.

"Enclosed is the painting I won at the auction at Tuesday night's festivities. I would like to donate it to the Foundation. May it hang on your walls as a token of the everlasting bond forged by the simple idea of getting folks together to go fishing each year. Besides the monies raised, the obvious good will towards our veterans is profound. Of significance in the painting is that the ship's telegraph indication is set on "Finished with Engines". Let it serve as a gentle reminder that our mission will never be finished with engines until every veteran in this country receives the care and attention they so rightfully deserve.

"Stay true to the course, hope to see you next year and as always I remain."

Respectfully yours,
Augustin Tellez
Executive Vice President



SIU Exec. VP Augie Tellez donated this painting to the AMMILVETS.

More Photos From Annual Seafarers Waterfront Classic



SIU Pensioner Nicholas Grassia (left) listens as SIU VP Contracts George Tricker addresses the dinner guests.



Seafarers Waterfront Classic participants and guests pack the main dining room. Among those pictured at the table in front are SIU President Michael Sacco (lower right) and SIU Exec. VP Augie Tellez (center, wearing SIU jacket).



SIU President Michael Sacco (left) is surprised by the sight of a new painting featuring him by Charles Greenholdt (center). AMMILVETS President David Souders is at right.



Trophies and plaques are always part of the dinner event at the Seafarers Waterfront Classic.



Veteran David Tucker, a Bronze Star recipient, is pictured with PHC Trustee Tony Naccarato.



It's not that retired Recertified Steward Carl Poggioli (right) can't bear to look. He's just being fair during a drawing. SIU VP Contracts George Tricker is at left.



USAF Technical Sergeant Joseph Charles Steele (left) constructed the fishing rod in the foreground, as part of a therapeutic program run by the AMMILVETS. With him are PHC Acting VP Tom Orzechowski (center) and PHC Trustee Tony Naccarato.

Options for Paying Coast Guard User Fees

Editor's note: The following news item was posted May 8 on the U.S. Coast Guard's Maritime Commons blog.

For the convenience of our readers, this post provides updated information for mariners who need to submit payments for services and documents associated with merchant mariner credentialing, inspections, and vessel documentation.

Online payments for Coast Guard user fees

The Coast Guard encourages online payments by credit card or from a checking account. Forms for payments of fees for merchant mariner and vessel documentation services, as well as, forms for vessel inspection user fee payments are available at www.pay.gov. Once on the site, find Coast Guard forms for online payments by entering 'USCG' in the search field at the top of the page. The results will list Coast Guard forms for available online payments.

New addresses for paying Coast Guard vessel inspection user fees by check

The addresses for submitting payments by check to the Coast Guard, including for vessel inspection user fees, have changed. Payments sent to the old addresses will not be forwarded to the Coast Guard. Payments received after the due date will result in late fees and penalties.

To ensure the Coast Guard receives payments sent by check through the U.S. Postal Service, use the following address:

US Coast Guard Vessel Inspection
P.O. Box 979118
St. Louis, MO 63197-9000

If using a delivery service that requires a street address, use the following address:

U. S. Bank Government Lockbox
Lockbox Number 979118 (COI)
1005 Convention Plaza
ATTN: Gov't Lockbox, SL-MOC1 GL
St. Louis, MO 63101

Don't forget to include the invoice number or the vessel name and identification number on the check. Additional information is available on the Coast Guard Finance Center's website (<https://www.fincen.uscg.mil/VIF.htm>).

June & July 2018 Membership Meetings

Piney Point.....	Monday: June 4, July 2
Algonac.....	Friday: June 8, July 6
Baltimore.....	Thursday: June 7, July 5
Guam.....	Thursday: June 21, July 19
Honolulu.....	Friday: June 15, July 13
Houston.....	Monday: June 11, July 9
Jacksonville.....	Thursday: June 7, July 5
Joliet.....	Thursday: June 14, July 12
Mobile.....	Wednesday: June 13, July 11
New Orleans.....	Tuesday: June 12, July 10
Jersey City.....	Tuesday: June 5, July 3
Norfolk.....	Thursday: June 7, July 5
Oakland.....	Thursday: June 14, July 12
Philadelphia.....	Wednesday: June 6, *Thursday: July 5
Port Everglades.....	Thursday: June 14, July 12
San Juan.....	Thursday: June 7, July 5
St. Louis.....	Friday: June 15, July 13
Tacoma.....	Friday: June 22, July 20
Wilmington.....	Monday: June 18, July 16

* Philadelphia change due to Independence Day holiday
Each port's meeting starts at 10:30 a.m

ATTENTION SEAFARERS

Contribute to the
Seafarers Political
Activities Donation

SPAD Works For You!

Dispatchers' Report for Deep Sea

April 14, 2018 - May 13, 2018

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	8	1	7	7	0	4	17	7	3
Anchorage	3	1	0	3	1	0	2	5	2	1
Baltimore	6	1	2	8	2	2	1	4	5	1
Fort Lauderdale	15	13	8	12	5	4	9	25	18	10
Guam	1	2	0	0	1	0	0	3	1	0
Harvey	7	1	8	8	0	6	7	20	3	12
Honolulu	7	5	1	3	5	0	1	19	10	2
Houston	43	10	17	34	9	6	18	98	18	27
Jacksonville	42	19	10	32	11	6	19	63	30	22
Jersey City	41	13	6	27	8	1	20	68	17	10
Joliet	1	6	1	2	4	0	0	1	6	1
Mobile	8	5	6	9	3	2	6	15	6	10
Norfolk	22	14	5	14	7	8	12	42	32	12
Oakland	30	5	6	7	4	0	2	40	11	9
Philadelphia	2	1	1	2	2	0	0	4	7	2
Piney Point	3	0	1	2	1	0	0	2	2	1
Puerto Rico	3	4	2	3	2	1	3	9	8	1
Tacoma	36	7	6	19	6	3	18	64	15	11
St. Louis	2	2	0	1	1	0	0	4	2	0
Wilmington	31	9	4	19	6	2	9	45	16	16
TOTALS	317	126	85	212	85	41	131	548	216	151
Engine Department										
Algonac	4	5	0	0	0	0	0	4	6	0
Anchorage	1	0	0	0	0	0	0	1	0	0
Baltimore	4	5	2	1	3	0	1	3	3	1
Fort Lauderdale	8	6	3	10	2	2	7	14	8	4
Guam	0	2	0	0	0	0	0	1	2	1
Harvey	1	1	0	1	0	0	0	3	4	0
Honolulu	10	5	2	4	2	1	3	10	6	1
Houston	12	4	6	14	1	1	7	21	9	9
Jacksonville	24	12	1	14	10	2	11	37	23	3
Jersey City	15	8	0	11	9	1	7	23	7	2
Joliet	2	0	0	3	0	0	1	2	0	0
Mobile	5	6	1	2	3	2	1	10	6	2
Norfolk	17	12	0	8	11	3	4	24	16	9
Oakland	11	5	1	4	2	1	0	19	7	3
Philadelphia	9	2	0	3	1	0	0	7	1	0
Piney Point	4	6	0	2	3	0	0	4	4	0
Puerto Rico	3	1	2	2	0	0	1	11	5	3
Tacoma	14	5	2	12	1	2	4	24	8	4
St. Louis	1	1	0	2	1	0	1	4	0	0
Wilmington	13	11	4	6	7	2	9	25	23	9
TOTALS	158	97	24	99	56	17	57	247	138	51
Steward Department										
Algonac	6	1	0	1	0	0	0	6	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	0	1	0	0	0	3	1	0
Fort Lauderdale	9	2	1	10	5	0	3	18	3	2
Guam	0	0	0	1	1	0	0	1	0	0
Harvey	4	0	0	3	0	0	0	11	1	0
Honolulu	7	1	1	6	1	1	3	22	1	0
Houston	21	6	4	23	3	1	11	30	7	3
Jacksonville	16	11	1	12	5	1	8	34	11	2
Jersey City	10	4	0	6	3	0	4	17	3	1
Joliet	2	0	0	0	1	0	0	4	0	0
Mobile	3	1	0	3	2	1	3	5	3	0
Norfolk	14	10	0	14	7	2	11	19	14	0
Oakland	12	2	1	9	4	2	5	26	7	1
Philadelphia	3	0	0	1	0	0	0	4	0	1
Piney Point	3	3	0	0	2	0	1	9	3	0
Puerto Rico	2	5	0	1	0	0	0	2	9	2
Tacoma	14	4	0	8	1	1	5	23	3	1
St. Louis	0	0	2	1	1	0	0	3	0	2
Wilmington	17	10	1	14	3	0	10	29	18	2
TOTALS	146	61	11	114	39	9	64	266	85	17
Entry Department										
Algonac	0	6	8	0	1	4	2	2	12	14
Anchorage	0	4	2	0	0	2	0	1	4	3
Baltimore	0	3	5	0	1	3	0	0	2	2
Fort Lauderdale	1	2	7	0	6	1	3	1	7	11
Guam	0	0	0	0	1	1	0	0	1	0
Harvey	1	2	4	0	0	2	2	1	2	5
Honolulu	0	4	2	0	2	3	0	2	11	5
Houston	5	10	14	4	6	8	5	6	15	30
Jacksonville	2	16	35	0	9	10	1	4	27	82
Jersey City	1	14	15	2	5	3	2	2	28	30
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	1	1	2	0	0	0	0	2	1	3
Norfolk	3	17	29	1	10	17	3	4	29	59
Oakland	2	10	10	1	6	6	2	3	20	24
Philadelphia	0	0	1	0	1	0	0	0	0	1
Piney Point	1	0	3	0	0	1	0	1	1	5
Puerto Rico	0	0	1	0	0	0	0	0	1	2
Tacoma	6	12	8	4	3	5	2	9	20	26
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	2	15	24	2	9	10	3	8	25	56
TOTALS	25	116	170	14	60	76	25	46	206	360
GRAND TOTAL:	646	400	290	439	240	143	277	1,107	645	579

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 Stop 16 1/2
Santurce, PR 00907-4601
(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 in Tacoma, Washington.

Question: What are some of the reasons you've made sailing your career, and why have you stuck with it?



Justin Bowe
AB

I would say the flexibility of schedule is the number one reason I've stuck with it, but also the security of having a pension and health care that comes with being in the union. I usually work (as a) dayman, so it's a new job every day, and I enjoy working a job that lets me stay physically active.



Nasser Hafid
Bosun/AB

I started out sailing with my father, and when I was old enough I entered the "family business" and went to (the SIU-affiliated school in) Piney Point. It doesn't hurt that the money is pretty great, and the flexible scheduling is hard to beat!



Daniel Lovely
Bosun/AB

I've always been on the ocean, but I've stayed sailing – and stayed union – because of the job security. I've always been on the sea, and I can't imagine doing anything else. I've been able to buy a house because of this job, and the economic freedom offered by sailing has opened new doors for me.



Mark Billiot
Recertified Bosun

Just because I've enjoyed it so much, and I wanted to see the world, which this job has afforded me the opportunity to do. I've stuck with it because I really enjoyed being at sea and serving on the deck, and I figure why leave a job that you enjoy? I'm very happy with what I do for a living.



Gerret Jarman
Bosun/AB

I would have to say the flexibility of the schedule. It's a well-paying job, especially for a non-college graduate. I love the travel, seeing new places and getting new experiences. I'm a Piney Point graduate, and I'm very happy I made this my career.



Jonas Robinson
AB

I started my career in the Navy, and I realized that I loved working on the sea, but I didn't want to do it in the military. While I was still in the Navy, I met an SIU AB who told me all about the union and being a merchant marine, and I knew that was for me. I tell my kids, make sure to find a job you love, and I'm not sure what I'd do if I couldn't sail anymore. If it ever came to that, I'd like to become an SIU patrolman or port agent.

Pic From The Past



This photo first ran in a 1958 edition of the LOG. It was taken at one of the Andrew Furuseth Training Schools – a collection of facilities that were forerunners to the Paul Hall Center in Piney Point, Maryland. Cliff Taggart, mentioned in the original caption, was a charter member of the SIU. Here's the full description from No. 14, Volume 20: "Congratulations are in order as Seafarer Cliff Taggart (left), instructor at the SIU Stewards Training School in Mobile, gives farewell handshake to graduates of month-long course. The culinary cum laudes (l to r) are Dimitrio Franco, Robert Christian, John Young, Eddie Jackson, Cleo Jones and Milton Thibodeaux. Course includes shipboard culinary procedures and safety rules designed to maintain high standard of SIU feeding."

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

Welcome Ashore

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



DEEP SEA

MUSA AHMED

Brother Musa Ahmed, 66, joined the union in 1989, initially sailing on the *Independence*. A steward department member, he upgraded at the Piney Point school in 2002. Brother Ahmed last sailed on the *Equality State* and makes his home in Dearborn, Michigan.

ERIBERTO BULALACAO

Brother Eriberto Bulalacao, 68, donned the SIU colors in 1999, first sailing aboard the *USNS Asservive*. A steward department member, he last sailed on the *USNS Mary Sears*. Brother Bulalacao makes his home in Summerville, South Carolina.

DENIS BURKE

Brother Denis Burke, 58, donned the SIU colors in 1982, initially sailing aboard the *Independence*. A member of the steward department, he upgraded often at the Piney Point school. Brother Burke last sailed on the *APL Philippines* and lives in Seabrook, Texas.



RONALD DREW

Brother Ronald Drew, 69, became a member of the SIU in 1991, initially sailing on the *Anchorage*. He upgraded his skills often at the Paul Hall Center and was a steward department member. Brother Drew most recently sailed aboard the *Garden State* and resides in Punta Gorda, Florida.

LOUIS NICLOUD

Brother Louis Nicoud, 61, signed on with the SIU in 1980, when he sailed aboard the *Oceanic Independence*. The steward department member upgraded on several occasions at the union-affiliated Paul Hall Center. Brother Nicoud most recently sailed aboard the *Manoa* and calls Stateline, Nevada, home.

ROBERT PESULIMA

Brother Robert Pesulima, 70, signed on with the SIU in 1997, initially working aboard the *Sam Houston*. The deck department member took advantage of opportunities at the Piney Point school and upgraded on several occasions. Brother Pesulima most recently sailed aboard the

Maersk Pittsburgh and lives in Moreno Valley, California.

JETHRO POWERS

Brother Jethro Powers, 66, donned the SIU colors in 2004, when he sailed on the *Atlantic Forest*. He was an engine department member and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Powers most recently sailed aboard the *Overseas Texas City* and resides in Pensacola, Florida.

GUILLERMO QUINONES

Brother Guillermo Quinones, 65, joined the SIU in 1969. He first shipped on the *Steel Apprentice* and was a member of the deck department. Brother Quinones upgraded at the union-affiliated school in Piney Point in 1977. He last sailed on the *Value* and calls Mercedita, Puerto Rico, home.

PATRICK RAY

Brother Patrick Ray, 58, joined the SIU in 1979 and first sailed aboard the *Pacer*. A member of the deck department, he upgraded often at the union-affiliated Piney Point school. Brother Ray last sailed on the *Perla Del Caribe*. He lives in St. Augustine, Florida.

JOSE SIALANA

Brother Jose Sialana, 65, signed on with the union in 1991, initially sailing aboard the *Independence*. He worked in the steward department and upgraded on multiple occasions at the Paul Hall Center. Brother Sialana last sailed on the *Freedom*. He resides in Tacoma, Washington.



JOHN STEWART

Brother John Stewart, 66, became a union member in 2001. His first ship was the *Grand Canyon State*; his last, the *Green Bay*. An engine department member, Brother Stewart upgraded his skills at the Paul Hall Center in 2004 and settled in San Francisco.

DULIP SOOKHIRAM

Brother Dulip Sookhram, 65, began his career with the Seafarers in 1999 when he sailed on the *Shughart*. He was a steward department member and upgraded on several occasions. Brother Sookhram last sailed aboard the *Maersk Idaho* and calls Woodside, New York, home.

ELY TAYAG

Brother Ely Tayag, 71, signed on with the SIU in 2003 when he sailed aboard the *Cape Henry*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Tayag last sailed on the *Garden State*. He resides in Jacksonville, Florida.

JOHN TAYLOR

Brother John Taylor, 65, joined the union in 1990, initially sailing aboard the *Independence*. He was a deck department member and upgraded at the Paul Hall Center in 1997. Brother Taylor last sailed aboard the *Maersk Texas* and resides in Modesto, California.



RICHARD TROVILLO

Brother Richard Trovillo, 69, signed on with the union in 2003. The deck department member's first ship was the *USNS Impeccable*. Brother Trovillo upgraded his skills often at the Piney Point school. He last sailed on the *USNS John Glenn* and settled in Olympia, Washington.



RAPHAEL VARGAS

Brother Raphael Vargas, 65, began his career with the SIU in 1977, when he sailed aboard the *Overseas Joyce*. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Vargas most recently sailed on the *Alliance St. Louis*. He makes his home in Jacksonville Beach, Florida.



RAY WAITERS

Brother Ray Waiters, 65, joined the SIU in 1973, first sailing aboard the *Walter Rice*. The deck department member upgraded on multiple occasions at the maritime training center in Piney Point. Brother Waiters most recently shipped aboard the *Sulfur Enterprise* and settled in Mobile, Alabama.



FAISAL ZAIN

Brother Faisal Zain, 66, donned the SIU colors in 1991, initially shipping on the *Overseas Vivian*. The steward department member upgraded his skills at the union-affiliated Piney Point school in 2003. Brother Zain last sailed on the *Horizon Hawk*. He calls Dearborn, Michigan, home.



NATIVIDAD ZAPATA

Brother Natividad Zapata, 65, signed on with the SIU in 1992. He first worked aboard the *Independence* and was a member of the steward department. He upgraded his skills often at the Piney Point school and last sailed aboard the *Maersk Detroit*. Brother Zapata resides in Atlanta.

INLAND

RONALD CHAVERS

Brother Ronald Chavers, 62, signed on with the union in 1979. He first worked for Dixie Carriers and was a member of the deck department. Brother Chaves upgraded his skills on several occasions at the maritime training center in Piney Point. He most recently sailed with Crowley Towing and Transportation, and resides in Abingdon, Maryland.

STEVIE ELLIOTT

Brother Stevie Elliot, 62, joined the SIU in 1977, when he worked for Higman Barge



Lines. A member of the deck department, he worked for the same company for the duration of his career. Brother Elliott makes his home in Wiergate, Texas.

WILLIAM HUDNELL

Brother William Hudnell, 67, joined the union in 1998, when he sailed for Express Marine. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Hudnell remained with the same company for his entire career and lives in Belhaven, North Carolina.

FRANK MAHR

Brother Frank Mahr, 65, signed on with the union in 2000. He was a member of the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Mahr remained with Penn Maritime for the duration of his career. He makes his home in New Port Richey, Florida.

NATIONAL

MARITIME UNION

STEVE PIERSON

Brother Steve Pierson, 65, joined the union in 1974, when he sailed on the *Keva Ideal*. Brother Pierson was an engine department member. He calls Plymouth, Massachusetts, home.

Congratulations, Graduate!



GUDE Bryan Velazquez (left) picks up his high school diploma at the May membership meeting in Piney Point, Maryland. Velazquez earned the degree through the certified program offered by the SIU-affiliated Paul Hall Center for Maritime Training and Education. Congratulating him on the achievement is SIU Exec. VP Augie Tellez.

Final Departures



MORRIS CORNELL

Pensioner Morris Cornell, 80, passed away April 19. He joined the union in 1991 and first sailed on the *Cape Edmont*. Brother Cornell was a member of the steward department and last worked aboard the *Champion*. He retired in 2009 and settled in Altamonte, Florida.

SORIANO GRANDE

Pensioner Soriano Grande, 67, died April 22. He joined the union in 1989 when he shipped aboard the *Independence*. A steward department member, he last worked aboard the *Green Bay*. Brother Grande retired in 2016 and lived in Waipahu, Hawaii.



WILLIAM HUDSON

Pensioner William Hudson, 77, passed away April 3. He signed on with the SIU in 1957, initially sailing on the *Cathrine*. A member of the engine department, Brother Hudson last sailed on the *Blue Ridge*. The Mississippi native became a pensioner in 2003 and was a resident of Malcolm, Alabama.



WARNER JAMES

Brother Warner James, 61, died November 7. He joined the SIU in 2005 when he shipped on the *Noble Star*. A deck department member, brother James most recently sailed aboard the *Pacific*

Tracker. He resided in Oak Harbor, Washington.

GREGORY JOHNS

Pensioner Gregory Johns, 65, passed away April 14. He signed on with the union in 1970, initially working with Rye Marine. An engine department member, Brother Johns last sailed on the *Maersk Montana*. He retired in 2016 and lived in Sanford, Florida.



GEORGE NOTTINGHAM

Pensioner George Nottingham, 84, died May 1. He donned the SIU colors in 1991, first sailing aboard the *Meteor*. A member of the deck department, he most recently sailed on the *Cornhusker State*. Brother Nottingham retired in 2005 and resided in Pikesville, Maryland.

THOMAS ONEYEAR

Pensioner Thomas Oneyear, 73, passed away April 7. He became a member of the SIU in 1994, initially sailing on the *USNS Persistent*. A member of the deck department, Brother Oneyear last sailed on the *Edward A. Carter Jr.* He became a pensioner in 2009 and made his home in Elizabeth City, North Carolina.

JAMES SMITH

Brother James Smith, 55, died December 9. He joined the union in 1982 and first sailed aboard the *Charles E. Wilson*. The deck department member most recently sailed aboard the *Sam Laud*. Brother Smith lived in Myrtle Beach, South Carolina.

GLENN TAAN

Brother Glenn Taan, 52, passed away January 15.



He joined the union in 1989, initially sailing aboard the *Independence*. A member of the steward department, Brother Taan most recently worked aboard the *Maersk Arkansas*. He called Waipahu, Hawaii, home.

ANTONIO TREVINO

Pensioner Antonio Trevino, 83, died April 22. He signed on with the union in 1968 and first sailed on the *Chatham*. The deck department member last shipped on the *Cove Sailor*. Brother Trevino went on pension in 1999 and lived in Carrollton, Texas.

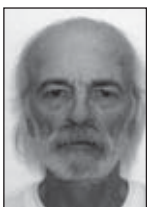


MARK WELSH

Brother Mark Welsh, 53, passed away March 24. He signed on with the SIU in 2000, initially working aboard the *USNS Bold*. An engine department member, Brother Welsh last sailed aboard the *Cape Intrepid*. He resided in Edgewater, Maryland.

PETER WOODWARD

Pensioner Peter Woodward, 65, died April 27. He became an SIU member in 1976 and first sailed on the *RD Conrad*. Brother Woodward was a member of



the deck department and most recently sailed aboard the *Independence II*. He became a pensioner in 2017 and settled in Whaleyville, Maryland.

INLAND

HASSAN AHMED

Pensioner Hassan Ahmed, 87, passed away March 3. He started his career in the Great Lakes division in 1969 and first sailed aboard the *American Seaocean*. Brother Ahmed worked in the engine department and last sailed on the *Bob Lo Island*. He retired in 1996 and made his home in University Place, Washington.

ALVIN STEVENSON

Pensioner Alvin Stevenson, 70, died April 24. He joined the union in 1988 when he worked for Red Circle Transport. Brother Stevenson remained with the same company until his retirement in 2011. He lived in D'Iberville, Mississippi.

ARMANDO VIDAL

Pensioner Armando Vidal, 79, passed away April 14. He signed on with the union in 1969, first sailing on the *Steel Seafarer* in the deep-sea division. He sailed in both the engine and steward departments and later worked on the shore gang in Elizabeth, New Jersey. Brother Vidal retired in 1997 and resided in Bronx, New York.



THOMAS WHITE

Pensioner Thomas White, 68, died April 22. He became a

member of the SIU in 1991 when he worked for Sealand. Brother White was a member of the engine department and last worked with Cargotec Services. He went on pension in 2015 and settled in Norfolk, Virginia.

NATIONAL MARITIME UNION

LEONARD PADEN

Brother Leonard Paden, 92, passed away March 12. He was born in Willisville, Arkansas and lived in made his home in Portland, Oregon.

CHARLES PITT



Pensioner Charles Pitt, 94, died April 20. Brother Pitt was born in Brooklyn, New York. He called Galveston, Texas, home.

In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

Bratton, James	94	04/30/2018
Cedeno, Mauro	95	04/16/2018
Colon, Marcos	91	02/11/2018
Fadl, Ibrahim	91	04/06/2018
Feliciano, Domingo	95	04/18/2018
Jones, Orio	81	10/29/2017
Richard, Joseph	91	03/15/2018
Saeed, Ali	85	04/20/2018
Simon, Mark	70	04/28/2018
Stover, Lyle	83	04/11/2018
Taylor, Arthur	71	03/19/2018
Villafane, Vicente	94	04/30/2018



UNREP In Pacific

The Seafarers-crewed *USNS Henry J. Kaiser* (left) conducts a replenishment at sea with the aircraft carrier *USS John C. Stennis* in the Pacific Ocean on May 10. The *Kaiser* is a replenishment oiler whose crew includes members of the SIU Government Services Division. The *Stennis* is shown underway with the ships and squadrons of Carrier Strike Group 3, conducting a group-sail training in preparation for its next scheduled deployment. (U.S. Navy photo by Mass Communication Specialist 2nd Class David A. Brandenburg)



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.

OVERSEAS NEW YORK

(Overseas Ship Management), February 13 – Chairman **Robert Pagan**, Secretary **Judi Chester**, Educational Director **Justin Valencia Rodriguez**, Steward Delegate **Betty Cooper**. Crew discussed room sanitary issue in relation to overtime hours. Secretary thanked deck department for job well done stripping and waxing decks. Crew was praised for working well together. Educational director reminded members to go to Piney Point to upgrade and gave thanks for steward department's hard work. No beefs or disputed OT reported. Members discussed concerns with cold temperatures aboard ship. New blankets due to arrive. Crew expressed frustration regarding high costs to get ashore. Next Port: Jacksonville, Florida.

ALLIANCE FAIRFAX (Maersk Line, Limited), February 26 – Chairman **Robert Arneel**, Secretary **Robin Ballard**, Educational Director **Paul Pagano**. New contracts available in crew lounge. Secretary reiterated importance of being aware of document expiration dates. Educational director encouraged members to upgrade. Engine delegate reported overtime issue. Members were reminded to be respectful of shipmates. Special thanks given to steward department. Crew requested new fountain drink machine.

GOLDEN STATE (Crowley), March 14 – Chairman **Philip McGeoghegan**, Secretary **Michael Carello**. Members reviewed mattress and linen orders. Chairman discussed President Michael Sacco's report in

Seafarers LOG and emphasized importance of Jones Act, which helps sustain almost 500,000 U.S. jobs. Secretary mentioned effects of new tax laws on merchant mariners. Educational director reminded members to keep documents up to date. Crew was directed to go to captain regarding purchases for vessel. No beefs or disputed OT reported. Members requested new microwave and that dryer be repaired.

KEYSTONE STATE (Pacific Gulf Marine), March 19 – Chairman **Gheorghe Savencu**, Secretary **John Stephens**, Educational Director **David Quade**, Steward Delegate **Gregg Blevins**. Buffet-style meals served to members. Crew thanked steward department for a job well done. Educational director reminded members of upgrading opportunities at Piney Point and stressed importance of keeping documents up to date. No beefs or disputed OT reported. Bosun instructed crew to collect dirty linen in bags and to turn in keys upon payoff. Crew acknowledged and thanked captain for assisting AB with blood-pressure check. Crew touched on 50th anniversary of SIU-affiliated Paul Hall Center for Maritime Training and Education, which took place last year.

HORIZON PACIFIC (PASHA), March 24 – Chairman **Daniel Ticer**, Secretary **Donald Irvine**, Educational Director **Mario Delacruz**, Deck Delegate **An-tjuan Webb**, Engine Delegate **Noli Aguirre**, Steward Delegate **Mercurion Abuan**. Crew revisited requests for fans in rooms and lounge. Captain thanked members for a job well done

on Coast Guard drills. Crew went over materials given by union representative in Oakland, California. Secretary advised members to contribute to SPAD and thanked them for repairs and cooperation. Educational director reminded crew to upgrade at Piney Point and stay up to date on documents. No beefs or disputed OT reported. Vote of thanks given to SIU president and staff. Chairman asked members to keep noise down while off-watch crewmembers sleep. Steward department agreed with members' requests for night lunch menu. Next Port: Oakland.

OVERSEAS NEW YORK (Overseas Ship Management), March 25 – Chairman **Robert Pagan**, Secretary **Judi Chester**, Educational Director **Justin Valencia Rodriguez**, Deck Delegate **Willie McCray**, Engine Delegate **Braulio Ente**, Steward Delegate **Deitre Jackson**. Old business discussed among members. New blankets provided for crew. Chairman reiterated importance of keeping up with ship cleanliness. He noted good work in shipyard and job well done by steward department. Secretary told members where to find new contract and asked that it be returned promptly when borrowed. Educational director encouraged members to upgrade at the Piney Point school before he announced his hope to see them in the future. No beefs or disputed OT reported. Crew requested to use ship's fund for TVs and refrigerators. Members asked for Wi-Fi access. Next Port: Pasadena, Texas.

PALMETTO STATE (Crowley), March 28 – Chairman **Charles**

Hill, Secretary **Danny Brown**, Steward Delegate **Francisco Zuniga Arzu**. Chairman discussed wheel relief and related communications with chief mate. Deck delegate reported 10 hours of disputed OT. Engine delegate reminded everyone about protocols for resolving problems. Bosun thanked galley gang for good food and hard work.

ALASKAN EXPLORER (Alaska Tanker Company), March 31 – Chairman **Michael Moore**, Secretary **John Huyett**, Educational Director **Tristan Brand**, Deck Delegate **Domingo Cazon**, Engine Delegate **Kevin Kelly**, Steward Delegate **Deandre Speight**. Crew awaits update on replacement computer chairs and recliners. Educational director urged members to upgrade and mentioned available help with application process. No beefs or disputed OT reported. Steward department thanked for good food. Next Port: Valdez, Alaska.

LIBERTY PASSION (Liberty Maritime), April 2 – Chairman **David Crisp**, Secretary **Sulay Martinez**, Steward Delegate **Daniel Miller**. Crew discussed benefits of upgrading at SIU-affiliated school in Piney Point. Treasurer reported \$1,500 in ship fund. Deck delegate reported problem with OT. Mariners encouraged each other to read union newspaper. Crew suggested lowering sea-time requirements needed to qualify for pension.

ALASKAN FRONTIER (Alaska Tanker Company), April 7 – Chairman **Jose Loureiro**, Secretary **Lewis Johansen**, Educational Director **Marion**

Collins, Engine Delegate **Corey Hann**. Ship reactivated from lay-up in Portland, Oregon. Crew scheduled to make three voyages before heading to Malaysia for cold lay-up. Chairman wants membership meetings to be held more frequently and reminded members to keep union dues up to date. Chairman provided clarification on new penalty rates and gave instructions for filling in time sheets. Secretary advised members to keep up with all necessary endorsements and medical cards. Educational director recommended crew take as many courses possible at the Piney Point school. No beefs or disputed OT reported. DVD players ordered for members. Steward department commended for great food. Good morale on ship.

ALASKAN LEGEND (Alaska Tanker Company), April 8 – Chairman **Alvin Martin**, Secretary **Just Self**, Educational Director **Jeremias Cepeda**, Deck Delegate **Lindsey Austin**, Engine Delegate **Mohamed Ghaleb**, Steward Delegate **Robert Resurreccion**. Chairman discussed email from team leader of Alaska Tanker Company. Email pertained to weekly meetings and standard tanker agreement. Small food stores port order set for Valdez, Alaska. Secretary reported issues with produce walk-in box and deck walk-in freezer. Repair needed for middle dryer on b-deck. Deck delegate requested clarification regarding travel arrangements. No beefs or disputed OT reported. Crew voted for new television satellite system. Members requested updated music systems and new recliners for state rooms.

Know Your Rights

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

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

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

requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

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

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

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

Paul Hall Center Upgrading Course Information

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

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		
Engineer Resource Management	October 6	October 12
Leadership & Managerial Skills	October 13	October 19
Deck Department Upgrading Courses		
Able Seafarer Deck	August 25 October 20	September 21 November 16
AB to Mate Modules	Module dates vary throughout the year. Students will be advised of dates once accepted.	
Advanced Shiphandling	June 23	July 6
ARPA	June 30 October 20	July 6 October 26
Bosun Recertification	July 21	August 6
Crane Familiarization	July 14	July 20
100 Ton Master	October 13	November 2
ECDIS	October 20	October 26
Fast Rescue Boat	June 16 July 7 August 11	June 22 July 13 August 17
GMDSS	September 22	October 5
Lifeboat	June 30 July 28 August 25 September 22 October 20	July 13 August 10 September 7 October 5 November 2
Radar Observer	June 16 October 6	June 29 October 19
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	July 28 September 22 November 17	August 24 October 19 December 14
Engine Department Upgrading Courses		
Advanced Refer Containers	December 1	December 14

Title of Course	Start Date	Date of Completion
BAPO	July 28 September 22	August 24 October 19
FOWT	August 25	September 21
Junior Engineer	August 11 October 27	October 5 December 21
Machinist	June 16 September 1	July 6 September 21
Marine Electrician	August 11	October 5
Marine Refer Tech	October 6	November 16
MEECE	July 21	August 3
Pumpman	July 7	July 13
Welding	August 18	September 7

Steward Department Courses

Advanced Galley Ops	August 25	September 21
Certified Chief Cook	Modules run every other week. The next class will start June 11.	
Chief Steward	July 7	August 24
Galley Operations	July 14	August 10
Orientation/Assessment Chief Cook 2.0	June 23 July 21	June 29 July 27
Orientation/Assessment Chief Steward 2.0	June 16 July 7	June 22 July 13
Serve Safe	July 28	August 3

Safety Upgrading Courses

Basic Training w/16hr FF	June 16 July 14	June 22 July 20
Basic Training Revalidation	July 13 July 27	July 13 July 27
Basic Training/Adv. FF Revalidation	August 18	August 24
Combined Basic/Advanced Firefighting	July 7	July 13
Government Vessels	June 23	June 29
Medical Care Provider	July 14	July 20
Tank Ship Familiarization - DL	August 25	August 31
Tank Ship Familiarization - LG	August 4	August 10

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.

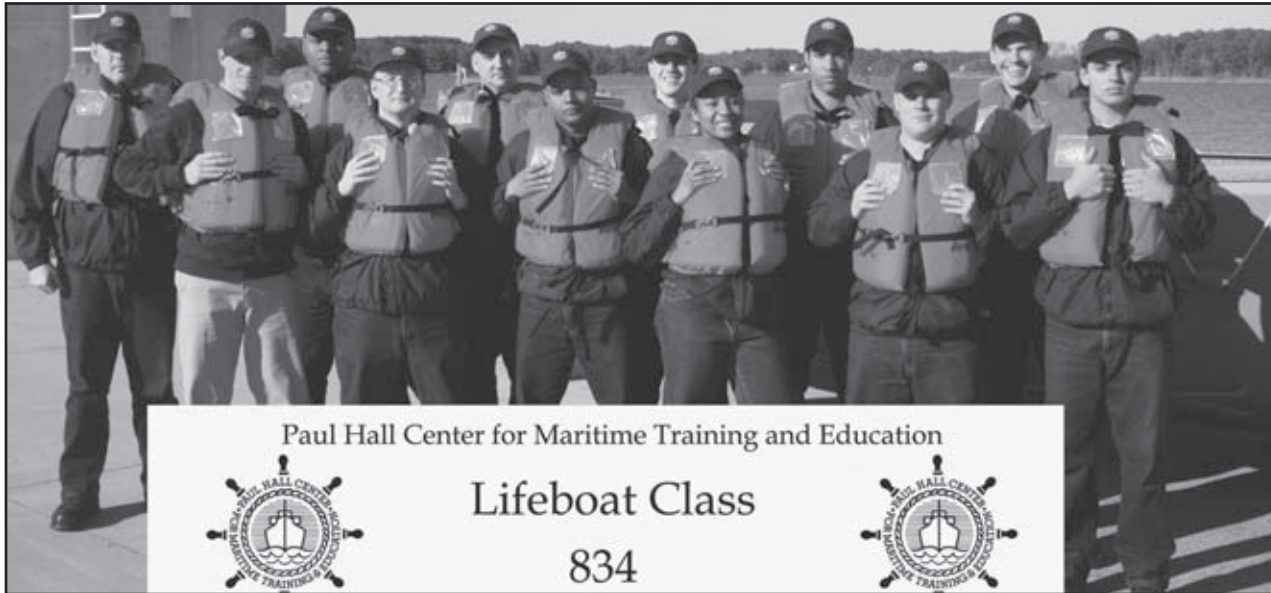
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
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_____	_____	_____

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.

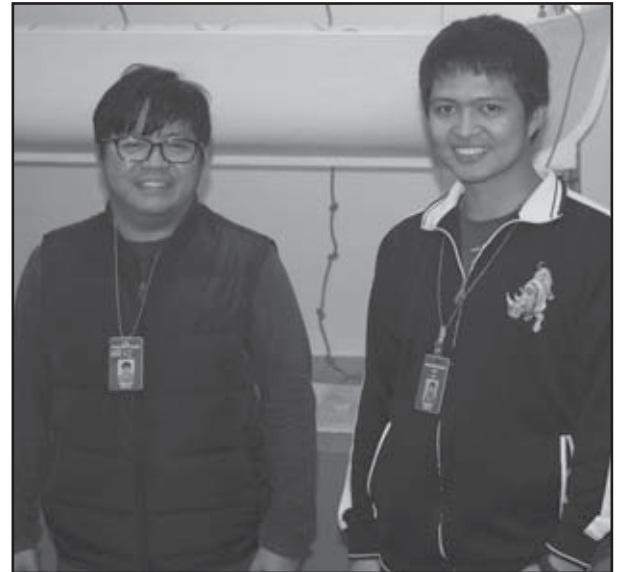
The Seafarers Harry Lundeborg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard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

Paul Hall Center Classes

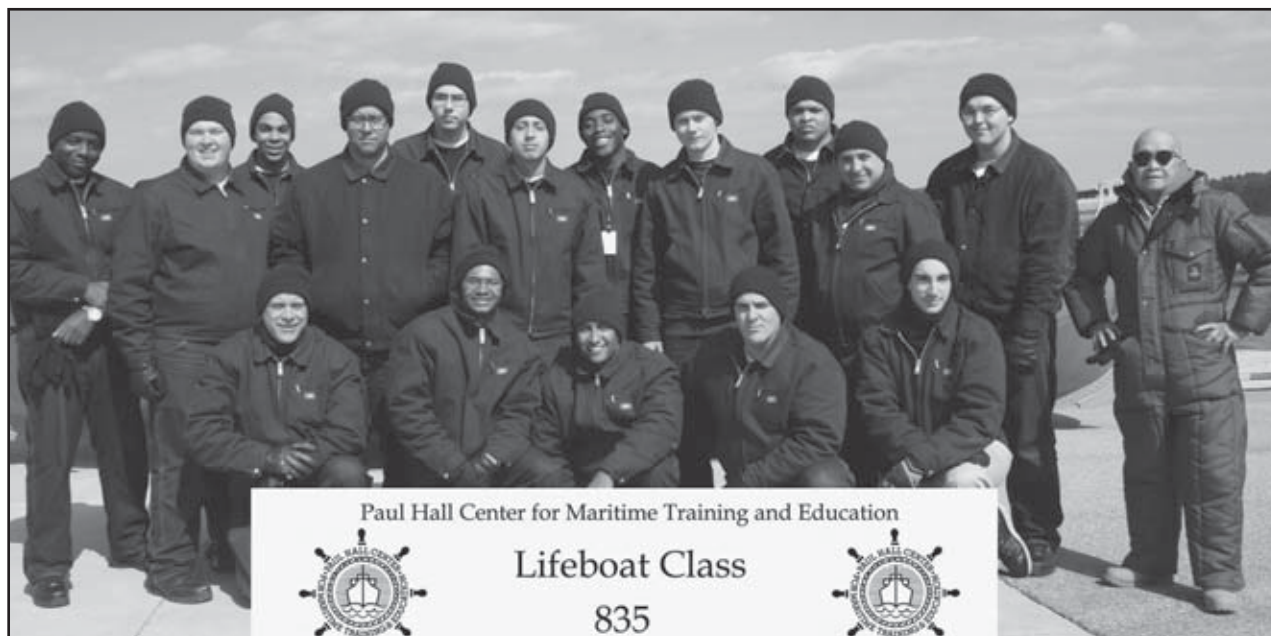


Paul Hall Center for Maritime Training and Education
Lifeboat Class
834

Apprentice Water Survival Class #834 – Graduated February 23 (in alphabetical order): Patrick Anderson Jr., Keilah Freeman, Matthew Jasper, Joshua Mann, Nelito Ronie Monterio, David Moore, Andrew Murphy, Luther Sarvis IV, Taj Scott, Harry Whitney IV, Kevin Willis and Seamus Woods.



Water Survival Upgraders – Graduated February 23: Antonio Duhaylungsod Zorrilla (left) and Mark Nover Miranda Lata



Paul Hall Center for Maritime Training and Education
Lifeboat Class
835

Apprentice Water Survival Class #835 – Graduated March 23 (in alphabetical order): Dominique Archibald, Reny Arzu, Badr Eddine Bouziane, Mark Dennison, James Douglas, Steven Ellis Jr., Adam Salim Elmenani, Marcus Lopez, Brady Martin, Ivan Gabriel Meza, David Franz Pelczmann, Quinton Sashington, Bertram Horatio Solomon Jr., Steven Thornton, Cole Vose and Demario Cortez Walter. Instructor Bernabe Pelington is at the far right.



Water Survival Upgraders – Graduated March 23 : Mark Loreto Mamangun Lagundi (left), Rahsean Sharp and Francois Emmanuel Doucet III. Instructor Bernabe Pelington is at right. (Note: Not all are pictured.)



Welding – Graduated March 16 (in alphabetical order): Steven Gedrich, Thomas Leroy and Matthew McClintock. Instructor Chris Raley is at the far right.



BAPO – Graduated March 9 (in alphabetical order): Enrique Tabamo Ampil, Peter Babor Durangparang, Merville Lariosa Gallema, Mohammed Alam Gir, Jared Johnson, Mark Loreto Mamangun Lagundi, Bryant McGiffen Jr. and Mason McGowan.

BAPO – Graduating March 9 (in alphabetical order) were Phase III apprentices Alberto Luis Alvarez-Gonzalez, Caleb Donovan, Francois Emmanuel Doucet III, Tianna Evans, Cody Klekar, Michael Lane, Eli Lopez, Ethan Love, Montel MacKey, Tommy McGahe, Philip Pete, Camonte Terrell, Stephen Venditti and Shawn Yancey Jr. Each plans to work in the engine departments of American-flag vessels upon completion of their training.



Paul Hall Center Classes



RFPNW – Graduated March 9 (in alphabetical order): Phase III Apprentices Mason Cook, Benjamin Little Feet Curran, John Hodges, Alphonso Johnson Jr., and Rahsean Ameir Sharp. Once their training is completed, each plans to work in the deck departments of SIU-contracted vessels.



Junior Engineer – Graduated March 16 (in alphabetical order): Ryan Brandle, Kem Burton, Vincente Dunbar, Gabriel Freeman, James Grant, Jing Hui Huang, Joseph Marino, Isaac Nugen, Daniel Joshua Ramos Resultan, Michael Antonio Ribeiro and Tad Van. Instructor Christopher Thomas is second from the left. (Note: Not all are pictured.)



Government Vessels – Graduated March 23 (in alphabetical order): Andrew Barrows, Randall Campbell, Laurentis Colbert, Timothy Fogg, Jasper Hayward, Marva Paige and Jeffrey Wheatley.



Marine Electrician – Graduated March 16 (in alphabetical order): Alvin Cabahit, Jared Cabasug, Derek Chestnut, Earl Dimmick, David Kelch, Todd Lander, Jean Paul Merino Lozada, Mana Hassan Muhsen and Charles Packer. Instructor Sterling Cox is at the far left.



GMDSS – Graduated March 23 (in alphabetical order): Dylan Mikaele Casuga, Johnathon Gager, Scott Gilleland, Charles Hosea Jr., Shoal Nervo, Earnest Paulk III and Douglas Simmons. Instructor Patrick Schoenberger is at the far left.



Engineer Resource Management – Graduated March 16 (in alphabetical order): Van Dixon, George Bernasco Pobebe and Daniel Tapley. Instructor William Dodd is at the far right.



RFPNW – Graduated March 9: Daniel Afran Mensah (left) and William Asdrubal Mercado Ramos.



Combined Basic & Advanced Firefighting – Graduated March 9 (in alphabetical order): Robert Boomer, Servando Jesus Canales Jr., Scott Gilleland, Charles Hosea Jr., Joseph Loguidice, Shoal Peter Nervo, Angel Alfredo Nunez, Michael Riley, Patrick Schoenberger, David Seymore, Richard Vega Villafane and Ameen Abdo Yahya. Instructor Joe Zienda is at the far left.



Basic Training Revalidation – Graduated February 23 (both photos above, in alphabetical order): Hussein Hussein Ali, Richard Barnes, William Barrett, Romeo Barredo Bendico, Nathan Bryant, Cesar Cera Dela Cruz, Alexander Vasilyevich Glebov, Lucian Gravelle, Kaamil Ibn Salam Gray, Mohamad Mahmoud Kammoun, Michael Kanga, Mohammad Salim Khan, Ammar Saeed Mohamed, David Amer Mohamed, David Myrick, Abdulsalam Mohamed Omar, Eduardo Osorio, Stephen Roseberry, Mark Stahovic, Scott Thompson, Andrezej Tlalka, Wayne Webb and Marvin White.

Paul Hall Center Classes



Basic Training (Advanced Firefighting Revalidation) – Graduated March 16 (in alphabetical order): Charles Mills, Christopher Morgan, Michael Morgan, Thomas Powell, Elmer Prestidge, William Racette, Brett Ruppert, Jason Stahl, Benjamin Stevens and Andrew Van Bourg. Instructor John Thomas is at the far left.



Basic Training Basic Firefighting (Upgraders) – Graduated March 30 (in alphabetical order): Crista Ali, Toriano Aderyll Brown, Jovita Guadalupe Carino, Ines Armando Castillo Flores, Lawrence Croft, Abdul Ali Hassan, Gerald Joseph, Fernando Fernandes Lopes, Erik Loret, David Seymore, Michael Sivells, Lowell Topham Jr., Ronaldo Salazar Torres and Robert Vazquez.



Chief Steward – Graduated March 2 (in alphabetical order): Alonzo Belcher, James Cameron, Darryl Goggins, Jerome Jordan and Cayetano Terria Toledo.



MLC Cook – Graduated March 16: Brenda Taylor (left) and Miriam Merluzzo.



Certified Chief Cook – Graduated from Module 1 February 12: Kevin Joel Valentin Rivera.



Galley Ops – Phase III Apprentice Michael Musgrave graduated from this course March 9. Once he completes his training, Musgrave plans to work in the steward department aboard SIU-contracted vessels.



Chief Steward – Graduated March 16 (in alphabetical order): Alphonzo Berry, Danny Brown, Robert Greenwood and Gregory Melvin.



Chief Steward – Graduated March 23 (from left): Arlene Yalo Thomas, Shanita Flachbart and Darrion Ingram.



Chief Steward – Graduated March 30 (in alphabetical order): Alan Bartley, Thomas Cyrus Jr., Caesar Rivera Mercado and Jonda Tanner.



Galley Ops – Graduated February 9 (from left): Khiry Bivins*, Munassar Mohamed Ali and Luis Guardado Jr.



MSC Storekeeper (Basic) – Graduated March 16 (in alphabetical order): Tyesha Boyd, John Cedeno Jr., David Dunklin, Joseph Evans, Joseph Garnett, Christopher King, Sebastian Damian Krowicki, William Mulcahy, Eduardo Osorio, Miles Partridge, Zarko Vrbljanac and William Young. Instructor Matthew Rogers is at the far left.

**Paul Hall Center
Class Photos
Pages 21-23**



Recertified Steward
Cesar Cera Dela Cruz



Recertified Steward
Robinson Eromosele



Recertified Steward
Michael Ingram



Recertified Steward
Breon Lucas



Recertified Steward
Stephen Martin



Recertified Steward
Tyrell Thabit

Stewards Complete Highest Level of Training

Six SIU members recently earned their respective ways to the top of the steward department upgrading ladder.

During the May 7 membership meeting in Piney Point, Maryland, the following Seafarers graduated from the Paul Hall Center's steward recertification program: **Cesar Cera Dela Cruz, Robinson Eromosele, Michael Ingram, Breon Lucas, Stephen Martin and Tyrell Thabit.**

The three-week class blends practical instruction with classroom work, and covers a wide range of topics. Those subjects include collective bargaining, communications and problem solving, functions of various departments within the SIU and the AFL-CIO's Maritime Trades Department, and computer technology. The class also covers social responsibilities and leadership, baking skills, sanitation, nutrition and more.

This particular class of upgraders also participated in a trip to Capitol Hill, where they joined other maritime industry allies

in meeting with congressmen and senators who support the Jones Act and other crucial components of the U.S.-flag fleet. (See story, page 5.)

As part of the graduation ceremony, each newly minted recertified steward offered some insight into their personal stories, as well as some words of wisdom for the apprentices in attendance. The following are excerpts from their graduation speeches, as well as comments submitted to the *Seafarers LOG* by the graduates in advance.

Cesar Cera Dela Cruz

Sailing out of Honolulu, Dela Cruz joined the SIU in 1983, and offered his thanks to the staff and instructors at the school. He then described his relationship with the union: "The SIU has been important in my life; it is my bread and butter. It has helped create the foundation of my life in Honolulu, and without the union I wouldn't have any of that."

He also offered advice to the trainees assembled in the school's auditorium, saying, "Study while you're here and learn from your instructors. Learn to work with your classmates, and when you get out to sea, work hard and carry your load. Never be afraid to be ask questions of your department head."

After reminding the mariners assembled of the importance of upgrading their skills at the Paul Hall Center, he concluded, "The union's leadership needs our help to protect our industry and our jobs. We need to donate to SPAD (the union's voluntary political action fund) in order to give our leadership the resources they need to work for us."

Robinson Eromosele

Eromosele, who emigrated from Nigeria to the United States in 2001, joined the SIU in 2003 and began sailing out of the Port of Houston. He admitted that, while his English skills were lacking at first, he quickly

gained proficiency in the language.

"I have been so blessed that I have been able to send my children to college without borrowing money," he said, noting that two of his children are now medical doctors, with a third child working as a chemical engineer. "The union has been a blessing to me and my family in all aspects of life. I have been able to purchase my dream home in Nigeria, and another family home in Richmond, Texas."

He also spoke highly of his time spent upgrading at Piney Point: "The overall experience has been very awesome, as this recertification class has given me the opportunity to understand the full meaning of the Jones Act and the importance of SPAD. Everything I have come to know about shipping is all because of the tireless, gentle and very humble instructors I met or took their classes at one point or another. They

Continued on Page 6



SIU officials joined the newly minted recertified stewards and one spouse for this photo immediately following their graduation.