

SEAFARERS



LOG

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

Season's Greetings



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New Hall Opens in Puerto Rico
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President's Report

Excellent Election Results

As we close out another successful year for our union, I extend my sincere thanks to all Seafarers who stepped up to the plate and participated in grassroots political activities in 2018. It cannot be said too many times: Our industry's survival depends on constant political involvement.

On that note, as of this writing shortly after Election Day, I'm pleased to report that our union's voluntary political action fund (SPAD) enjoyed a winning percentage above 92 percent this year in the United States House of Representatives and the U.S. Senate. Without throwing too many statistics at you, SIU-backed candidates won 16 of 20 Senate races, and 133 of 141 in the House. SPAD, as always, contributed to pro-maritime candidates from both parties.



Michael Sacco

SPAD remains vital in helping us get our foot in the door to promote the U.S. Merchant Marine, but it's not our only tool. I know from talking with members and our regional officials that Seafarers really went all-out this year in precinct walks, phone-banking, sign-waving and other grassroots activities. Again, your efforts don't go unnoticed, and your volunteerism is second to none.

Be assured that by the time you read this article, we'll already have a solid game plan in place to reinforce congressional support for maritime and to help educate newly elected representatives about our industry. Our outreach also goes well beyond the federal level – we're active in state and local politics, too.

Finally, don't forget to introduce yourselves to your local elected officials. Visit their offices, sign up for their email alerts, and let them know you're a registered voter in their jurisdiction whose job depends on American-flag shipping. If there's one thing I can tell you about politicians, it's that they listen to constituents.

Big Fight Ahead

A massively funded anti-Jones Act campaign is getting started again, and it'll have our attention for quite a long time. This won't be an easy fight, and from time to time, your union will call on you for specific outreach to the administration and your previously mentioned senators and congressional reps.

The bottom line on our opposition is that they're greedy. That's why they want to get rid of a law that has protected U.S. national, economic and homeland security for nearly a century. That's why they want to kill the nearly 500,000 American jobs that are tied to the Jones Act. Greed. They want cheap foreign labor to take over our coasts, Lakes and waterways, and they don't give a damn about maintaining America's seafaring and shipbuilding capacity, because that's not how they make money.

I'm under no illusions about the magnitude of this battle, but we're up to the task. Keep an eye on our usual channels for updates – our website, our social media pages, the LOG, and probably an occasional text message.

Piney Point

When you read about all of the new vessels being produced by domestic yards like union facilities NASSCO and Philly Shipyard (among others), you undoubtedly notice the changing technology featured on all of them, whether they're tankers, ConRos or containerhips. One point that shouldn't be lost on us is that new technology means mariner training is more important than ever.

That's where our affiliated school in Piney Point, Maryland, comes in. The Paul Hall Center for Maritime Training and Education is one of the greatest assets available to Seafarers. It'll help you keep up with the times, earn new ratings and make more money. But you've got to take advantage of it. When you're eligible, upgrade. It'll be worth it.

Holiday Wishes

However you observe the winter holidays, I wish you a safe, happy and healthy season. Whether you're at sea or ashore, I hope you'll find some time to relax, count your blessings and then gear up for the New Year.

See you in 2019, brothers and sisters.

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

ITF Congress 2018 Focuses on Future

Heindel Re-Elected as Chair of Federation's Seafarers' Section

The 44th International Transport Workers' Federation (ITF) Congress, which took place in Singapore from Oct. 14-20, marked the first time the event has ever been held in Southeast Asia. The ITF Congress included participants from 140 countries, representing over 600 transport unions, including the SIU.

According to the ITF, "Congress is the ITF's core decision-making event. Every four years, we invite our affiliates to join us and stand together in one place to collectively contribute to shaping the future of transport workers. On behalf of the 19.7 million transport workers in the ITF family, affiliate representatives have the opportunity to exercise their democratic right to elect leaders, bring forward motions, and update our constitution to reflect the changing world we live and work in."

ITF General Secretary Stephen Cotton said before the event, "This Congress is all about transport workers building power through innovative campaigns, growing membership and influencing policy. By uniting our efforts, we can ensure that the future of work provides good opportunities for all transport workers." Cotton was re-elected during the event by the delegates to serve another five-year term.

"We fight for peace, freedom and the rights of all workers. These are the values of the ITF," said re-elected ITF President Paddy Crumlin. Crumlin opened the convention by announcing this was the largest yet, with the most delegates from the most unions and nations in the 122-year history of the organization.

SIU Secretary-Treasurer David Heindel, who serves as the chairman of the ITF Seafarers' Section, spoke about the success of this year's gathering, saying, "This congress was the largest and most productive congress I have attended for the ITF. The Seafarers' Section's plans and priorities for the next five years will include



ITF General Secretary Stephen Cotton (left) and SIU Secretary-Treasurer David Heindel pose for a photo during the ITF Congress.

promoting and enforcing cabotage laws and regulations, promoting the retention of women and young seafarers, investing in maritime skills and seafarer career paths, seafarers' mental health, effective implementation of on-board seafarers' safety committees, influencing the impact of technological change through strong guidelines, and advancing working and safety standards at the ILO and IMO. Additionally, the Seafarers' Section will work to raise the health and wellbeing profile for seafarers by ensuring its inclusion into maritime academies' curriculum and through negotiations with employers."

Heindel was re-elected chair of the Seafarers' Section. His term will be for five years as the delegates approved a constitutional change to hold conventions every five years, starting with this period.

Issues addressed at the Congress included the election of the ITF's officials, motions and amendments to the ITF's Constitution, and re-

ports on activities, financial statements and auditors' reports since 2014. At an extracurricular event held after one of the daily ITF Congressional sessions, delegates watched a short documentary on the dangers being experienced by those who make their living by fishing the world's oceans. In addition, they received a book ("Dreaming of a Better Life: Humans as Commodities" by Stefan F. Lindberg and Lennart Johnsson) from the ITF Seafarers Trust, which provided graphic photos and details of what these workers and their families endure on the job and at home.

The guest of honor for this year's opening ceremony was the Secretary-General of the National Trades Union Congress, Singapore, and Minister in the Prime Minister's Office, Ng Chee Meng.

Crumlin closed the 44th Congress by saying, "Congress has finished; now the hard work begins on the long road to justice, peace and freedom."



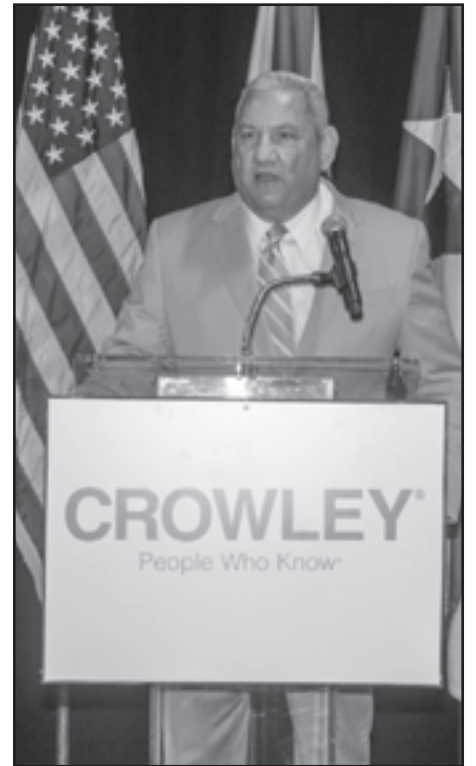
An SIU banner (photo at left) is displayed at the ITF gathering in Singapore. Pictured from left to right (photo above) are Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan, SIU ITF Inspectors Barbara Shipley, Shwe Aung and Ricky Esopa, SIU Secretary-Treasurer David Heindel and ITF President Paddy Crumlin.



The ITF delegates from the United States and Canada gather for a photo onstage. SIU of Canada President Jim Given (sixth from right) and SIU Secretary-Treasurer David Heindel (right) are among those pictured.



Vessel sponsor Christine Crowley does the honors at the christening. (Photo courtesy Crowley Maritime) Pictured from left near the vessel (center photo) are SIU VP Gulf Coast Dean Corgey, Puerto Rico Resident Commissioner Jenniffer González-Colón, and SIU Exec. VP Augie Tellez. During the ceremony (photo at far right), SIU Exec. VP Augie Tellez emphasizes the vital role played by the U.S. Merchant Marine in national, economic and homeland security.



Crowley Christens Jones Act Vessel *El Coqui* SIU-Crewed ConRo Powered by Liquefied Natural Gas

Crowley Maritime's newest SIU-crewed Jones Act vessel officially has been welcomed to the fleet.

Seafarers and SIU officials took part in the *El Coqui's* christening Oct. 20 in Jacksonville, Florida. SIU Executive Vice President Augie Tellez was a featured speaker; SIU Vice President Gulf Coast Dean Corgey and SIU Assistant Vice President Archie Ware were among the other attendees.

A combination containership and roll-on/roll-off vessel (ConRo), the *El Coqui* completed its maiden voyage to Puerto Rico in late July. (The vessel originally was slated for christening in August, but severe weather caused the ceremony's postponement.) The Jones Act ship is among the first of its kind to be fueled by liquefied natural gas (LNG).

In addition to Tellez, the christening included remarks from Crowley Chairman and CEO Tom Crowley; Alexander B. Gray, Special Assistant to the President for the Defense Industrial Base; Resident Commissioner Jenniffer González-Colón of

Puerto Rico; and U.S. Reps. John Rutherford (R) and Ted Yoho (R), both of Florida. More than 350 people were in attendance as Crowley Board of Directors Member Christine Crowley, spouse of Tom Crowley, served as sponsor. She performed a time-

Crowley Maritime.

"It represents, first and foremost, Tom Crowley's commitment to the people of Puerto Rico," Tellez stated. "It shows he'll help provide a safe, clean, efficient and guaranteed pipeline to the mainland in the

commitment to the Jones Act "not just in words but with tremendous capital investment in the ships and in the infrastructure both here (Jacksonville) and on the island," Tellez pointed out. "That commitment to the Jones Act is, by extension, a commitment to the national and economic security of our country."

The SIU official noted that the Jones Act helps ensure the availability of assets and manpower to meet U.S. seafarer requirements while "fueling an economic engine unrivaled anywhere in the world."

Last but not least, Tellez said the company's dedication to American-flag shipping and U.S. crews "provides a doorway that leads to a host of opportunities allowing these mariners to earn their fair share of the American Dream. It affords them the same opportunity that everyone sitting here has enjoyed: to reap the rewards of your labor, grab onto the next rung of that ladder and pull yourself and your loved ones to a better

"Many people talk about amending the Jones Act or taking it away, but they're not living on the island. They don't need that supply on a daily basis, on a weekly basis, and have it reliable like we receive it today – and that's the reason I support the Jones Act." – Puerto Rico Resident Commissioner Jenniffer González-Colón

honored tradition of breaking a champagne bottle over the hull of the 720-foot vessel at the JAXPORT Cruise Terminal.

Tellez said that while the *El Coqui* is named for a popular species of frog that's indigenous to Puerto Rico, the ship symbolizes many important commitments by

best of times and in the worst of times.

"In the best of times," he continued, "it's a way to get products to market to sustain the Puerto Rico economy. In the worst, it's a guaranteed delivery of supplies needed to recover from any devastation or disaster."

The ship also reflects Tom Crowley's

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Mr. and Mrs. Tom Crowley (near center) pose with the SIU crew of the *El Coqui*.

Asst. VP Ware Retires after 40-Year Career

Archie Ware's first connection with the SIU shows that good things may indeed result from initially undesirable circumstances.

Ware in late October retired from the union after 40 years of service, most recently as an assistant vice president based in Jacksonville, Florida. Had he not been laid off while working for New York City in 1978, though, he may never have landed with the Seafarers.

"I had been making great money," Ware recalled. "A guy named Earl Butcher (who worked for the union) asked if I wanted to go to sea, and I said no, thank you. But money got tighter and I asked if the offer still stood. He drove to me headquarters in Brooklyn and that was it. I came on board right then and there."

One could safely say it worked out. Ware, 62, said he enjoyed every part of his

SIU career, which included sailing in the deck department (he became a recertified bosun in 1994), working on shore gangs in New York and New Jersey for more than a dozen years, and then serving as an official since 2001.

"I loved it all," Ware stated. "I loved training, I loved teaching, going to the ships and tugs. I also liked taking photos and sending them to the *LOG*. The only thing I didn't like is people complaining about nothing."

SIU Executive Vice President Augie Tellez said he worked with Ware for decades. "Archie is a true-blue guy – hard working and never shied away from an assignment. He could always be counted on," Tellez stated.

Recently retired SIU Vice President Government Services Kermet Mangram described Ware as "a workaholic. We've been friends a long time; we met at Piney Point, and I (later) recommended that he become a representative, because I thought he'd be good. Bubba – that's what I call him – is a good dude, and the membership is going to miss him. I wish him well on his retirement. Now, his watch is over."

SIU Vice President Gulf Coast Dean Corgey noted, "When he came ashore, he trained in Houston and we became very close. He's a super guy to work with and he became like family. Archie is loyal, dedicated and has an excellent work ethic. He's meticulous – one of these guys who's the first to show up in the morning and the last to leave in the evening. Above all, he serviced the members in Jacksonville and really left the port in excellent shape. I wish him the best."

Assistant Vice President Kris Hopkins worked with Ware for 30 years. "I've always had a lot of respect for him," Hopkins said. "I appreciate his work ethic and we've had a great working relationship between Jacksonville and Fort Lauderdale (where Hopkins is based). He'll certainly be missed."

SIU Jacksonville Port Agent Ashley Nelson said, "I had the pleasure of meeting Archie back in 2001 while he was teaching union education during my time as an apprentice. Fast forward a few years, and who would have believed he would become my teacher again, but in a different capacity. He's taught me the ins and outs of being



SIU VP Gulf Coast Dean Corgey (left) presents Asst. VP Archie Ware with a commemorative ship's wheel in recognition of Ware's retirement. The presentation took place on Oct. 11 at the hall in Jacksonville, Florida.



This 2011 snapshot was taken at the hiring hall in Jacksonville, Florida. SIU Asst. VP Archie Ware (left) is shown with Port Agent Georg Kenny, who's based in Norfolk, Virginia.

an effective official while I was under his direct supervision here in the Port of Jacksonville. It's been an honor and pleasure to have him as my mentor and I think I speak for many when I say he'll be greatly missed."

Ware said he came shore "because I wanted to help the members. I wanted to see what I could do behind the counter."

With a chuckle, Ware recalled that the most challenging part of his four decades with the union happened fairly early. "When I got my first bosun job at age 25, I looked like a whippersnapper, so I when I went aboard the ship (the *Bonny*), people thought I was a wiper or an OS at first. But after that, it was all downhill," he said.

Now, Ware wants to spend more time with his family. "That's the only reason I'm retiring," he said. He plans to remain

in Jacksonville but also do some traveling, along with "a lot of fishing and a lot of honey-do."

Reflecting on his career, Ware noted, "I definitely want to acknowledge Augie Tellez. We met back in the 1980s in Brooklyn, and he's been supportive the whole time I've been with the organization."

Asked what advice he'd give to current members, Ware replied, "Aboard the vessels, be professional and represent the union in a positive way. By doing that, trust me, the company recognizes it. I'd also tell them to get into the Seafarers 401k. It'll pay off in the long run."

He added, "And I would tell our union reps, treat people the way you want to be treated. That's the best way to sum it up. To members and reps alike, I'd say be a problem-solver."

New Crowley Vessel Joins SIU-Crewed Fleet

Continued from Page 3

station in life."

Tom Crowley said the christening was "a culmination of many, many years of hard work (and) many, many years of transition for this company. It's remarkable to see the transition. Whether it's going from

Ro/Ro to Lo/Lo, the LNG fuel, putting a car house on the back of a container ship, you name it, you go through the transition of what we did to build a ship and create a supply chain that nobody else can match. And it's here today."

Gray lauded the commitment by the company and U.S. maritime industry to lead an innovative new era of maritime and supply chain services that support economic and national security.

"*El Coqui* represents not just the \$3 billion investment that Crowley has made in this industry in recent years, it really is the future of the maritime industry itself," Gray said. "The vessel is powered by liquefied natural gas ... it's the cleanest fos-

sil fuel available. It will serve as a shining example of the technological innovation that's going to allow this industry to remain a global leader for decades to come."

"Many people may talk about amending the Jones Act or taking it away, but they're not living on the island," said Rep. González-Colón. "And they don't need that supply on a daily basis, on a weekly basis, and have it reliable like we receive it today – and that's the reason I support the Jones Act."

The *El Coqui* can transport up to 2,400 twenty-foot-equivalent container units (TEUs) at a cruising speed of 22 knots. The ship can accommodate containers in a wide range of sizes and types – including

53-foot by 102-inch-wide, high-capacity containers and refrigerated containers. Within the ship is an enclosed, ventilated and weather-tight Ro/Ro deck that can protectively carry cars and larger vehicles. According to the company, "This type of shipboard garage is offered exclusively by Crowley in the trade, enhancing supply chain solutions for customers."

The ship is the first of two vessels being built as part of Crowley's Commitment Class project. Sister ship *Taino* is in the final phases of construction and testing at VT Halter Marine's shipyard in Pascagoula, Mississippi. That vessel is expected to be delivered later this year. It also will carry an SIU crew.



The Jones Act vessel is shown during its maiden voyage to Puerto Rico in late July. (Photo courtesy Crowley)



SIU members aboard the new ConRo welcome SIU Exec. VP Augie Tellez (fifth from right) and SIU VP Gulf Coast Dean Corgey (fourth from left).

Op-Eds Voice more Jones Act Support

Democratic Congressman, Conservative Think-Tank President Cite Numerous Benefits of America's Freight Cabotage Law

Two recent guest editorials published by *The Hill* highlighted the importance of the Jones Act – from two different perspectives.

The first, written by U.S. Rep. Garamendi (D-California), began with a historical frame of reference: “In 1791, our nation’s first Secretary of the Treasury, Alexander Hamilton, founded the Revenue Cutter Service. This entity, which would later become today’s United States Coast Guard, ensured that proper import duties were paid on goods arriving to the United States by sea – a key source of financial support for our fledgling nation. But Hamilton wasn’t just concerned with international trade; he also understood the value of American shipbuilding, and he required that the cutters be built from American-made materials. Why? To strengthen America’s shipbuilding and domestic manufacturing sectors, which were crucial to our country’s national security and economic development.”

Garamendi, who serves as the Ranking Member of the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation, continued, “Two-hundred twenty-seven years later, they still are – and that is why our nation needs the Jones Act now more than ever. The Jones Act is a simple law: It requires that shipping between two U.S. ports occur on ships that are built in the United States, fly the U.S. flag, and are operated by crews consisting of at least 75 percent American citizens. This requirement buttresses a domestic maritime trade that supports nearly half a million jobs and almost \$100 billion in annual economic impact.

“If the Jones Act did not exist, this industry would be sharply undercut by foreign shippers with lower labor protec-

tions, environmental requirements, and safety standards,” the Congressman wrote. “Not only would we outsource marine transportation along our coasts and inland waterways to the cheapest foreign bidder, we also would hollow out a key component of American industrial might.”

He also noted the importance of America’s freight cabotage law as it pertains to the national defense. The Jones Act “remains essential for our national security and our war fighting capacity,” Garamendi pointed out. “Our military relies on privately owned sealift capacity and highly trained and credentialed merchant mariners to transport and sustain our armed forces when deployed overseas during times of conflict. But the number of ocean-going U.S.-flag vessels has dropped from 249 in the 1980s, to 106 in 2012, to at most 81 today.”

The congressman then offered an example of the dangers of a dwindling U.S.-flag fleet. “The consequences of this steep decline are not just theoretical,” he said. “Our military has had to turn to foreign-flagged vessels for sustainment in times of war, and experience shows that can have dangerous consequences. In the 1991 Gulf War, our armed forces relied on 192 foreign-flagged ships to carry cargo to the war zone. The foreign crews on thirteen vessels mutinied, forcing those ships to abandon their military mission. Would foreign-flag carriers be any more reliable today, especially for a long-term deployment into active war zones?”

The loss of tonnage in the fleet has other, less obvious consequences. He wrote, “The U.S. Transportation Command and Federal Maritime Administration estimate that our country is now at least 1,800 mariners short of the minimum required for adequate military sealift, even with the Jones Act firmly in place. Without the Jones Act, our nation would be wholly unprepared to meet the labor demands of rapid, large-scale force projection for national security.”

The second op-ed was written by George Landrith, president of public policy think tank *Frontiers of Freedom*. Landrith focused on a recent example of the Jones Act com-

ing under fire by opponents of the law: “Virtually every argument against the Jones Act is falsely premised on the notion that it increases consumer prices and that it impeded emergency supplies from getting to Puerto Rico after last year’s hurricanes. Some have even argued that Puerto Rico’s decade-long recession is the fault of the Jones Act – despite the fact that it was enacted almost 100 years ago. Simply stated, there is no factual evidence to support these claims.”

He continued, “Claims that Puerto Rico’s hurricane recovery was impeded by the Jones Act are silly. Within hours after the hurricane and once the port had reopened, Jones Act vessels were unloading vital cargoes – including food, water, medicine, fuel, and other relief cargo. In fact, so much relief was delivered that the port lacked space to store it all. The biggest challenge was distributing the relief goods from the port throughout the island because of damaged roadways, electrical and communication outages, and trucker shortages. But that cannot be blamed on the Jones Act.”

Landrith’s organization studied the impacts of U.S.-flag shipping to Puerto Rico, as he explained: “*Frontiers of Freedom* conducted its own study on consumer prices. We priced a ‘basket of consumer goods’ (food items, toiletries, cleaning products, etc.) in Miami, Florida, and Houston, Texas and compared them to the prices in San Juan, Puerto Rico. The cost in Puerto Rico was not higher. In fact, some items were cheaper in Puerto Rico despite being shipped from the U.S. Mainland.”

He concluded, “Sadly, we will continue to hear the uninformed and misinformed, as well as those with a political ax to grind, make false arguments maligning the Jones Act. But what you will not hear from them are real facts, real studies, real data or even a serious discussion of the numerous benefits of the Jones Act... The Jones Act works for America. It keeps the homeland safe, ensures that we have a shipbuilding industry to support our military, and supports good-paying jobs for Americans.”

Summary Annual Report For Seafarers Health And Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2017 to December 31, 2017. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$153,601,785 as of December 31, 2017 compared to \$129,861,244 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$23,740,541. 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 \$100,677,924. This income included employer contributions of \$92,840,008, employee contributions of \$521,925, realized gains of \$600,415 from the sale of assets, earnings from investments of \$6,138,719 and other income of \$576,857. Plan expenses were \$76,937,383. These expenses included \$12,863,263 in administrative expenses and \$64,074,120 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

- An accountant’s report;
- Financial information and information on payments to service providers;
- Assets held for investment; and
- Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$7.75 for the full report or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Seafarers Honored at AOTOS Event

Several SIU- and CIVMAR-crewed ships as well as an individual Seafarer were recognized at this year’s Admiral of the Ocean Seas (AOTOS) awards dinner.

Hosted by the United Seamen’s Service, the event took place Nov. 2 in New York City.

The top awards went to Paul Doell, national president of the Seafarers-affiliated American Maritime Officers; Salvador Bruno, president and chief executive officer of Hapag-Lloyd USA; and Raymond F. Fitzgerald, chairman of the ARC Group.

The SIU-crewed *MV Norfolk* (operated by Argent Marine) and tractor tug *Michelle Sloan* (Harley Marine Services) each received AOTOS Mariners Plaques for rescues, as did the CIVMAR-crewed Military Sealift Command ships *USNS Yuma* and *USNS Trenton*. Additionally, AB **Leo Onofrio** earned an AOTOS Mariners Rosette for extinguishing a fire aboard the *MV Patriot*.

The SIU was out in force for the gathering. Attendees included President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer



Top honorees (from left) Salvador Bruno, Paul Doell and Raymond F. Fitzgerald display their respective awards.

David Heindel, Vice President Contracts
George Tricker, Vice President Atlantic Coast
Joseph Soresi, Vice President Gulf Coast
Dean Corgey, Vice President Great Lakes and Inland Waters
Tom Orzechowski, Political and Legislative

Director Brian Schoeneman, Port Agent
Mark von Siegel, Port Agent
Joe Baselice, Safety Director
Oswaldo Ramos and Chief Counsel Leslie Tarantola. Seafarers Plans Administrator Maggie Bowen also attended.



SIU member AB Leo Onofrio (center) is recognized for quickly extinguishing a shipboard fire. He’s pictured with MSC Commander Dee Mewbourne (left) and Maritime Administrator Mark Buzby.



SIU President Michael Sacco (left) and Exec. VP Augie Tellez (right) chat with U.S. Army Gen. Stephen R. Lyons, commanding officer, U.S. Transportation Command.

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2017 to December 31, 2017. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$8,989,993. These expenses included \$1,112,863 in administrative expenses and \$7,867,130 in benefits paid to participants and beneficiaries. A total of 15,300 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$128,471,916 as of December 31, 2017 compared to \$117,210,800 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$11,261,116. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$20,251,109, including employer contributions of \$9,168,735, employee contributions of \$209,634, gain of \$248,652 from the sale of assets, earnings from investments of \$10,620,428 and other income of \$3,660.

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

Your Rights to Additional Information

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

that report:

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

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

The charge to cover copying costs will be \$8.50 for the full report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2017 to December 31, 2017. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$24,346,823 as of December 31, 2017 compared to \$22,072,212 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$2,274,611. 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 \$69,598,680. This income included employer contributions of \$67,787,560, realized gains of \$328,440 from the sale of assets, earnings from investments of \$1,350,896 and other income of \$131,784. Plan expenses were \$67,324,069. These expenses included \$6,306,398 in administrative expenses and \$61,017,671 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

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

The charge to cover copying costs will be \$17.75 for the full report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2017 to December 31, 2017. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$2,229,086. These expenses included \$63,721 in administrative expenses, \$2,109,945 in benefits paid to participants and beneficiaries and \$55,420 in other expenses. A total of 11,396 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$36,621,936 as of December 31, 2017 compared to \$28,777,633 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$7,844,303. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$10,073,389, including employee contributions of \$4,812,100, others contributions of \$186,149 and earnings from investments of \$5,075,140.

Your Rights to Additional Information

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

- An accountant's report;
- Financial information and information on payments to service providers;
- Assets held for investment;
- Schedule of delinquent participant contributions;
- Insurance information including sales commissions paid by insurance carriers.

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

The charge to cover copying costs will be \$6.75 for the full report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

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

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

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

1. Benefits of union membership — While non-members do not receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union

policies.

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2017 calendar year, the fee cost associated with this rep-

resentation amounts to 80.32 percent of the dues amount. This means that the agency fee based upon the dues would be \$401.60 (four hundred one dollars sixty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2019 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2018 and November 30, 2019 will have this calculation applied to their 2018 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2020, your objection must be received by December 1, 2019.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2017.

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

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

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

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

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

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

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

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

Sincerely,
David Heindel
Secretary-Treasurer



ABOARD MAHIMAH – Pictured on the Matson vessel in Oakland, California, are (from left) SIU Asst. VP Nick Celona, Recertified Steward Richard Paulson, ACU John Canson and Chief Cook Andy Campollo.



ABOARD ISLA BELLA – Mariners on the TOTE ship display a cake that was baked in honor of the vessel's third anniversary. The *Isla Bella* is the world's first LNG-powered containership. Thanks to vessel master Capt. Raymond T. Thompson III for the photo.



ABOARD PRESIDENT EISENHOWER – The union serviced the *President Eisenhower*, one of APL's newly reflagged vessels, during the night of Sept. 11 on the West Coast. Pictured from left to right aboard the ship are ACU Romeo Molina, Port Agent Nick Marrone II, Chief Cook Reynaldo Ricarte and Chief Steward Clifton Medley III.

At Sea and Ashore with the SIU



AT NORFOLK HALL – The group photo above was taken during the October membership meeting, while the snapshot at left features (from left) Patrolman Mario Torrey administering the membership oath to full-book Seafarers Kevin Campbell and Melvin Hunter.



ABOARD CALIFORNIA – Pictured from left aboard the Crowley tanker in Richmond, California, are GVA Jeff Ham, Chief Cook Katherine Anderson, Recertified Steward Mark Scardino, AB Kyle Silva, SA Juan Oliva, Oiler Tuan Tran and Recertified Bosun Kenneth Abrahamson.



ABOARD KAUAI – These photos were taken aboard the Matson ship during a West Coast servicing. Chief Cook Alberto Insong (photo at right) is pictured in the galley, while the photo at left includes (from left) Chief Steward Frank Ramones and ACU Ziyad Omar.



AT HONOLULU HALL – Three Seafarers take the ServSafe test while fellow member – Recertified Steward George Monseur, a registered proctor – oversees the proceedings. Pictured from left are Recertified Steward Cesar Dela Cruz, Monseur, Chief Cook Freddie Castro and Chief Cook Jaime Austria.



AT SAN JUAN HALL – AB Jonathan Rivera (left) and AB Joseph Dupre assemble shelves for the new hiring hall in Puerto Rico. Thanks to Recertified Bosun Wilfredo Velez for the photo.

With Seafarers on the Great Lakes

These snapshots of the SIU crewed ATB *Presque Isle* (operated by Key Lakes) were taken in early September in Two Harbors, Minnesota. Thanks to SIU Port Agent Todd Brdak for the photos.



SIU Asst. VP Bryan Powell boards the vessel.



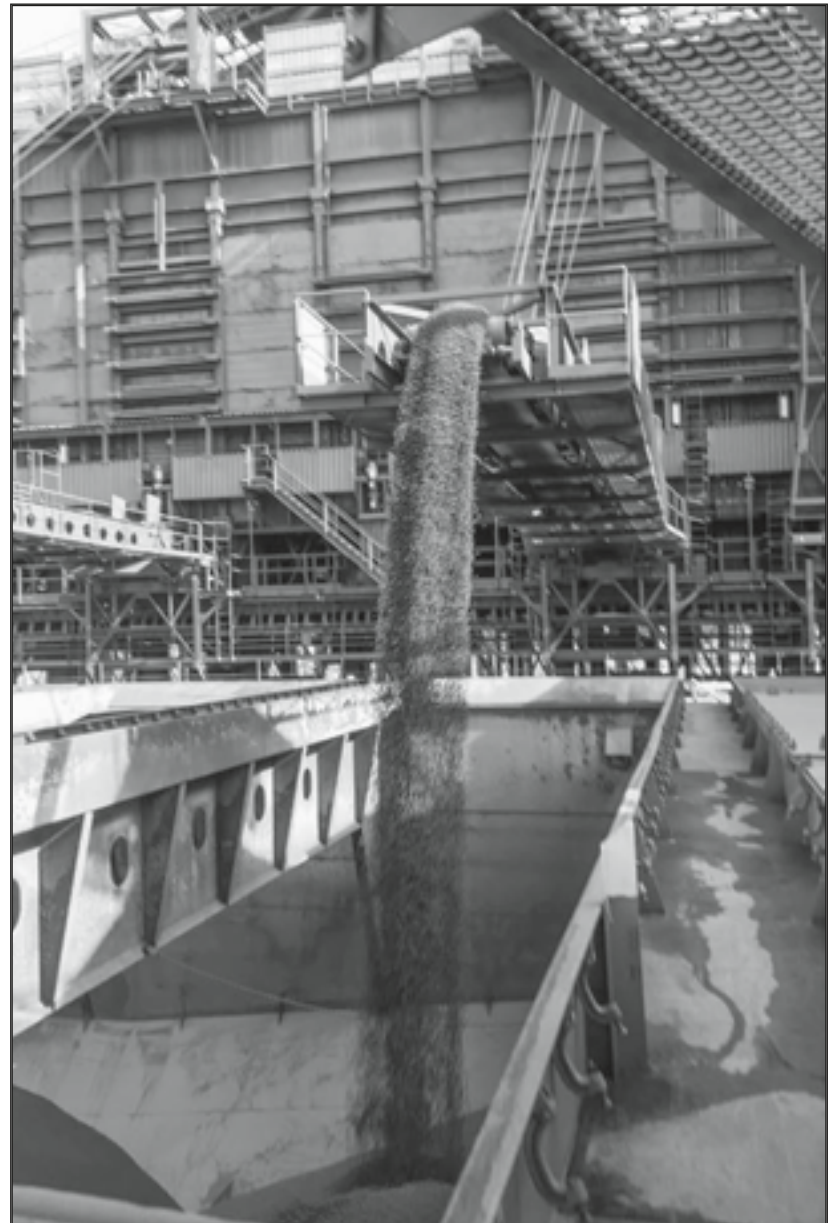
Port Agent Todd Brdak, Asst. VP Bryan Powell, AB Fayeza Mussa



Bosun Bryan Benak (left) and Port Agent Todd Brdak review paperwork.



AB Fayeza Mussa, Port Agent Todd Brdak



The vessel loads taconite pellets.



Spotlight on Mariner Health

The Gallbladder and Biliary Tract Disease

Editor's note: This article is provided by the Seafarers Health and Benefits Plan Medical Department.

The gallbladder is a small, pear-shaped sac located under your liver area. The gallbladder's function is to store bile that is produced by the liver and pass it along through a biliary duct that empties into the small intestine.

Inflammation of this area causes the majority of gallbladder diseases due to irritation of the gallbladder walls, which is known as cholecystitis. This type of inflammation is mostly due to gallstones blocking the ducts leading to the small intestine and causing bile to build up.

Gallstones develop when there are chemicals in the bile or when the blood forms hard particles that obstruct the passageways to the gallbladder and bile ducts.

Gallstones are extremely common and many people do not even know they have them. Gallstones are primarily made up of cholesterol with small amounts of mucus, calcium, and protein.

There are many factors that contribute to the risk of forming gallstones, including being overweight or obese, having diabetes, being age 60 or older, taking medications that contain estrogen, being female, having Crohn's disease or other conditions that affect how nutrients are absorbed, and having cirrhosis or other liver problems.

Cholecystitis is the most common type of gallbladder disease. It can be either acute in onset or chronic, such as a constant inflammation of the gallbladder.

Acute cholecystitis is generally caused by gallstones. It can also be the result of a tumor or other illnesses. It may present with pain in the upper right side of the upper ab-

domen. The pain tends to flare up right after a meal. The pain can be very sharp in nature or a dull type of ache. This can radiate to the right shoulder at times. You may have a fever, nausea and vomiting, and some yellowing of the skin called jaundice.

Chronic cholecystitis is when a gallstone is possibly lodged in the neck of the gallbladder or in the bile duct. When there is an obstruction in the area, no bile can pass through. This will lead to inflammation and distention.

A plugged bile duct will cause extreme pain in the middle of your upper abdomen, fever, chills, nausea and vomiting, yellowing of the skin and pale-colored stools.

There are many other diseases of the biliary system that include Biliary Dyskinesia, Sclerosing Cholangitis, Gallbladder polyps, abscesses of the gallbladder, and gallbladder cancer. Diagnosis is done through a detailed history, physical exams, lab work, X-rays, and ultrasounds. HIDA scans look directly at the duct system within the gallbladder and liver. They're often used when a person has symptoms but the ultrasound did not show any stones.

Other testing may include CT scans, MRIs, biopsies and an endoscopy or ERCP where a tube is passed through the mouth and into the bile ducts themselves.

Treatment is done with lifestyle modifications such as increasing your physical activity, dietary changes and weight loss, medications, and finally surgical interventions.

The incidence of gallstones being formed can be decreased by following a diet high in fiber, eating healthy fats that come from fish and olive oil, and eating whole grains like brown rice and whole wheat breads.

Healthful Recipe Grilled Sesame Chicken Breast

Servings: 25

Ingredients

10 pounds chicken breast halves without skin
6 tablespoons Mrs Dash seasoning

Sauce recipe:

1 ½ cups hoisin sauce
½ cup sesame oil
¾ cup rice wine vinegar
¼ cup light soy sauce
3 cups apple juice
¼ cup fresh ginger, grated
1 ½ tablespoons hot sauce
2 tablespoons fresh garlic, minced fine
½ teaspoon clove, ground
¼ cup toasted sesame seeds
1 cup green onion, chopped

Preparation

- Pre-heat grill to medium to high heat.
- Season the chicken with the Mrs Dash seasoning evenly.
- In a bowl, combine the hoisin sauce, sesame oil, vinegar, soy sauce, ginger, hot sauce, garlic and cloves. Whisk to combine, take out 1/3 and set aside for later use. Pour the remaining sauce over the chicken and toss to coat.
- Grill the chicken 2-3 minutes on each side on a well-oiled grill, place in 2" hotel pan shingled.
- Bake in a 350-degree F oven for 15 minutes uncovered, until internal temperature of 165 degrees F is reached.
- Glaze the cooked chicken with the reserved sauce from step #3.



- Garnish with toasted sesame seeds and chopped green onion.

Nutrition Information

Per serving (excluding unknown items): 259 calories; 7g fat (26.3% calories from fat); 35g protein; 12g carbohydrate; 1g dietary fiber; 85mg cholesterol; 464 mg sodium. Exchanges: 0 grain (starch); 4 ½ lean meat; 0 vegetable; 0 fruit; 1 fat; ½ other carbohydrates

Provided by Chef Robert "RJ" Johnson of the Paul Hall Center for Maritime Training and Education's Lundeberg School of Seamanship

Union Membership Meeting Dates for 2019

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

Dates appearing in bold type indicate that meetings are being held on other than traditional meeting dates. The reasons for the changes at affected ports, respectively, are as follows:

■ Wilmington changes created by Martin Luther King Day and Presidents' Day Observances

■ Piney Point change created by Labor Day Observance

■ Houston changes created by Columbus Day and Veterans' Day Observances

Meetings at each port start at 10:30 a.m.

2019 Health and Benefits Plan Scholarship Program

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

Seafarers Scholarships

Three scholarships designated for active Seafarers:

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

Dependents Scholarships

Five scholarships designated for dependents:

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

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

Although the booklet says 2016, all information is still current for the 2019 SHBP Scholarships.

Please send me the 2019 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for: Self Dependent

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

12/18



Augie Tellez
SIU Executive VP

The new building is shown at upper left, prior to the ceremony, while the photo at immediate left features some of the attendees. Approximately 150 people participated in the gathering.



David Heindel
SIU Secretary-Treasurer



Dean Corgy
SIU VP Gulf Coast



Tony Naccarato
Seafarers Trustee

SIU Opens New Puerto Rico Hall in Style

Facility Hailed as Big Upgrade for Seafarers and Their Families

After many years of stalled attempts, the SIU was more than happy to officially open the new hiring hall in San Juan, Puerto Rico, on Nov. 8 with an event that included food, drinks and a live band. "Welcome to your brand-new SIU union hall," SIU Port Agent Amancio Crespo began, before being interrupted by cheers and applause from the more than 150 members, elected officials, company executives and guests gathered outside the building for the ceremony.

The new facility, located at 659 Hillside Street in the Summit Hills neighborhood of San Juan, is immaculate, with all-new furniture in multiple member lounge areas, wheelchair-accessible restrooms, a modern galley and mess area, WiFi access and a second-floor conference room. Most importantly, it's in a safe and secure neighborhood – a huge improvement from the previous hall.

The SIU was represented at the event by Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Gulf Coast Dean Corgy and Port Agents Pat Vandegrift and Crespo. Also in attendance were Seafarers Plans Administrator Maggie Bowen and SIU Chief Counsel Leslie Tarantola.

After an invocation by San Juan resident AB John Telles, Crespo's daughter Amanda led the crowd in the Pledge of Allegiance.

Carlos Romero Barceló, lifelong politician and friend of the SIU, was the next to speak. Barceló reflected on his long history of supporting unions, before talking about the current state of maritime for Puerto Rico: "There is so much misinformation spread about the Jones Act, and it's spread by leaders in the House and Senate. They say, 'We cannot compete with shipping in other parts of the Caribbean, Central and South America because we have to ship on American ships.' But wait a minute. Walk down to the docks, and see where the Japanese cars come in. Do they have a Japanese flag on their mast or not? Of course they have a Japanese flag on them, they come from Japan! There's no limitation whatsoever on shipping from a U.S. port to a non-U.S. port, they can be any flagged vessel.

"But the shipping rule, as so many other countries have, is that if you go from one port in a country to another port in the same country, you need to be flagged in that country and not a foreign vessel," Barceló continued. "For political reasons, they keep attacking the shipping lines and saying lies about the shipping lines, so we have to tell the truth to the people."

Next to speak was Hector Figueroa, Chief of Staff for the Office of Héctor Ferrer, Chair of the Puerto Rico Popular Democratic Party. Ferrer, who was a strong supporter of the maritime industry in Puerto Rico, unexpectedly passed away on Nov. 5. Figueroa's speech was followed by a moment of silence in honor of Ferrer.

Corgy took the podium next, saying, "My hometown is Houston, Texas, and we got hit hard in 2017 by Hurricane Harvey. Right after that, you got hit hard down here [by Hurricane Maria]. And I'm pleased to report to you today, Houston is back, and let me tell you what I see here today – Puerto Rico is back."

Corgy continued, "Leading the charge of that recovery is the maritime industry, there's no question about it. And as far as who from the SIU

is leading that charge, it is my good friend Amancio Crespo. I can't say enough about Amancio. He was there 24 hours a day on the docks getting relief supplies in. Every member, every Puerto Rican resident that needed assistance, he was there. He worked himself to a ragged bone, he did everything he could – and in his spare time, he put this building together."

He then introduced Tellez, who was born in Ponce, Puerto Rico. Tellez gave a rousing speech in Spanish, which he translated for the *Seafarers LOG*:

"Good morning and welcome to the christening of this beautiful new building. I bring you greetings and salutations from President Mike Sacco, who unfortunately could not be with us here today. It is a grand day for a grand building that's new, clean, well-appointed and – most of all – safe for our entire SIU family and friends. This building exists in great part due to the hard work by Amancio Crespo. More importantly, he was at the same time committed to the tremendous effort of delivering water, food, supplies and hope to all those suffering the devastation of Hurricane Maria. So, to Amancio, his wife Maria, the companies and to all the members who joined in the relief effort, we give our thanks, our respect and a great round of applause."

Heindel then spoke about the long road to the grand opening, saying, "We put up our old building for sale over 20 years ago. We started looking for a new facility, we found a few nice spots... Finally, we found this little spot here. We said, 'This has got a lot of possibilities.' And as you'll see, it's a fantastic building, and it'll be here for the next 30 years, I'm sure. It's taken us a long time to get to this point, but thank God we are here today."

Heindel continued, "This is an example of our commitment, not just to our membership here in Puerto Rico to provide a very safe and clean facility for them to conduct business in, but it's also a commitment that the SIU has made to the Jones Act here in Puerto Rico."

Seafarers Trustee Anthony Naccarato, who also spoke in Spanish, echoed many of the sentiments of the previous speakers, before Crespo's wife Maria Gomez christened the new hall with a ceremonial champagne bottle break.

Recently retired Recertified Bosun Angel Perez, who attended the ceremony, praised the new facility, saying, "This is a blessing. The place is beautiful, clean, and the new Seafarers are going to love this place."

Perez also noted how the new hall – even under construction – was a safe haven during Hurricane Maria.

Corgy concluded by revealing the future of the old hiring hall building, saying, "We had some folks step up from Mobile, Alabama, who run a maritime ministry. They do a great job ministering to seafarers in trouble and need, and we gave them that old building. They are going to open a seafarers' mission in the old building, and they're going to go down there and do the Lord's work in that neighborhood, get that neighborhood revitalized and back on its feet."

Editor's note: For additional photos from the grand opening, visit the *Seafarers LOG* Facebook page: @siulog



Port Agent Amancio Crespo (left) and his wife, Maria, celebrate the grand opening.



Pictured from left to right are TOTE VP Eduardo Pagan, a guest, SIU VP Gulf Coast Dean Corgy, SIU Exec. VP Augie Tellez, politician Carlos Romero Barceló, SIU Port Agent Amancio Crespo, retired Recertified Bosun Angel Perez, TOTE Chief Financial Officer Michael Noone, SIU Secretary-Treasurer David Heindel, former TOTE President Anthony Chiarello and Crowley VP Jose "Pache" Ayala.



SIU VP Contracts George Tricker (center) chats with some of the caterers and Seafarers.



SIU Port Agent Pat Vandegrift, retired Recertified Bosun Angel Perez

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

Kate Hunt,

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

SAN JUAN

659 Hillside St., Summit Hills
San Juan, PR 00920
(939) 204-0337

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 apprentices at the Paul Hall Center for Maritime Training and Education.

Question: Why did you decide to join the SIU?



Rannie Fore
Phase 3

I joined the SIU for the better career opportunities. I have a cousin, **Brandon Fore**, who sails as a QMED. He was joining the union as I was starting college, so once I graduated, I knew I could become a mariner. I think I'll end up trying for my mate's license eventually.



Daryl Thomas
Phase 1

My father came through the Paul Hall Center, and he's a licensed officer now, but I have a ton of family and friends in the SIU. This was the union I was the most familiar with, and I wanted to get a taste of the maritime industry, so I figured, why not join the SIU?



Robert Murphy
Phase 3

I joined the union to be able to take care of my son. I had considered joining the military, but decided that the SIU would be a better fit for me. I have a lot of family members in the SIU, so it was an easy choice.



Billie Kawelo
SUA

I come from four generations of fishermen, so I love the sea. I have a big family, so when we get together, we eat – and we eat fish. Becoming a steward seemed like a great way to enjoy my passions for cooking and the sea at the same time.



Benita Margaronis
Phase 1

I've always been involved in the world of maritime, thanks to my dad. I was stuck in a bit of a rut, and decided it was time to get my life started. (West Coast Vice President) Nick Marrone talked to me about joining the union, and I'm glad I did.



Gerardo Melano
SUA

I decided to join the SIU to pursue the culinary half of my career in hospitality. I sailed on cruise ships previously, but I was stuck on the housekeeping side of hospitality. The union is giving me the chance to express the culinary side of myself, as well as providing job security and a better life.

Pic From The Past



Seafarers and guests enjoy the Seven Seas Room in 1952. The nightclub was located at SIU headquarters in Brooklyn. As noted in the October 17, 1952 edition of the *Seafarers LOG*, "Although the Port O' Call's Seven Seas Room opened with a flourish before an audience that include many dignitaries the nightclub has now settled down to the job of supplying entertainment, dancing, food and drink to Seafarers the way they want it. While the public has been welcome from the start, the Seven Seas Room was designed to come as close to the seamen's ideal as possible. Consequently, it combines glitter, comfort and quality with an air of easy informality, at moderate prices." Comedian Henny Youngman performed there the same year.

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

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.

SLNC YORK (Argent Marine), August 4 – Chairman **Basil D'Souza**, Secretary **Victor Jimenez**, Deck Delegate **Clifford Carroll**, Steward Delegate **Rosalie Long**. Still awaiting response concerning AC problem. Crew suggested increasing pension benefit while decreasing sea time for retirement. Educational director urged members to upgrade and to always check paperwork. No beefs or disputed OT reported. Crew requests table in thaw box area. Apprentices switching departments.

INDIANA HARBOR (American Steamship), August 5 – Chairman **Jeremy Shenett**, Secretary **John Chaney**, Educational Director **Daniel Lind**, Engine Delegate **Thomas McClure**, Steward Delegate **David Warner**. Chairman asked members to leave clean rooms for oncoming crew and to help newcomers. He reminded members to stay hydrated on hot days. Secretary advised crew to be sure credentials were up to date. Educational director encouraged members to upgrade at the school when possible. No beefs or disputed OT reported. Engine delegate requested new radios for tunnel crew. Members discussed new insurance policies for Great Lakes division. Headquarters will be sending out information. Next Port: Gary, Indiana.

ALASKAN NAVIGATOR (Alaskan Tanker Company), August 6 – Chairman **Gregory Hamilton**, Secretary **Cayetano Toledo**, Educational Director **Leland Peterson**. Replacement for broken recliner needed. Ship fully crewed and sailing smoothly. Chairman encouraged members to donate to SPAD. Secretary reminded crew to leave fresh linens for oncoming members. Educational director recommended upgrading at Piney Point. Members discussed vacation policy and desire to boost pension. Crew was directed to communicate with personnel at ATC. Steward department was thanked for a job well

done. Deck department commended for keeping house clean. Next Port: Cherry Point, Washington.

OVERSEAS MARTINEZ (Overseas Ship Management), August 10 – Chairman **Anton Sulic**, Secretary **Marcelo Param**, Educational Director **Rodrigues Carson**, Deck Delegate **Michael Ross**, Engine Delegate **Mohsen Shayef**, Steward Delegate **Charles Atkins**. New rugs and new fans to arrive. Chairman reminded crew to clean rooms before getting off and encouraged everyone to work in unity. He advised members to be sure documents are kept up to date and to donate to SPAD. Secretary reminded crew to return cups and mentioned painting deck in dry store room. Educational director urged members to upgrade at the Piney Point school. No beefs or disputed OT reported. Members discussed health plans and requested better dental coverage and increase in eyeglass allowance. Next Port: Garyville, Louisiana.

MAERSK OHIO (Maersk Line, Limited), August 17 – Chairman **James Joyce**, Secretary **Emanuel Spain**, Educational Director **Antoine Rainey**. Repair to handrails will continue. Chairman reported a safe voyage and no loss of time or man hours. Educational director reminded members to check documents and to upgrade at Paul Hall Center. No beefs or disputed OT reported. Deck crew requested small welding pumps for cargo holds. Members asked for extra vacuums on each deck and new bath towels.

MOHAWK (JM Ship LLC), August 20 – Chairman **Paul Sharo**, Secretary **Alan Bartley**, Educational Director **Kevin Chenault**, Deck Delegate **Corey Thomas**, Engine Delegate **Beato Diaz**, Steward Delegate **Kimberly Dawson**. Chairman announced payoff and discharge schedule. Crew discussed upcoming

voyages to El Salvador, Puerto Rico and Jacksonville. Secretary thanked everyone for keeping mess hall clean. Educational director advised members to check on document renewal as early as possible. He reminded crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Next Port: Concord, California.

SEABULK ARCTIC (Seabulk Tankers Inc.), August 26 – Chairman **John Cedeno**, Secretary **Gordon Major**, Educational Director **James Rodweller**. Chairman presented new contractual wages. He encouraged members to recruit for apprentice program and explained importance of donating to SPAD. Chairman urged crew to stay hydrated and take 10-minute breaks from the sun every hour/as needed. Secretary advised crew to be sure credentials are current and compliant. Educational director encouraged members to upgrade at the maritime training facility in Piney Point, Maryland. No beefs or disputed OT reported. Crew was reminded to gently close watertight doors while off watch is sleeping. Members were instructed to use plastic garbage bags for all trash placed in trash room. Crew was directed to be attentive when washing clothes, being sure to not leave laundry overnight. New pillows and mattresses needed on board. Members sought clarification regarding pay for trash handling, weekly room sanitary in lieu of day off and vacation requirements. Crew inquired about weekend OT rates. Captain purchased pizza for crew. Members enjoyed participating in 401k portfolio exercise.

ALASKAN LEGEND (Alaska Tanker Company), August 26 – Chairman **Alvin Martin**, Secretary **Just Self**, Deck Delegate **Woodrow Brown**, Engine Delegate **Corey Hann**, Steward Delegate **Johnson Ashun**. Members went over last meeting. Educational director

reminded crew to check the Seafarers LOG for upgrading courses at Piney Point. No beefs or disputed OT reported. Members plan to check contract for information about replacing items in soda machine. Port agent to follow up regarding penalty rate inquiry. Members requested new recliners. Satellite to be installed. Next Port: Long Beach, California.

TYCO DECISIVE (Tyco), August 30 – Chairman **Victor Nunez**, Deck Delegate **Richard Molina-Blackman**, Engine Delegate **Danilo Achacoso**, Steward Delegate **Walter Schoppe**. Chairman announced port closures on Saturdays. He went over the importance of the Jones Act and SPAD donations. Chairman encouraged members to enroll in 401k and reminded them to renew member portal passwords. No beefs or disputed OT to report. Crew discussed labor movement's current fight against so-called "right-to-work" states. Membership healthy, morale very high, with both the SIU and aboard ship.

TEXAS (Intrepid Personnel & Provisioning), August 30 – Chairman **Burkley Cooper**, Secretary **Josue Iglesia**, Educational Director **Ahmed Sennain**, Engine Delegate **Austin Anderson**, Steward Delegate **Jermain Robinson**. Chairman reminded members to confirm contractual pay scales before boarding ship. He thanked steward department for job well done. Secretary advised members to keep documents updated and be sure to allow enough time to renew. Educational director recommended crew upgrade at the Paul Hall Center. Members were encouraged to approach captain if anything is needed for ship. No beefs or disputed OT reported. Crew would like allowance for eyeglasses to be increased. They requested new coveralls with better variety of sizes. Next Port: Fort Lauderdale, Florida.

BURNS HARBOR (American Steamship Company), August 31 – Chairman **Abdullah Algalham**, Secretary **Mohamed Algalham**, Educational Director **Mohamed Ahmed**, Deck Delegate **Larry Skowronek**. Crew revisited old business. Chairman reminded crew to work together and announced overtime on deck. Hiring halls now closed on Saturdays. Members were encouraged to vote in upcoming election. Educational director urged crew to upgrade at Paul Hall Center. Crew requested new linens and additional DEU aboard ship.

WASHINGTON (Intrepid Personnel & Provisioning), September 1 – Chairman **Modesto Rabena**, Secretary **Ingra Maddox**, Educational Director **Diolo Bonifacio**, Deck Delegate **Joseph Nicodemus**, Engine Delegate **Salvador Baclayon**, Steward Delegate **Ian Schluder**. Chairman thanked steward department for good food (excellent quality and variety of menus). No beefs or disputed OT reported. Deck department members continue waiting for answers regarding past-due penalty pay. Crew voiced interest in obtaining company-provided email and satellite phone service. Members expressed concern with vacation plan name. Members caught 87-pound halibut at anchor in Valdez, Alaska.

SAM LAUD (American Steamship Company), September 9 – Chairman **Amin Quaraish**, Educational Director **Mathew McClintock**. Crew made note of Saturday closure at halls. Members talked about importance of supporting candidates that support the Jones Act during this election year. Crew reviewed pension plan. Educational director reminded members to go to the SIU website to find helpful information. No beefs or disputed OT reported. Members reiterated importance of donating to SPAD.

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.

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

ALI ABDULGANI

Brother Ali Abdulgani, 65, signed on with the SIU in 1990, initially working on the *Cape Carthage*. A deck department member, he most recently sailed on the *Maersk Denver*. Brother Abdulgani resides in Brooklyn, New York.

FIDEL BLANCO

Brother Fidel Blanco, 66, began his career with the Seafarers in 2001, first sailing on the *Yorktown*. The engine department member upgraded his skills that same year at the maritime training facility located in Piney Point, Maryland. Brother Blanco most recently worked on the *Overseas New York*. He calls Humble, Texas, home.

THOMAS BRAY

Brother Thomas Bray, 66, joined the SIU in 1990 and initially sailed on the *USNS Regulus*. He upgraded at the Paul Hall Center in 2014 and was a member of the deck department. Brother Bray last sailed aboard the *Cape May* and resides in Chesapeake Virginia.

BRUCE DAVIDSON

Brother Bruce Davidson, 65, embarked on his career with the Seafarers in 1975, first sailing aboard the *George Goble*. He worked in the steward department and upgraded on multiple occasions at the Piney Point school. Brother Davidson last sailed on the *Maersk Columbus* before settling in Naples, Florida.



DANIEL GIFFORD

Brother Daniel Gifford, 65, joined the SIU in 1970 and first shipped aboard the *Hastings*. An engine department member, he upgraded on numerous occasions at the Paul Hall Center.



Brother Gifford most recently sailed on the *Matej Kocak* and makes his home in New Orleans.

JAN HAIDIR

Brother Jan Haidir, 67, joined the union in 1980. His first vessel was the *Santa Magdalena*. The engine depart-

ment member upgraded often at the Paul Hall Center before sailing on his final ship, the *Pride of America*. He resides in Seattle.

ROBERT JONES

Brother Robert Jones, 65, started his SIU career in 1975, initially sailing on the *USNS Potomac*. He sailed in the engine department, most recently aboard the *Endurance*. Brother Jones resides in Reno, Nevada.



OSWALDO LOPEZ

Brother Oswaldo Lopez, 65, donned the SIU colors in 1999 when he sailed aboard the *USNS Pathfinder*. He was a member of the engine department and upgraded on multiple occasions at the Piney Point school. Brother Lopez last sailed on the *Horizon Pacific*. He makes his home in Tacoma, Washington.



CLARENCE MACK

Brother Clarence Mack, 54, signed on with the union in 1986, initially working aboard the *USNS H.H. Hess*. He was a steward department member and upgraded on numerous occasions at the Paul Hall Center. Brother Mack most recently sailed aboard the *Delta Mariner*. He resides in Mobile, Alabama.

MUNASSAR MOHAMED

Brother Munassar Mohamed, 65, began his career with the union in 1979 when he sailed on the *McLean*. A steward department member, he upgraded in 1989 at the Paul Hall Center. Brother Mohamed last worked aboard the *Denali*. He makes his home in Detroit.

JOHN MOSSBARGER

Brother John Mossbarger, 70, signed on with the SIU in 1991 when he sailed on the *Sealift Indian Ocean*. He was a deck department member and upgraded his skills at the Piney Point school on many occasions. Brother Mossbarger last sailed on the *Pacific Tracker* and lives in Newport, Oregon.



ARMANDO OLDE

Brother Armando Olde, 67, joined the union in 2000 and first sailed aboard the *Kenai*. He was a deck department member and upgraded often at the Piney Point school. Brother Olde most recently sailed on the *Horizon Anchorage*. He makes his home in Anchorage, Alaska.

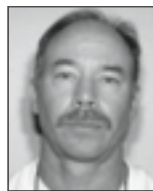
FAYE PRICE

Sister Faye Price, 65, joined the SIU in 1989. She was a member of the steward department and first sailed aboard the *USNS Vindicator*. Sister Price upgraded her skills at the union-affiliated Paul Hall Center on multiple occasions. She last sailed on the *USNS Watkins* before settling in Norfolk, Virginia.



ROBERT RESTER

Brother Robert Rester, 65, began his career with the Seafarers in 1972, first sailing with Inland Tugs before moving to the deep-sea division. He was an engine department member and upgraded often at the Piney Point school. Brother Rester concluded his career aboard the *LNG Gemini*. He calls Sevierville, Tennessee, home.



CEASAR SMITH

Brother Ceasar Smith, 53, joined the SIU in 1993 and first sailed aboard the *American Cormorant*. He was a deck department member and upgraded on several occasions at the Paul Hall Center. Brother Smith's last vessel was the *Brownsville*. He resides in Mobile, Alabama.



WARREN WRIGHT

Brother Warren Wright, 65, embarked on his SIU career in 1978 when he sailed on the *Mohawk*. An engine department member, he enhanced his skills on numerous occasions at the Piney Point school. Brother Wright most recently sailed aboard the *Oakland* before settling in Wilmington, Delaware.



GREATLAKES

JOHN BEAUSHAW

Brother John Beaushaw, 65, signed on with the union in 1973 when he worked on the *Ben Calvin*. He was a steward department member and upgraded in 1988 at the Paul Hall Center. Brother Beaushaw's last vessel was the *Southdown Challenger*. He makes his home in Alpena, Michigan.



RONALD BUJNOVSKY

Brother Ronald Bujnovsky, 60, signed on with the union in 1977. He first sailed aboard the *Harry Allen*. Brother Bujnovsky was an engine department member and upgraded on multiple occasions at the Piney Point school. He most recently sailed aboard the *Sam Laud* and resides in Cleveland.

STEVEN SAMPLE

Brother Steven Sample, 65, began his career with the Seafarers in 1971 when he worked on the *H.N. Snyder*. He was a member of the deck department and last worked for Upper Lakes Barge Lines. He calls Alpena, Michigan, home.



INLAND

SAMUEL BIRTH

Brother Samuel Birth, 62, joined the SIU in 2006, first working with Crowley. He remained with the same company for the duration of his career. Brother Birth lives in Philadelphia.



JAMES GARNETT

Brother James Garnett, 62, signed on with the Seafarers in 1978 when he worked for OSG Ship Management. He upgraded at the Paul Hall Center within his first year, and was a deck department member. Brother Garnett last worked for Interstate Oil before settling in Staten Island, New York.



FRANK JEWELL

Brother Frank Jewell, 62, began his seafaring career in 1975 when he sailed on the *Transpanama*. He upgraded his skills on several occasions at the Piney Point school and worked in the deck department. Brother Jewell last sailed with Hvide Marine. He lives in Lake Charles, Louisiana.

MICHAEL LANDIS

Brother Michael Landis, 65, joined the SIU in 1991, working for OLS Transport. He was a member of the deck department and remained with the same company for the duration of his career. Brother Landis calls Creal Springs, Illinois, home.

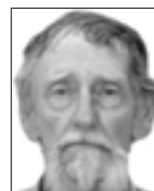
EDWARD O'CONNELL

Brother Edward O'Connell, 73, joined the SIU in 1991. He first worked on the *USNS Relentless* and was a member of the deck department. Brother O'Connell upgraded often at the Paul Hall Center. He last sailed on the *Integrity* and makes his home in Beaufort, South Carolina.

SMU

CARL NEAL

Brother Carl Neal, 75, donned the union colors in 1990, first sailing on the *American Kestrel*. He was an engine department member and most recently shipped on the *Belofin Kestrel*. He calls Buffalo, Texas, home.



NMU

PAUL BARBAUR

Brother Paul Barbaur, 66, signed on with the union in 1987, initially sailing on the *Overseas Juneau*. A deck department member, he last sailed on the *Discovery*. Brother Barbaur resides in Honolulu.



Final Departures



DEEP SEA

FRANK BERMUDEZ

Pensioner Frank Bermudez, 70, passed away October 17. Born in Mexico, he embarked on his SIU career in 1972. He first worked for Steuart Transportation and was a member of the deck department. Brother Bermudez last sailed aboard the *Horizon Anchorage* before going on pension in 2010. He was a resident of Federal Way, Washington.



WAYNE KINSEY

Brother Wayne Kinsey, 57, died August 8. He joined the SIU in 1980, first sailing on the *Venture*. Brother Kinsey was a deck department member. He sailed in both the inland and deep-sea divisions; his final vessel was the *Padre Island*. He lived in Sumnerdale, Alabama.

KONSTANTINOS KOUTOURAS

Pensioner Konstantinos Koutouras, 79, passed away October 20. He became a member of the SIU in 1967 and first sailed on the *Bowling Green*. Brother Koutouras was a member of the deck department and last shipped aboard the *Motivator*. He retired in 2001 and settled in Oceanside, New York.



ment and last shipped aboard the *Motivator*. He retired in 2001 and settled in Oceanside, New York.

AMY RIPPEL

Sister Amy Rippel, 56, died July 18. She joined the SIU in 1989, first sailing on the *Independence*. A steward department member, Sister Rippel most recently sailed on the *Philippines*. She resided in Laguna Niguel, California.



GREAT LAKES

EUGENE HAYES

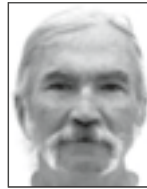
Pensioner Eugene Hayes, 78, passed away October 8. He signed on with the union in 1963 when he worked with Inland Lakes Management. Brother Hayes worked in the engine department and last sailed aboard the *JAW Iglehart*. He began collecting his pension in 2005 and lived in his hometown of Alpena, Michigan.



PAUL KIEFER

Pensioner Paul Kiefer, 69, died October 11. He signed on with

the SIU in 2006 when he sailed aboard the *Walter J. McCarthy*. A deck department member, Brother Kiefer most recently shipped on the *Sam Laud*. He became a pensioner in 2014 before settling in Landrum, South Carolina.



JAMES WOODROW

Pensioner James Woodrow, 88, passed away October 5. He donned the SIU colors in 1963 when he worked for Wyandotte Transportation. Brother Woodrow sailed in the engine department and concluded his career aboard the *Sam Laud*. He began collecting his pension in 1995 and settled in Hillman, Michigan.



INLAND

GILBERT JENKINS

Pensioner Gilbert Jenkins, 88, died September 29. He began his career with the Seafarers in 1962, initially working for Whiteman Towing. An engine department member, Brother Jenkins remained with the same company until his retire-

ment in 1992. He resided in Shreveport, Louisiana.

NORMAN MAJETTE

Pensioner Norman Majette, 83, passed away October 30. He started his SIU career in 1962 when he worked for Chesapeake & Ohio Railway. Brother Majette remained with the same company until he became a pensioner in 1997. He made his home in Foster, Virginia.



DANNY MIXON

Pensioner Danny Mixon, 64, died October 21. He became a member of the SIU in 1989, initially sailing on the *USNS Antares*. Brother Mixon was a deck department member and last worked for G&H Towing. He retired in 2016 and settled in Cushing, Texas.



TONEY SMITH

Brother Toney Smith, 56, passed away September 18. He began his career with the Seafarers in 1980, first sailing on the *Brooklyn*. Brother Smith sailed in all three departments and also worked on shore gangs. He last

sailed on the *Liberator*, and resided in Canton, Mississippi.

NMU

NICOLA GIAMMARINO

Pensioner Nicola Giammarino, 93, passed away July 27. Brother Giammarino was born in Springfield, Massachusetts. He retired in 1967 and continued to reside in his hometown.

CALVIN JOHNSON

Pensioner Calvin Johnson, 93, died October 23. Born in Boston, Brother Johnson became a pensioner in 1987. He made his home in Philadelphia.

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.

Anderson, Simon	88	10/02/2018
Castillo, Alfred	84	10/20/2018
Correa, Luis	95	10/13/2018
Fonseca, Antonio	81	10/24/2018
Forde, William	95	03/17/2018
Gonzales, Henry	78	10/06/2018
Laux, Arthur	91	10/25/2018
Suazo, Gumerindo	78	09/15/2018



SIU CIVMARS Support Our Troops



The *USNS Big Horn* (right), crewed by members of the SIU Government Services Division, prepares to transfer cargo to the Nimitz-class aircraft carrier *USS Harry S. Truman*. The underway replenishment took place Oct. 30 in the Norwegian Sea. (U.S. Navy photo by Mass Communication Specialist Seaman Joseph A.D. Phillips)

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
January 14, 2019

- 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:

January 14, 2019 through February 1, 2019

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

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		
Leadership & Managerial Skills	June 29	July 5
Storekeeper Courses		
MSC Storekeeper Basic	February 2 April 13	February 22 May 3
MSC Supply Configuration Management	February 23 May 4	March 22 May 31
Deck Department Upgrading Courses		
Able Seafarer Deck	January 5 March 2 April 27	February 1 March 29 May 24
AB to Mate Modules	Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details.	
Advanced Meteorology	May 4	May 10
Advanced Shiphandling	May 11	May 24
Advanced Stability	April 27	May 3
ARPA	March 9 April 27 May 25	March 15 May 3 May 31
Crane Familiarization	April 6	April 12
ECDIS	April 13	April 19
Fast Rescue Boat	June 1	June 7
GMDSS	July 20	August 2
Lifeboat	December 15 January 12 February 9 March 9	December 28 January 25 February 22 March 22
Radar Observer	February 23 April 13 May 11	March 8 April 26 May 24
Radar Renewal (one day)	Contact the PHC Admissions Office	
RFPNW	February 2	March 1

Title of Course	Start Date	Date of Completion
RFPNW	March 30 May 25	April 26 June 21
Engine Department Upgrading Courses		
Advanced Refer Containers	May 18	May 31
BAPO	February 2	March 1
Engineroom Resource Management	June 22	June 28
FOWT	January 5 March 2	February 1 March 29
Junior Engineer	January 12 March 16	March 8 May 10
Machinist	January 5	January 25
Marine Electrician	January 12 May 18	March 8 July 12
Marine Refer Tech	March 9	April 19
MEECE	June 1	June 14
Pumpman	January 26	February 1
Welding	February 16	March 8
Steward Department Courses		
Advanced Galley Ops	January 5	February 1
Certified Chief Cook	Modules run every other week. The next class will start December 10.	
Chief Steward	February 2	March 22
Galley Operations	February 2	March 1
Orientation/Assessment Chief Cook 2.0	January 12	January 18
Orientation/Assessment Chief Steward 2.0	January 5	January 11
Safety Upgrading Courses		
Basic Training/Basic FF	February 2	February 8
Basic Training Revalidation	December 14	December 14
Basic Training/Adv. FF Revalidation	January 12	January 18
Government Vessels	January 5	January 11
Medical Care Provider	January 26	February 1
Tank Ship Familiarization - DL	February 16	February 22
Tank Ship Familiarization - LG	February 9	February 15

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

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

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

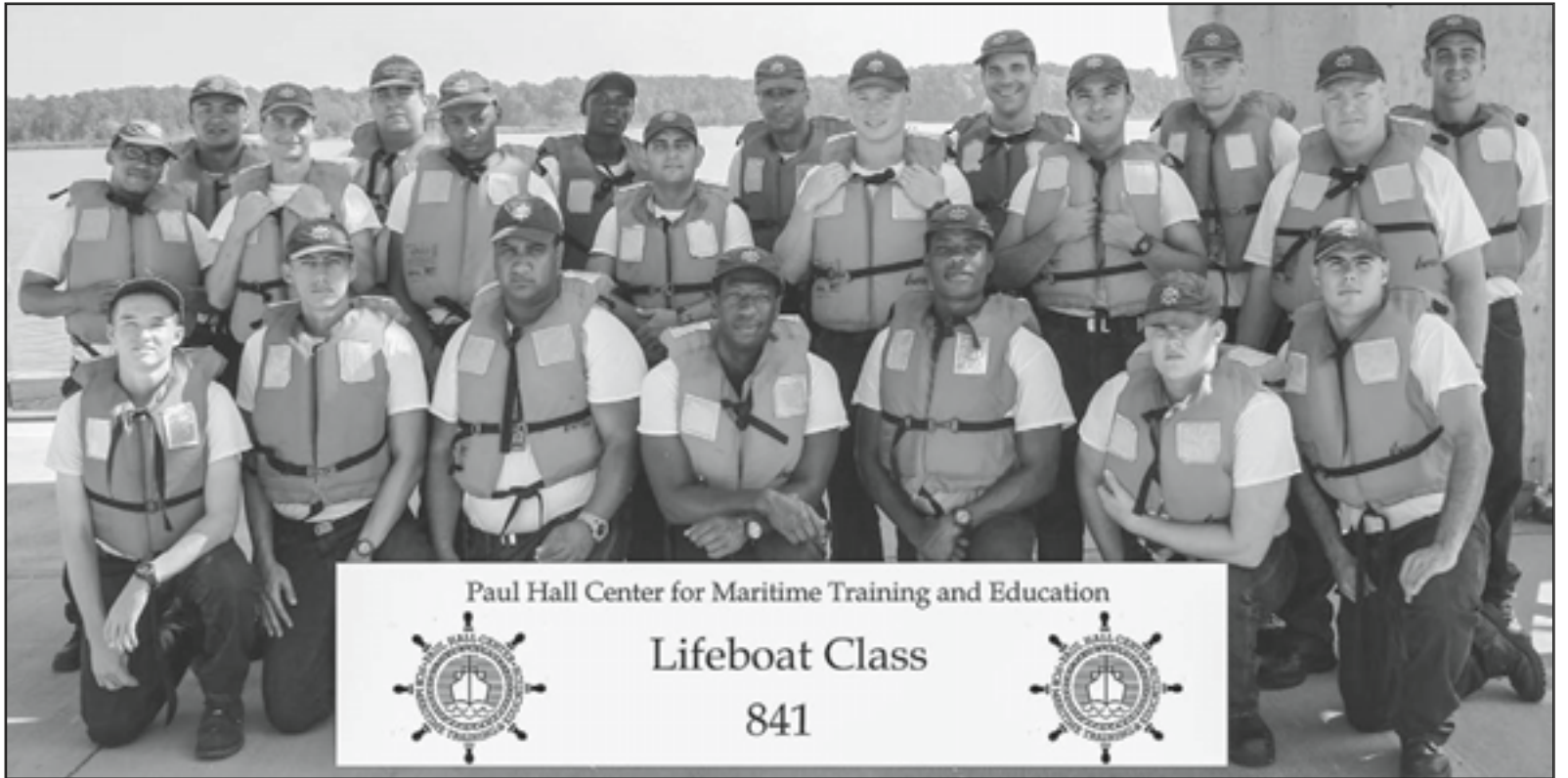
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: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

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

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Paul Hall Center Classes

Apprentice Water Survival Class #841 – Graduated September 7 (photo at right, in alphabetical order): Marco Antonio Baez Millan, Darnel Bruno, Mark Charles, Michael Curtin, Joshua Cutchin, Albert Granville III, Am'Quez Hagans, D'Mitri Hill, Kalanihoolumoko Holt, Kevin Kelly Jr., Alika Matthew Kawika Kukahiko, Vincent Mauro, Ettiene Mena, Brian Murphy, Velislav Nikolov, Lane Plummer, Delson Smith, Joseph Stiklickas, Christopher Taylor, Tyler Thompson and Ryan Wilson.



Fast Rescue Boat – Graduated August 17 (above, in alphabetical order): Kevin Hale, Jonas Libang, Michael O'Connell, Susan Riedlinger, Ben Skuban, Andrei Tretyak and Patrick Wells.



RFPNW (Phase 3) – Graduated August 24 (above, in alphabetical order): Austen Amoroso, Kaden Hardt, Devin Hoerr, Somitya Rana and Brian Wendler. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels. Class instructor Bernabe Pelingon is at the far right.



BAPO (Phase 3) – Graduated August 24 (above, in alphabetical order): Justin Bodnar, Jose Luis Borrero Rodriguez, Kevin Campfield Jr., Robert Clark, Royce Cummings, Elhassene Elkori, Samuel Fanjoy, Casey Frederick, Trevor Johnson, Ryan Manlapit, Christopher Redding, Andy Salado and Gabriel Santa-Ramos. Each plans to work in the engine department of SIU-contracted vessels upon the completion of their training. Instructor John Wiegman III is at the far right.



Basic Training (Basic Firefighting) – Graduated August 31 (photo above): Annie Scriven (center) and Brian Wendler. Instructor Joseph Zienda is at left.

WATCO Electrician– Graduated August 24 (photo at right, in alphabetical order): Paul Adams, Kevin Gatling, Corey Hornig, Khaled Ahmed Mohamed Hussein, Sherwin Jones, Patrick Meagher, Kamal Kamel Meawad, Kareem Meawad, Andres Rivera Jr., Rodney Roberson Sr., Joel Santana, Scott Smith, Scott Allen Smith, David Vega and Sean Wanamaker. Class instructor William Dodd is seated at the far left.



Paul Hall Center Classes

Tank Ship Familiarization LG – Graduated August 10 (photo at right, in alphabetical order): Hernando Guzman Basilan, Carleous Brown Jr., Abasiama Bassey Essien-Ete, Marcus Foster, Eric Hondel, William Jackson, Jose Carlos Loureiro, Michael Maldonado, Sterling McCosh, George Bernasco Pobee, William Pollard, Andrei Tretyak, Maili Wang and De'vine Washington. (Note: Not all are pictured.)



Important Notice

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



Tank Ship Familiarization DL – Graduated August 31 (above, in alphabetical order): Joshua Barber, Keithan Bland, Carleous Brown Jr., Ana Marie Chona Razon Calma, Jovita Guadalupe Carino, Antony Chapman, Allan Bolo Coloyan, Donell Criswell, Sherron Davita DeCoteau, Artemio Galabo Galaura, Antonio Griffin, Timothy Hetz, Bud Sok Khuth, Nathaniel Leary, Jonas Libang, Steven Ariel Lopez Ferrer, Philip Perry, Atm Zahid Reza, Paul Riley Jr., Leroy Andres Ramos Sierra, Ben Skuban and Reginald Yeager.



Chief Steward 2.0 – Graduated August 24 (above, in alphabetical order): Norman Jackson, Lori Mansuy, Rang Van Nguyen, Edgardo Herrera Ong and Scott Opsahl.



Chief Steward 2.0 – Graduated July 13 (above, from left): Edna Torres, Charlfred Myrardo Autrey and David Ramon Wakeman.



Certified Chief Cook (Module 2) – Graduated August 24: Torrika Devine



SUA (Galley Ops) – Graduated July 13 (above, in alphabetical order): Darrisha Bryant, Robert Hunter, Shabrielle Knight, Diane MacDonald, Abel Rios Jr., Latrel Ross and Cory Wilson.



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Class Photos
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A Cobra attack helicopter (above) settles onto the deck of SIU crewed *USNS Seay*. Bosun Robert Hayes is in the foreground. In the photo at right, the *Seay*'s flight deck crew stands by in a protected location as a V-22 is directed off the ship.



Seafarers Skillfully Handle Helo-Ops Testing on Seay

Editor's note: Thanks to Bosun Robert Hayes for this article that he wrote, and for submitting the accompanying photos. These snapshots and additional ones from the testing are available on the SIU Facebook page (@SeafarersInternational). The Seay is operated by U.S. Marine Management.

On Oct. 1, the *USNS Seay* set sail from the port of Baltimore to embark on unique mission. The *Seay* was going to do dynamic interface testing off the coast of Maryland to see if it was possible to land a V-22 Osprey on its flight deck.

The *Seay* is the first LMSR of the Bob Hope-class ships to attempt this. A team of about two dozen civilians from various government and private agencies was on board for the testing. They brought with them thousands of pounds of gear, mostly instrumentation to test wind levels, pressure, light levels, and temperature.

The test included hours of flight quarters each day to do "touch and goes" where the V-22 would land, immediately take off, and

then fly around the ship as we made minor course adjustments and then land again. This testing provided the military with the critical information it needs to develop safe wind envelopes to fly in and try to land on this specific class of ship.

The unlicensed crew members aboard, all of whom are SIU members, were directly involved in flight quarters. From fire teams to hospital team members, and even the guys who put on the chocks and chains, at every level and in every department, the SIU members involved did an outstanding job. The highest praises were given not only from the testing team aboard the *Seay*, but from all the pilots of the V-22 and Cobra helicopters. One said, "Bosun, you and your crew here put Big Navy to shame. You guys did awesome. Best-looking civilian flight deck crew we've ever seen."

Personally, I've done some cool things and been to some cool places in my career, but this takes the cake. Standing on the flight deck and bringing in a V-22 was an awesome experience that few will ever get to enjoy. There are days I truly love my job as bosun.



Pictured from bottom to top are Bosun Rob Hayes, OS Luis Sanchez, 3rd Mate Kent Lansden, AB Bryan McAllister and AB Jonathan Bennett.



According to the Military Sealift Command, the successful testing allows both the *Seay* (above) and sister ship *USNS Piliilaa* to receive the same upgrade to their respective Naval Air Systems Command certification. SIU members (photo at right) head towards the V-22 so they can secure it.

