

# SEAFARERS



# LOG

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

## ***DOT Hosts 2017 Maritime Day***

### **SIU Officials, Paul Hall Center Apprentices Turn Out in Force**



Secretary of Transportation Elaine Chao (directly above) served as keynote speaker during the National Maritime Day ceremony in the nation's capital. In photo at the top of the page, SIU President Michael Sacco (ninth from left) is pictured with a contingent of apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education. Joining Sacco is U.S. Transportation Command Commander Gen. Darren McDew (center), SIU Executive VP Augie Tellez (right of McDew) and SIU VP Contracts George Tricker (far left). For more on the annual Maritime Day observance, see *Pages 3-4*.

**Congressman Promotes Jones Act**  
Page 2

**MSP Gets a Boost**  
Page 5

**Waterfront Classic Coverage**  
Pages 12-14



# President's Report

## Waterfront Classic Success

Congratulations to everyone involved in this year's Seafarers Waterfront Classic, which lived up to its reputation as a fun event benefiting two worthwhile causes. Even though the fish mostly decided to sit this one out, no one went hungry and all participants seemed in good spirits.

Check out our extensive coverage elsewhere in this edition. Meanwhile, I will say that the tournament really symbolizes many positive aspects of the SIU. Through our partnership with the American Military Veterans Foundation, the Classic reflects our decades-long backing of our men and women in uniform. We are proud of our role as America's fourth arm of defense, and we also appreciate chances to get to know, and build friendships with, the veterans and troops. (Of course, many Seafarers also have served in the military.)



Michael Sacco

The Seafarers Waterfront Classic also shows the camaraderie that exists between our rank-and-file members and officials, as well as the respect and the solid working relationships that exist between the union and our contracted operators.

Last but not least, the home base for the tournament – the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland – continues to shine as our hub. Incredibly, we're just a few months away from the school's 50th anniversary, and as someone who was on the scene almost from the start, I can say with confidence that it has evolved from extremely modest beginnings to become a world-class facility which has served as a model to many other training schools around the globe. On that note, I also offer a tip of the cap to all the employees at the school who worked so hard to contribute to the Classic's success.

### Progress and Challenges

There's been a wave of good news for our industry lately, including big wins on Capitol Hill and new tonnage continuing to enter the Jones Act fleet.

As I mentioned at last month's membership meeting in Piney Point, one of the keys to our success is political action. Without it, we'd never be able to report on victories involving new ships or the Maritime Security Program or the Jones Act or cargo preference. Politics is our ticket to winning. And our members are very involved at the grassroots level, which is a credit to all concerned.

You also know that our battles never end, and one in particular that's back in the news is the baffling suggestion to replace America's Food for Peace program with cash giveaways. I think such a move would be a catastrophe. I believe many of the people who otherwise would receive food from the United States would instead starve to death. So, you could say I'm very motivated to make sure the SIU continues to do our part to defend this effective, common-sense, humanitarian program.

Meanwhile, our entire industry is facing a manpower issue. Here at home, we have ramped up our recruiting efforts and we're taking steps to make it easier and more affordable to get into the apprentice program at Piney Point. We continue to work with veterans groups to offer opportunities to men and women who are separating from military service. But this problem won't be solved overnight.

Again as I mentioned at the membership meeting, keep an eye out for people who you think might be a good fit in the SIU. I know all the training and medical requirements (mostly stemming from international maritime treaties) can be a pain, but there's still a great opportunity for people who want to go to work in this industry. You can make a good living and see the world, and pretty much pick your own schedule. In the SIU, we've got plenty of jobs and we also have a career-advancement asset that's second to none in the Paul Hall Center.

So, if you know of any prospective members, send them to our website or connect them with your port agent, and we'll take it from there. We have a lot to offer.

## Congressman Hunter Defends Jones Act

One of the American maritime industry's most consistently outspoken advocates recently issued a characteristically strong defense of the Jones Act.

U.S. Rep. Duncan Hunter (R-California) posted and circulated the op-ed in late April, under the headline: Protecting our southern border with U.S. mariners.

Hunter serves on the House Transportation and Infrastructure Committee, and chairs the Subcommittee on Coast Guard and Maritime Transportation. Among other assignments, he also serves on the House Armed Services Committee and its Subcommittee on Seapower and Projection Forces.

The congressman's article sets a pro-maritime tone in the opening paragraphs, which read in part, "I am proud to be an unwavering defender of the Jones Act — a critical U.S. national security law that requires vessels moving from one U.S. port to another must be U.S.-built and U.S.-crewed. The Jones Act, in fact, is the quintessential definition of 'Buy American, Hire American.' It's also a point that President Trump, along with his national security and economic teams, would be well-served to recognize in the effort to revive American industry and capability."

Hunter then pointed out that America's freight cabotage law – in effect for nearly a century – "ensures that vessels and workers engaged in coastwise trade are U.S.-compliant while providing domestic shipbuilding and mariner capacity to support our armed forces at times of war."

Referring to a speech earlier this year by U.S. Customs and Border Protection (CBP) Officer Michael Herbert at a Maritime Trades Department meeting, Hunter underscored Hebert's identification of "the inherent difficulties in trying to police and protect the more than 95,000 miles of coastline in the United States. In his remarks, Officer Herbert spoke about the importance of the Jones Act and its critical role in protecting the homeland first and foremost. In the Gulf of Mexico, for instance, this law also applies to vessels servicing the offshore platforms that deliver our nation's energy supplies – exactly the type of critical infrastructure that CBP and others are committed to protecting."

"Because of this, the Jones Act has been supported by every modern president and has explicit support from our nation's Coast Guard, Marine Corps and Navy leadership," Hunter continued. "To further em-

phasize this crucial maritime capacity, CBP recently established the Jones Act Division of Enforcement (JADE) in New Orleans to support the office in ensuring vessel compliance."

The Jones Act has been in the news because of a CBP ruling designed to help properly enforce the law as it applies to offshore service vessels. Previously, Hunter wrote, "foreign companies and crews [took] advantage of a loophole and circumvent[ed] the build and staffing requirements of the Jones Act. Naturally, foreign entities are now upset that their loophole has been closed and are making unfounded claims to pressure on the CBP to drop the revocation."

"The fact of the matter is that if the revocation proceeds, as it should, there will be 3,200 U.S. jobs generated in the Gulf of Mexico alone with absolutely no disruption of offshore energy exploration and production," Hunter asserted. "The added benefit of these jobs means that an estimated additional 1,000 mariners will be qualified to help the U.S. Ready Reserve Fleet, which is activated in times of war to move military cargo to war zones."

He concluded, "The choice comes down to supporting U.S. mariners and shipyard workers, keeping U.S. critical energy infrastructure safe with no disruption to our offshore energy exploration and production and in compliance with U.S. law, or allowing foreign interests to prevail in undermining all of the above. CBP's intent to uphold the extraordinary importance of the Jones Act should be commended.... It's in America's interests to recognize the significance of the Jones Act in strengthening U.S. maritime and national security."



U.S. Rep. Duncan Hunter (R-California)

## First Tony Sacco Scholarship Presented

"Those of us who knew Tony will never forget him, but this scholarship will help ensure that his name and legacy live on."

With those words, International Transport Workers' Federation (ITF) Inspector Ricky Esopa presented the first annual Tony Sacco Memorial Scholarship on behalf of the Charleston (South Carolina) Port and Seafarers' Society. The bestowal took place May 2 during a National Transportation Week banquet in Charleston.

The grant went to Clemson University freshman Tiffany Mobley, who is majoring in biological sciences. Mobley's mother accepted the scholarship on her behalf.

Sacco, the son of SIU President Michael Sacco, unexpectedly passed away last year at age 55. He sailed with the SIU for many years and also served



as an official. He worked as an ITF inspector for his last 15 years and also was an active volunteer and member of the board of directors at the International Seamen's Center of Wilmington, North Carolina. Late last year, the Charleston Port and Seafarers' Society dedicated the seamen's center at the North Charleston Terminal of the South Carolina State Ports Authority in his memory.

During last month's gathering, Esopa stated, "On behalf of the entire Sacco family, I'm honored to have this chance to present the first Tony Sacco Scholarship.... Tony had a huge heart. He dedicated most of his life to helping other people, regardless of whether or not they were mariners. But he particularly worked hard to help his fellow seafarers, often in challenging and unglamorous circumstances."

The committee that organized the banquet and other local National Transportation Week events is a conglomerate of port agencies, shipping companies, labor unions, mariner welfare organizations and others. Nine scholarships were awarded; during the past decade, the committee has given more than \$350,000 in grant money to local college students.

Retired NFL kicker David Akers was this year's main speaker. The former Pro Bowl player and Super Bowl participant talked about hard work, perseverance, striving for perfection and overcoming obstacles.



ITF Inspector Ricky Esopa (right) presents a certificate to the mother of the scholarship recipient. A close-up of the certificate is shown at the upper right.

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





SIU President Michael Sacco introduces Secretary of Transportation Elaine Chao, who served as keynote speaker during the annual National Maritime Day observance.



Gen. Darren McDew  
Commander, U.S. Transportation Command

# Ceremony Honors Mariners Past and Present

## DOT Hosts Annual National Maritime Day Gathering



Secretary of Transportation Elaine Chao delivers the keynote address during the May 22 National Maritime Day observance at the U.S. Department of Transportation in Washington, D.C.

High-level leaders from the military and government recently made it clear that America not only appreciates its maritime history, but also plans to invest in its future.

Those sentiments were reflected in remarks at this year's National Maritime Day ceremony at U.S. Department of Transportation (DOT) headquarters in Washington, D.C. Transportation Secretary Elaine Chao gave the keynote address during the May 22 gathering. She was followed by Gen. Darren McDew, commander of the U.S. Transportation Command (US-TRANSCOM); Lisa Wieland, director of the Massachusetts Port Authority; and U.S. Coast Guard Vice Adm. Charles Ray. Maritime Administration (MARAD) Executive Director Joel Szabat served as master of ceremonies.

SIU President Michael Sacco introduced Chao and was part of a typically strong SIU contingent that also included Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Legislative Director Brian Schoeneman, Port Agent Pat Vandegrift and apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education (PHC). Apprentice Raphael Henson served as a wreath tender while classmate John Hodges rang the traditional eight bells.

Sacco said of Chao, "We've got the right leader at the helm of DOT. Secretary Chao knows our industry extremely well. Throughout her previous work at MARAD and the Federal Maritime Commission and, of course, as the Secretary of Labor under President George W. Bush, Secretary Chao has always been proactive, fair, approachable and energetic."

"One of the main things I personally ap-

preciate is the time she has spent visiting American-flag vessels and, more importantly, our American crews," he continued. "I've seen her up close in those situations and it's very obvious she cares about the American worker. She wants our people to succeed, and I know she is committed to helping ensure that as new technologies emerge, our mariners and shipyard workers and longshoremen keep up with the times so we remain the world's best. And I also know from our conversations that she is committed to the growth of the American-flag fleet."

Chao thanked the SIU president "for your strong and steady leadership on behalf of the men and women of the SIU, and your great concern for the state of the U.S. Merchant Marine. I also want to thank you for your friendship, and your guidance and counsel over the years, which I have treasured."

The secretary described the ceremony as "recognizing the dedicated seafaring men and women of the U.S. Merchant Marine who have served our country since its founding. This includes the tens of thousands of U.S. citizen mariners currently employed in ocean-going, inland river, Great Lakes and maritime-related shore-side jobs."

"Throughout our history, the American Merchant Marine has contributed significantly to our country's economic strength and national security," she continued. "Merchant mariners have played a vital role by ensuring the safe and efficient waterborne delivery of commercial cargos here at home and across the globe. And they are a key factor in our country's military readiness. They transport supplies and equipment during times of conflict to our military forces abroad. The maritime industry has been a steady and important influence nationally for more than 240 years."

Chao also pointed out that, as reflected on the U.S. Merchant Marine flag, mariners answer the call both in peace and in war.

"We will never, never forget that America's merchant mariners are always among the first to be called to action to help those in need, both at home and abroad," Chao stated. "Whether it's rushing aid to hurricane victims on the Gulf or East Coast of the United States, or shipping food, water and medicine to victims of the earthquake in Haiti, U.S.-flag vessels bring hope and critical supplies to the victims of natural disasters. In war time, the U.S. Merchant Marine has served heroically from the Revolutionary War to the wars in Iraq and Afghanistan, and every conflict in between. Never has this been more evident and costly than during the Second World War."

She reiterated the administration's support for the industry and added, "The Department of Defense still relies on U.S.-flag ships, crewed by American civilian mariners, to move our war fighters' equipment and supplies when-

*Continued on next page*



Joel Szabat  
Executive Director  
U.S. Maritime Administration

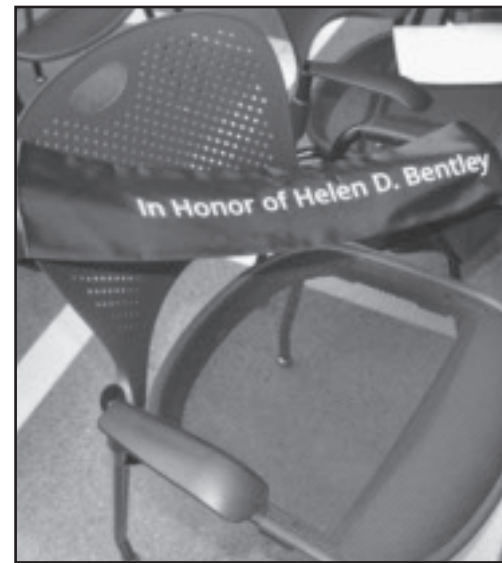


Lisa Wieland  
Director  
Massachusetts Port Authority



Vice Adm. Charles Ray  
U.S. Coast Guard





Hundreds of maritime industry supporters (above) listened to speeches by officials from the military and government during the National Maritime Day observance. The photo at right shows a chair set aside in honor of former Rep. Helen Bentley, the First Lady of U.S.-Flag Maritime, who passed away Aug. 6, 2016. For almost all of her life, the maritime stalwart fought for the men and women who crewed, built and handled U.S.-flag ships.

## Ceremony Honors Mariners, Nation's Maritime History

Continued from Page 3

ever and wherever they need to go. The U.S. Merchant Marine plays a key role in defending our country and in making the world a better place."

McDew noted that he spent most of his career focusing on air power, but, since taking the helm at USTRANSCOM, "The last 21 months have made me realize how vital our nation's merchant mariners are to projecting a decisive combat force anywhere on the planet."

He mentioned that he recently spoke at the christening of the *USNS City of Bismarck*, a Navy expeditionary fast transport, in Mobile, Alabama. (That vessel will be crewed by members of the SIU Government Services Division.)

He said the ship "embodies everything that makes America's combat readiness the best in the world. It also reminded me of something that has been a cornerstone of American life since our founding, and it is especially prevalent in our maritime force. It is simply embodied in one word: resolve."

The general cited the earliest days of World War II, when U-boats were sinking allied ships faster than they could be built. "Our allies called for help, and the American maritime industry answered, producing and manning Liberty ships at an unbelievable rate," he said. "In a matter of years, the emergency shipbuilding program put more than 6,000 ships in the water.

That is resolve."

Today, he declared, "Logistics readiness is war-time readiness. In the future, our merchant mariners may face some of the most contested sea lanes the world has seen, and their resolve—our resolve—may determine our fate as a world superpower, and may preserve democracy as the world knows it."

McDew also said the U.S. maritime industry is "the decisive force, the decisive advantage" for the nation. "There are many who believe our mariners just deliver things. You and I know they do much more than that," he said. "Really, you deliver one thing: options. Options for our president and for America. Options for our decision makers and our allies. Options that no other nation can match.

"I thank you for what you do," he concluded. "I thank you for who you are, and I thank you for what you represent to this nation. It is my honor to be part of a team that makes America's resolve a reality."

Wieland described the solid partnerships her port enjoys with maritime labor. She said ports contribute to America's growth "and to our identity."

Ray stated, "America is a maritime nation and we always will be."

He expressed appreciation for having a group of World War II mariners in attendance along with the PHC apprentices. Like McDew, he said America's maritime strength is "a lead-

ing source of our influence in the world."

He also pointed out, "While automation is approaching, there is still a place for merchant mariners. They are the ones who will decide whether we succeed or not."

The ceremony also featured recognition for the aforementioned World War II mariners

as well as a newly produced MARAD video promoting American-flag shipping and U.S. crews.

*Editor's note: Next month's LOG will include coverage of National Maritime Day observances that took place elsewhere.*



Piney Point Port Agent Pat Vandegrift (left) is shown with Paul Hall Center Apprentices John Hodges (center) and Raphael Henson (right). Henson served as wreath tender during the ceremony while Hodges rang eight bells.



The SIU and its affiliated Paul Hall Center for Maritime Training and Education were well-represented at the DOT ceremony.



SIU Executive Vice President Augie Tellez (right) and SIU VP Contracts George Tricker (left) pose with Morton Schlanger (third from left), who received World War II Merchant Marine awards and medals during the ceremony. Schlanger is flanked by Paul Hall Center Apprentices Charleton Jenkins (left) and Dylan Anderson (right)

### President Trump Sends Maritime Day Proclamation

On National Maritime Day, we recognize the important role the United States Merchant Marine plays in supporting our commerce and national security. We honor the proud history of our merchant mariners and their important contributions in strengthening our economy.

Americans have long looked to the sea as a source of safety and well-being. Bounded by two oceans and the Gulf of

Mexico, and crisscrossed by inland waterways, America was destined to be a maritime nation. Our fledgling Republic expanded and became stronger, as our Nation's growing Merchant Marine connected the States and cemented ties among our new allies.

Today, the men and women who crew ships remain essential to our Nation's prosperity and security. Those in the maritime industry, including merchant mariners, promote our economic growth, facilitating the export of more than \$475 billion in goods just last year and sustaining our critical defense industrial base. Merchant mariners also actively protect

our homeland, serving as our eyes and ears on the seas. They serve with distinction and courage, heading into war zones, and too often sacrificing their own lives for our protection.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," to commemorate the first transoceanic voyage by a steamship, in 1819 by the *S.S. Savannah*. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States

of America, do hereby proclaim May 22, 2017, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand seventeen, and of the Independence of the United States of America the two hundred and forty-first.

DONALD J. TRUMP



# Bipartisan Bill Boosts Maritime Security Program

## Legislation Also Helps Maintain Cargo Preference, Ready Reserve Force

The \$1.1 trillion federal appropriations bill passed by both the House and Senate and signed by President Trump on May 5 includes funding for several programs important to the U.S.-flag maritime industry as well as health care for retired coal miners and their families.

The bipartisan bill covers federal spending for the rest of Fiscal Year 2017, which runs through September 30.

Among other components, the Consolidated Appropriations Act fully funds the U.S. Maritime Security Program (MSP) at \$300 million, boosting it to the amount called for in the most recent National Defense Authorization Act. Securing the increase (from \$210 million) was a years-long effort in which the SIU worked exhaustively along with many allies.

Through the increase, each vessel in the 60-ship MSP fleet will receive a stipend of \$5 million (the previous amount was \$3.5 million). Military and government leaders have explained that the total cost of the MSP is a tiny fraction of the tens of billions of dollars

it would cost the U.S. to replicate the sealift capability, intermodal infrastructure and other support made available to the Department of Defense by private-sector program enrollees.

The program itself maintains a fleet of militarily useful, commercially viable, American-crewed, U.S.-flag ships that sail in international commercial trades. Those vessels are made available to the Defense Department in times of war or other urgent circumstances, including humanitarian relief missions.

Additionally, the bill included money for the Food for Peace Program. Also known as PL-480, the program ensures that food and grain grown by American farmers and carried by American transportation workers is loaded onto U.S.-flag vessels by American dockworkers to help those in need around the world. It has been called one of the most successful foreign aid programs ever, and long has had bipartisan support. The SIU has been fighting attempts to weaken the program through giving straight cash payments to non-governmental organizations and/or foreign governments

in the place of actually providing food.

Overall, the bill provides \$1.9 billion for various food aid programs covered by cargo preference.

The appropriations act includes approximately \$274.5 million in funding for the National Defense Reserve Fleet, including expenses related to the Maritime Administration's Ready Reserve Force. In fiscal year 2016, the appropriation was approximately \$273 million.

Meanwhile, *Seafarers LOG* readers may recall previous articles about the crisis facing more than 22,000 union retirees and their families from the United Mine Workers of America (UMWA), as their health care was about to be cut off unless the federal government intervened. The Mine Workers were promised health care by President Truman during a 1946 contract agreement. Congress passed needed funding measures in 1992 and 2006 to uphold that pledge, but the 2008 recession and related problems threatened the pact. Until last month's measure was passed, health care

funding for these retirees and families would have ended May 5.

AFL-CIO President Richard Trumka, formerly president of the UMWA, stated, "For thousands of coal miners who suffer from black lung, as my father did, this funding for health care is as important as a breath of fresh air. The members of my union, the United Mine Workers of America, dug the coal that powered this country for the last 150 years and created massive wealth for American industry. Our union members kept our part of the bargain while mining corporations used bankruptcy laws to break their promises to provide good health benefits and a secure retirement. For months, UMWA members and allies stormed Capitol Hill to demand action, and today we are grateful that Congress helped make it right. Congress has done the right thing by providing permanent funding for the care coal miners need."

"President Trump has said he supports coal miners—and signing this deal will put those words into action," he concluded.

## Navy League President Blasts Editorial Against Food for Peace

Responding to an April 23 *Washington Post* editorial attacking the PL-480 Food for Peace Program, the president of the Navy League of the United States told the paper, "Our nation's cargo preference programs, including the Food for Peace Program, are instrumental to sustaining the U.S. Merchant Marine and maintaining our national defense sealift capability with the attendant billions saved."

National President Skip Witunski's letter to the *Post's* editor was published April 29. He pointed out the value the U.S.-Flag Merchant Marine provides American citizens in the wake of the newspaper's calling for eliminating the use of American farmers and mariners to provide badly needed food to the world's hungry. This *Post* editorial (as in previous ones published over the years) urged the U.S. government to provide dollars to non-governmental agencies or foreign governments directly to purchase the goods locally. The editorial further "cited studies suggesting that the government could save \$80 million just from allowing greater freedom in shipping and eliminating monetization."

Witunski restated the Navy League's longstanding support for PL-480 and challenged the newspaper's assumption in his reply: "The minor savings from cutting cargo preference must be viewed with the huge cost of acquiring sealift

capability by other means and the damage to our U.S. Merchant Marine that would occur."

The AFL-CIO Maritime Trades Department Executive Board passed a statement of support for PL-480 when it met in March, while noting the unfortunate launch of "a pilot program a couple of years ago to take some of the money used for Food for Peace and simply ship it overseas with a minimum of oversight and accountability." Additionally, in her remarks to the board, Navy League Executive Director Cari Thomas specifically underscored her organization's support for cargo preference laws to strengthen the U.S.-flag fleet.

In his letter, Witunski wrote: "The U.S. Merchant Marine is a valuable national asset that has always been there for the United States in times of war and national emergency. The U.S.-flag commercial fleet carried more than 90 percent of the material to Iraq and Afghanistan, and the Defense Department has repeatedly stated that its reliance on this public-private partnership saves American taxpayers billions of dollars."

The Navy League of the United States' mission statement calls for "a well-balanced, integrated, mobile American defense team, of which a strong Navy, Marine Corps, Coast Guard and Merchant Marine are indispensable parts."

## Hawaii Senator Hirono Receives Honor During Annual Salute to Congress Event

U.S. Sen. Mazie K. Hirono (D-Hawaii), a long-time advocate of the Jones Act and U.S.-flag shipping, as well as a trusted ally of the SIU, is the recipient of the 2017 Salute to Congress Award. The legislator received the award May 2 during this year's International Propeller Club Salute to Congress event at the Army Navy Country Club in Arlington, Virginia.

"America's maritime industry is vital to our island state, accounting for thousands of jobs and infusing \$1.8 billion into Hawaii's economy each year," Hirono said in accepting the honor.

She continued, "A strong domestic maritime industry is critical to accessing the goods local families need to lead productive, healthy lives, and that's why I will continue to advocate for the Jones Act and other measures that support this vital segment of our economy and national security."

"America is a maritime country," she added. "Know that I am on your side."

SIU Executive Vice President Augie Tellez and Legislative Director Brian Schoeneman represented the SIU during the event. "Hawaii plays a critical role for the merchant marine, and the senators and representatives from Hawaii have often been some of our strongest supporters. Senator Hirono is the senior senator from Hawaii, and her support for the Jones Act, Maritime Security Program (MSP) and cargo preference has been steadfast," said Schoeneman.

Rep. John Garamendi (D-California), who was last year's Salute to Congress honoree, told the audience that Hirono "understands the critical role the domestic maritime industry plays in the nation's economic, national and homeland security"



U.S. Sen. Mazie Hirono (D-Hawaii)

Since its inception 33 years ago, the prestigious Salute to Congress event has recognized one legislator each year for his or her efforts on behalf of the maritime industry, and by extension, is intended to thank all members of Congress for their support. Hirono is the ranking minority member of the Senate's Subcommittee on Seapower and supports many programs of importance to maritime community.

## Report Examines Workplace Safety

### Federation Finds 150 Workers Die on the Job Every Day



AFL-CIO President Richard Trumka

In 2015, on average, 150 workers died from preventable work-related injuries and illnesses every day in the United States, according to a report released in late April by the AFL-CIO.

The federation (to which the SIU is affiliated) confirmed that 4,836 workers died due to workplace injuries, and another 50,000-60,000 died from occupational diseases. The number of immigrant workers killed on the job reached a nearly 10-year high.

"Corporate negligence and weak safety laws have resulted in tragedy for an astonishing and unacceptable number of working families," said AFL-CIO President Richard Trumka. "These are more than numbers; they are our brothers and sisters, and a reminder of the need to continue our fight for every worker to be safe on the job every day."

The document, titled *Death on the Job: The Toll of Neglect*, marks the 26th year the AFL-CIO has reported on the state of safety and health protections for workers in the United States. The report shows the highest workplace fatality rates are in North Dakota, Wyoming, Montana, Mississippi, Arkansas, Louisiana, Kentucky, Oklahoma, Nebraska and West Virginia.

According to the report, Latino workers have an 18 percent higher fatality rate than the national average. Deaths

among Latino workers increased to 903, compared with 804 in 2014. Overall, 943 immigrant workers were killed on the job in 2015 – the highest number since 2007.

The report also finds that construction, transportation and agriculture remain among the most dangerous sectors. A total of 937 construction workers were killed in 2015 – the highest in any sector. Older workers also are at high risk, with those 65 or older 2.5 times more likely to die on the job. Workplace violence resulted in 703 deaths.

The complete, 228-page report is available online in PDF format. It's linked in an April 26 post in the News section of the SIU website, and available directly at:

<https://aflcio.org/reports/death-job-toll-neglect-2017>

In part, the report's executive summary reads, "These are challenging times for working people and their unions, and the prospects for worker safety and health protections are uncertain. What is clear, however, is that the toll of workplace injury, illness and death remains too high, and too many workers remain at serious risk. There is much more work to be done."

The summary also includes what many would deem sobering numbers about the Occupational Safety and Health Administration (OSHA). In particular, there are only 1,838 inspectors (815 federal and 1,023 state) to inspect the 8 million workplaces under the Occupational Safety and Health Act's jurisdiction. That translates to federal-level OSHA having enough inspectors to examine workplaces once every 159 years, and state-level OSHA having enough inspectors to check workplaces once every 99 years. According to the summary, there is one inspector for every 76,402 workers.





SIU President Michael Sacco (standing in photo above) addresses the board (photo at left) as Chef John Hetmanski (far left) and SIU VP Tom Orzechowski look on. The annual meeting covered, among other topics, the numerous improvements that have been made at the Paul Hall Center, including new simulators and modernized classrooms.

## Advisory Board Reviews School Upgrades

On May 3, leaders from the maritime community convened at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland, for the annual PHC Advisory Board meeting. The assembled experts included representatives from contracted operators, Comprehensive Health Services (CHS) and the SIU Executive Board, who joined the staff of the school for presentations of the recent improvements that have been made to the campus and curriculum. Other topics pertaining to the U.S. maritime industry also were covered.

Representing the union at the meeting were SIU President Michael Sacco, Executive Vice President Augustin Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker, Vice President Great Lakes Tommy Orzechowski, Vice President West Coast Nick Marrone, SIU Counsel Leslie Tarantola, Assistant Vice President Nick Celona, Assistant Vice President Bryan Powell, Port Agent Chris Hopkins, Port Agent Pat Vandegrift, Port Agent Mark von Siegel, Port Agent Joe Baselice, Port Agent Chad Partridge and Port Agent John Hoskins.

Speakers at the event included Priscilla Labanowski, PHC director of training; John Hetmanski, executive chef, PHC; SIU Plans Administrator Margaret Bowen; and SIU Plans Medical Director Dr. Eric Schaub.

Labanowski opened the presentations with an overview of the additions and changes to the courses offered by the PHC that have taken since the last board meeting.

After explaining details about general apprentice training, Labanowski described the new Steward Unlicensed Apprentice program, which features ServSafe, Basic Training, Government Vessels, Galley Operations and more. Following the initial seven weeks, steward department students transition to on-the-job training aboard ships. With this shorter, more focused program, the school is able to produce qualified Steward Assistants at a much faster rate, she said.

She also introduced the Galley Assessment Program (GAP), which is aimed at potential stewards with prior culinary experience, including ex-military culinary specialists and those with degrees from culinary schools. If those students possess the necessary certifications and documents, they can enter a four-

week course, designed to get them working faster and with less repetitive courses.

"Chef John and his staff have the ability to evaluate whether each student can sail as a pending chief cook, or as a steward assistant," said Labanowski. After 240 days of sea time, and with a positive evaluation from the captain of their vessel as well as the chief steward, they can earn their respective certificates.

Next to speak was Hetmanski, who presented the brand new "Culinary 2.0" program to the assembled guests. This complete redesign of the steward department program offered at the PHC has been many months in the making, but the Hetmanski and the staff at the school are now confident in their ability to provide the most modern, practical and high-quality instruction to incoming and recertifying stewards.

"We are comfortable now that we have gotten all of our coursework aligned with the other curriculum that's here [at the school]," said Hetmanski. More than 1,900 staff hours were put into redesigning the steward department curriculum, from completely redesigning the Galley Operations course (the entry-level course taken by all future steward department mariners) to the addition of new, challenging

assessments that are designed to help students improve their skills. Every steward department course has been redesigned from the ground up, in order to provide the highest-quality education possible, Hetmanski stated. (Look for in-depth coverage on the new culinary program in future issues of the *Seafarers LOG*.)

Rounding out the meeting's presentations was Schaub, who educated those in attendance on the origins of the current fitness for duty standards being applied by the Seafarers Health and Benefits Plan and how those standards were developed after the passage of the Americans With Disabilities Act (ADA). He indicated that Johns Hopkins performed an extensive study of industry conditions back in 1993 to ascertain what job functions mariners had to perform and what level of physical fitness was required to perform these functions.

"Of course, things have changed a lot in the last 25 years," said Schaub. "Ships have changed, crewing has changed, the equipment on ships has changed. We think now is a good time to go back and take another look ... to try and update that."

The PHC is currently in the proposal process with three groups, one of which will review the 1992 study and examine how the

physical job requirements may have changed in the last quarter-century. They will then suggest updates to bring those guidelines up to date with current vessels and equipment in the U.S.-flag fleet.



SIU Executive VP Augie Tellez



Priscilla Labanowski  
PHC Director of Training



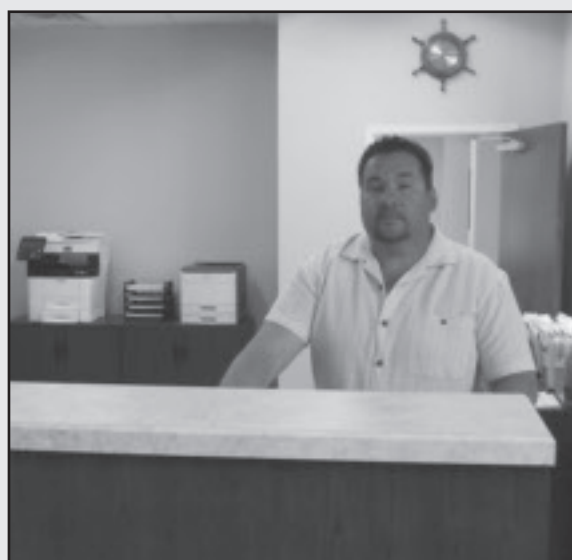
Margaret Bowen  
Seafarers Plans Administrator



SIU Plans Medical Director Dr. Eric Schaub speaks at the board meeting as Seafarers Plans Administrator Margaret Bowen stands nearby.

### Piney Point Hall Gets Upgrade

Mariners who ship out of the Piney Point, Maryland, union hall have welcomed the transition to a new space, as the facility has moved into the Crowley building at the Paul Hall Center for Maritime Education and Training. Here are a few recent snapshots from the new hall. Port Agent Pat Vandegrift is in the foreground in photo at the immediate right.





# SIU-Contracted Pasha Updates Vessel Order

## Containerships Will Sail in Jones Act Trade

Seafarers-contracted and Honolulu-based Pasha Hawaii on May 11 announced that the company has selected Keppel AmFELS in Brownsville, Texas, for the construction of two new liquefied natural gas (LNG)-fueled containerships, with the option to order two additional vessels. Pasha Hawaii was in the process of finalizing contract specifications at press time.

The new U.S. Jones Act vessels will carry 2,525 TEUs, including a fully laden capacity of 500 45-foot containers, 400 refrigerated containers, and 300 40-foot dry containers, with a sailing speed of 23.0 knots. Delivery of the first vessel is expected in the first quarter 2020, with delivery of the second vessel projected for the third quarter of 2020.

The shipyard's "technical expertise in LNG propulsion and commitment to customer service were two very important factors in our selection decision," said George Pasha IV, president and CEO of Pasha Hawaii. "From the start, they went above and beyond and worked closely with us in customizing a vessel design that matched our requirements. Their experience in LNG vessel conversions will also prove to be very valuable as we build LNG dual-fueled vessels for the Hawaii trade."

According to the company, the new vessels will operate fully on LNG from day one in service, dramatically reducing environmental impact and increasing fuel efficiency. Energy savings will also be achieved with a state-of-the-art engine, an optimized hull form, and an

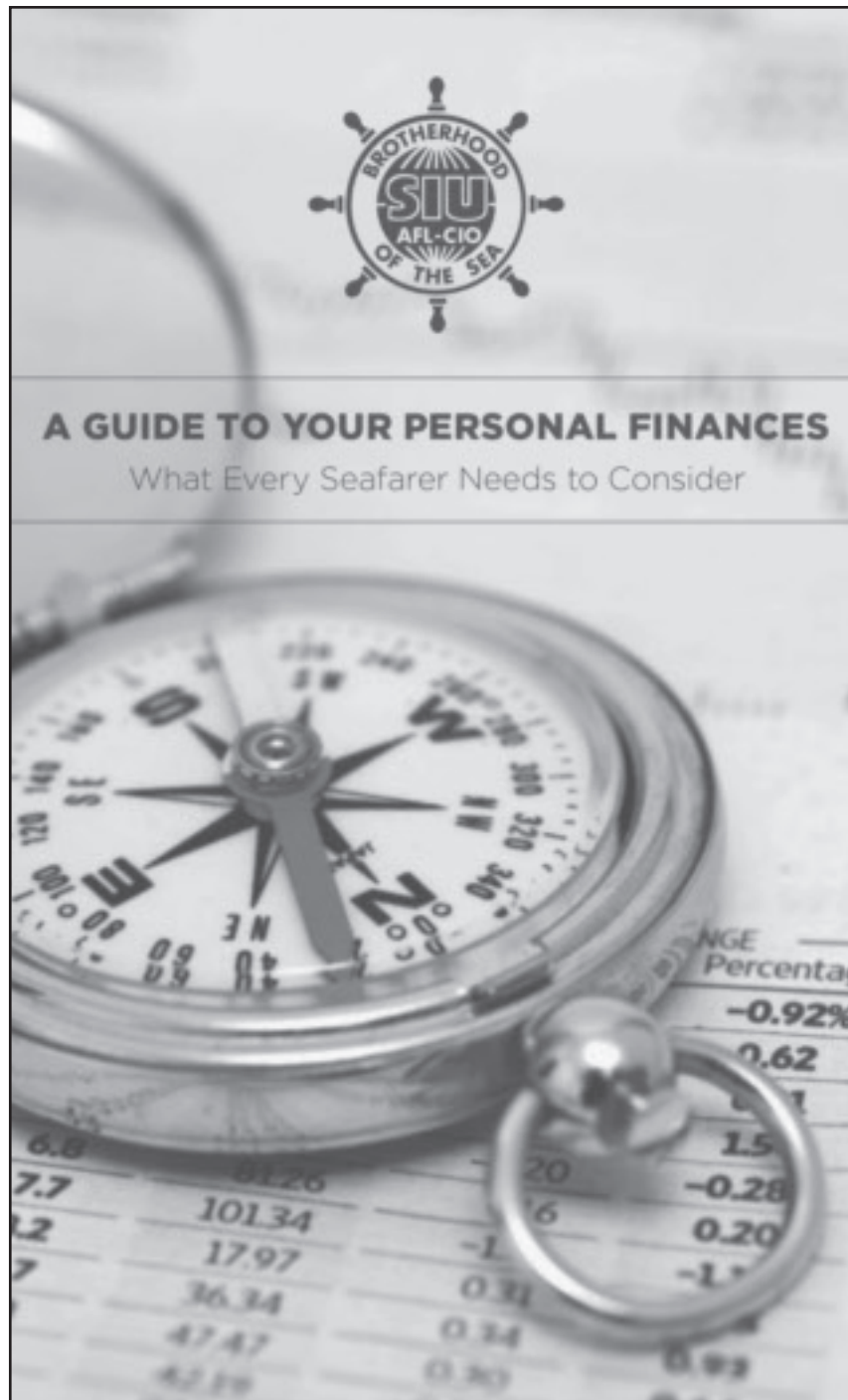
underwater propulsion system with a high-efficiency rudder and propeller, the company reported.

"When compared to conventional fuels, LNG is a much cleaner alternative fuel for shipping and offers significant environmental benefits, including the reduction of up to 95 percent sulphur oxides, nearly 100 percent particulate matter, up to 90 percent nitrogen oxides, and up to 25 percent carbon dioxide emissions from engine exhaust emissions," the company noted in a recent news release.

"As with the construction of our *Jean Anne* and *Marjorie C* (both crewed by SIU members), we look forward to working with an extremely qualified shipyard, based in the United States," added Pasha IV. "Pasha Hawaii is a firm believer in the Jones Act, and is proud to support our shipyards and the highly skilled workers who make valuable contributions to this important industry on a daily basis."

The Jones Act, America's freight cabotage law, requires that cargo moving between domestic ports be carried on ships that are crewed, built, flagged and owned American. On the books since 1920, the law has always enjoyed strong bipartisan support and backing from U.S. military leaders. Backers site the Jones Act as critical to America's national, economic and homeland security.

A study by PricewaterhouseCoopers found that the Jones Act helps maintain nearly 500,000 American jobs and contributes billions of dollars to the domestic economy each year.



## Union Publishes Booklet On Managing Personal Finances

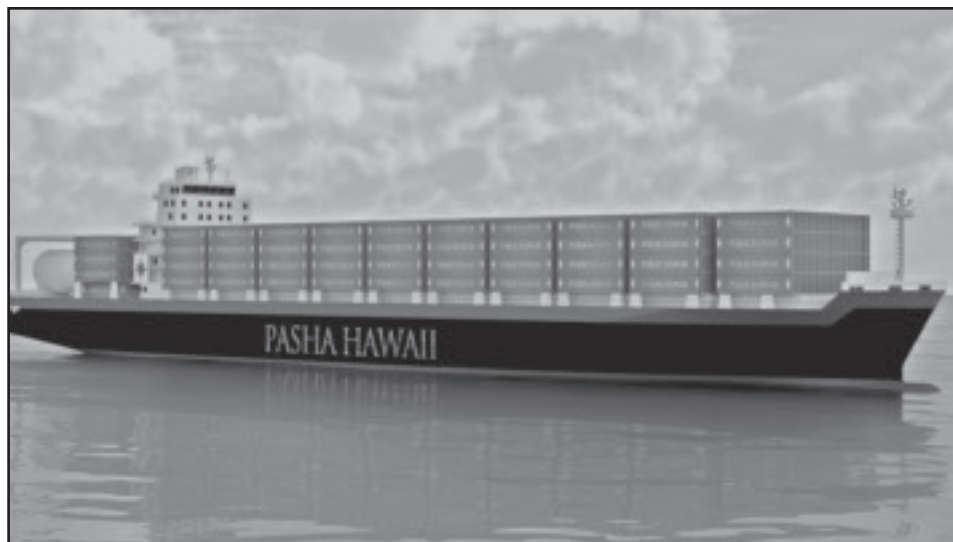
The SIU has put together a booklet for members and their families titled, "A Guide to Your Personal Finances – What Every Seafarer Needs to Consider."

Printed copies of the 16-page document are available at SIU halls and at headquarters. A PDF version is available on the SIU website, both via an April 27 post in the News section and on the landing page for the Member Benefits and Resources section: <http://www.seafarers.org/memberbenefits/members.asp>

The booklet contains four sections, titled as follows:

- Learning to budget your money
- Using credit wisely
- What you need to know about paying income tax
- Why you need savings

There's also a short list of additional resources on the last page.



An artist's rendering shows the look of the new containerships, which will be crewed by SIU members. (Image courtesy The Pasha Group)

## Alaska Tanker Company Earns Safety Award

SIU-contracted Alaska Tanker Company (ATC) recently added to its already substantial collection of well-earned safety awards.

In early April, the company received the Governor's Special Achievement Award during the 36th annual Governor's Safety and Health Conference in Anchorage, Alaska. ATC was recognized for its crews having completed more than 21 million man-hours (spanning 15 years) with only a single lost-time injury (a fractured finger). The company also noted that its vessels "have carried over 1½ billion barrels of Alaskan crude oil, and there have been no crude-oil spills to sea in this period (except two gallons of water laced with a trace amount of crude oil in 2003, 200 miles offshore)."

Always quick to acknowledge their

mariners and the respective unions that represent them, ATC credited both the SIU and the Marine Engineers' Beneficial Association (MEBA) in an article the company submitted for the conference. ATC said it is "deeply grateful" to both unions "for their long-term partnerships."

ATC has been previously recognized for its safe operations by the Alaska Department of Environmental Conservation, legislators from the State of Alaska, the Prince William Sound Regional Citizens Advisory Council, the Washington State Department of Ecology, the California Office of Spill Prevention and Response, the Pacific States-British Columbia Oil Spill Task Force, and the AFL-CIO. ATC also received the U.S. Coast Guard's prestigious Benkert "Osprey"

Award in recognition of outstanding achievement in marine environmental protection and community outreach.

In the aforementioned article, the company noted, "This long-term performance by the men and women of ATC ... is simply stunning.... Our belief has been that if we demonstrably care for each individual and give workers the tools they need to work safely on every job they do, their personal commitment will grow. Ultimately, and over time, that individual commitment to safety will drive safety performance to levels that were previously unattainable. Deep personal introspection in each crew member, when combined with training, education, and advocacy for safety, created this positive work environment on the ships."



ATC recently earned this award. Company executives including CEO Anil Mathur and Labor Relations VP Bill Cole consistently credit strong partnerships with unions as crucial to ATC's success.



## SHBP Offers COBRA Continuation Coverage to Union Members

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

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

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

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

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

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

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

## Annual Funding Notice – Seafarers Pension Plan

### Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2016 and ending December 31, 2016 ("Plan Year").

### How Well Funded Is Your Plan

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

	Funded Percentage		
	2016	2015	2014
Valuation Date	January 1, 2016	January 1, 2015	January 1, 2014
Funded Percentage	136.9%	138.3%	132.8%
Value of Assets	\$1,424,697,469	\$1,441,263,299	\$1,330,414,329
Value of Liabilities	\$1,041,022,333	\$1,042,173,488	\$1,002,084,254

### Year-End Fair Market Value of Assets

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

The December 31, 2016 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2016	December 31, 2015	December 31, 2014
Fair Market Value of Assets	\$1,467,869,581	\$1,424,697,469	\$1,441,263,299

### Endangered, Critical, or Critical and Declining Status

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

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2017, separate notification of the status has or will be provided.

### Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 19,256. Of this number, 6,954 were current employees, 7,470 were retired and receiving benefits, and 4,832 were retired or no longer working for the employer and have a right to future benefits.

### Funding & Investment Policies

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

### Investment Objectives:

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

### Investment Guidelines:

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

### Asset Allocation:

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

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

### Standards of Investment Performance:

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

which violates the provisions of ERISA or the Internal Revenue Code.

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

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	0
2. U.S. Government securities	7
3. Corporate debt instruments (other than employer securities):	
a. Preferred	2
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	33
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	21
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	16
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

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

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

### Summary of Rules Governing Insolvent Plans

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

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

### Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

### Where to Get More Information

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

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



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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$486,181 as of July 31, 2016, compared to \$277,852 as of August 1, 2015. During the plan year, the plan experienced an increase in its net assets of \$208,329. This increase includes unrealized appreciation or depreciation in the value of plan

assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$13,424,878, including employer contributions of \$13,411,616, earnings from investments of \$11,572 and other income of \$1,690.

Plan expenses were \$13,216,549. These expenses included \$354,638 in administrative expenses and \$12,861,911 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

1. An accountant's report;

2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$5.75 for the full annual report, or \$0.25 per page for any part thereof.

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

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

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

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

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(73,411) as of June 30, 2016, compared to \$(156,720) as of July 1, 2015. During the plan year, the plan experienced an increase in its net assets of \$83,309. During the plan year, the plan had

total income of \$849,888, including employer contributions of \$846,716, earnings from investments of \$65, and other income of \$3,107.

Plan expenses were \$766,579. These expenses included \$197,589 in administrative expenses, and \$568,990 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

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

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

## Annual Funding Notice – MCS Supplementary Pension Plan

### Introduction

This notice includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2016 and ending December 31, 2016 ("Plan Year").

### How Well Funded Is Your Plan

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

	Funded Percentage		
	2016	2015	2014
Valuation Date	January 1, 2016	January 1, 2015	January 1, 2014
Funded Percentage	164.72%	163.51%	159.16%
Value of Assets	\$6,692,948	\$6,748,469	\$6,779,398
Value of Liabilities	\$4,063,143	\$4,127,355	\$4,259,436

### Year-End Fair Market Value of Assets

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

The December 31, 2016 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2016	December 31, 2015	December 31, 2014
Fair Market Value of Assets	\$6,685,248	\$6,758,034	\$7,027,934

### Endangered, Critical, or Critical and Declining Status

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

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2017, separate notification of the status has or will be provided.

### Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 756. Of this number, 279 were current employees, 356 were retired and receiving benefits, and 121 were retired or no longer working for the employer and have a right to future benefits.

### Funding & Investment Policies

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

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

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	7.9
2. U.S. Government securities	0
3. Corporate debt instruments (other than employer securities):	
a. Preferred	19.3
b. All other	0
4. Corporate stocks (other than employer securities):	

a. Preferred	0
b. Common	26.4
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	0
14. Value of funds held in insurance co. general account (unallocated contracts)	45.9
15. Employer-related investments:	
a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0.5

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

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

### Summary of Rules Governing Insolvent Plans

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

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

### Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

### Where to Get More Information

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

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





**WELCOME ASHORE IN HOUSTON** – Recertified Bosun Jimmie Scheck (right) picks up his first pension check at the union hall. A Seafarer since 1977, the bosun is pictured with Asst. VP Mike Russo.



**WELCOME ASHORE IN SAN JUAN** – Carlos Marcial (left) wore many hats during his 35-year SIU career, including those of QMED/electrician, shore gang bosun and more. He is shown picking up his first pension check at the union hall and receiving congratulations from Port Agent Amancio Crespo. “The SIU has been a blessing for me and my entire family,” Marcial said. “I recommend to anyone interested in a seagoing career to join the SIU.”

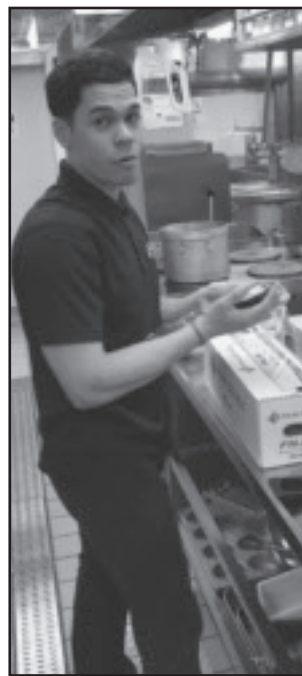
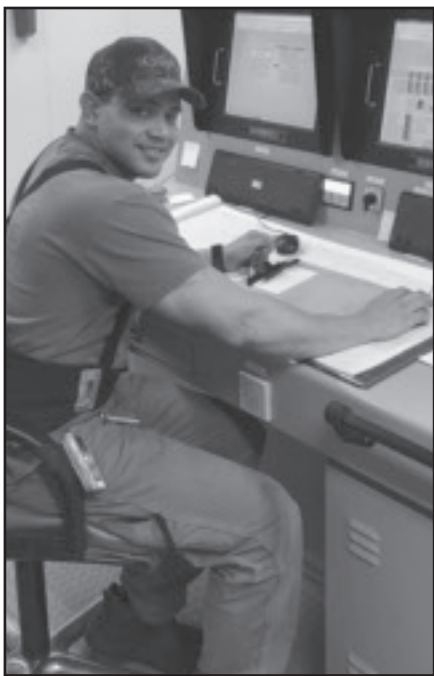


**WELCOME ASHORE IN HONOLULU** – Artemia Gandeza (right) picks up her first pension check at the union hall. Gandeza joined the SIU in 1990 and most recently sailed as an SA. She is pictured with Safety Director Amber Akana.



**COMPANY EXECS PAY SHIPBOARD VISIT** – Chief Steward Samuel Sinclair (right) and other mariners recently welcomed Pasha Group Senior VP Mike Caswell (left) and Chairman/CEO George Pasha (center) aboard the *Marjorie C* in Honolulu

## At Sea and Ashore with the SIU



**ABOARD PERLA DEL CARIBE** – Pictured aboard the Tote Services-operated ship in early May in Jacksonville, Florida, are (starting above, from left) Recertified Bosun Noel Otero, QE4 Hector Ginel, Chief Cook Bryan Alvarez, SA Christian Borroto Lopez, (directly below, far left) Steward/Baker Antonio Mendez Cruz and (group photo, from left) QEE Clive Steward, GUDE Gerardo Rosaly Martinez, AB Victor Cortes Maldonado, AB Wilfredo Velez, AB James Walker and AB Arsenio Omabao.



**FULL BOOK IN JAX** – OMU Gary Longmire (left) is sworn in for his full B-seniority book at the hall in Jacksonville, Florida. Patrolman Joseph Koncul is at right.



**BOOKS GALORE IN PINEY POINT** – Three SIU members recently picked up their respective full books from Port Agent Pat Vandegrift (left in each photo) at the union-affiliated school in southern Maryland. They are FOWT Bobby Dunn (above, left), QMED Fredrick Wright (above, center) and FOWT Cody Higgs (above, right).



# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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

## Making Memories and Staying Connected

Celebrate Father's Day with union member-only savings from Union Plus.

Stay connected with 15% off qualified AT&T wireless plans through Union Plus.

Savings on just about everything from gift baskets to gift certificates. Discounted tickets to movies, plays, sporting events and theme parks. Great deals on car rentals, travel and more.

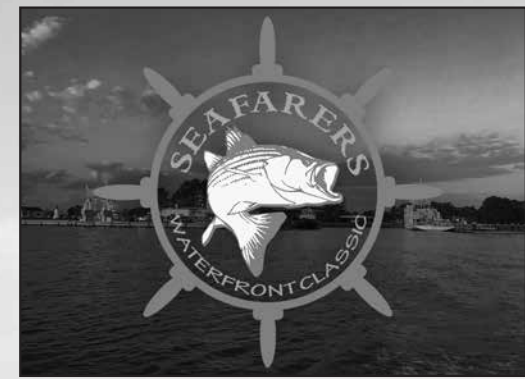


Visit [unionplus.org/benefits](http://unionplus.org/benefits)

\*15% ON THE MONTHLY SERVICE CHARGE OF QUALIFIED WIRELESS PLANS: Available only to current members of qualified AFL-CIO member unions, other authorized individuals associated with eligible unions and other sponsoring organizations with a qualifying agreement. Must provide acceptable proof of union membership such as a membership card from your local union, a pay stub showing dues deduction or the Union Plus Member Discount Card and subscribe to service under an individual account for which the member is personally liable. Offer contingent upon in-store verification of union member status. Discount subject to agreement between Union Privilege and AT&T and may be interrupted, changed or discontinued without notice. Discount applies only to recurring monthly service charge of qualified voice and data plans, not overages. Not available with unlimited voice or unlimited data plans. For Family Talk, applies only to primary line. For all Mobile Share plans, applies only to monthly plan charge of plans with 1GB or more, not to additional monthly device access charges. Additional restrictions apply. May take up to 2 bill cycles after eligibility confirmed and will not apply to prior charges. Applied after application of any available credit. May not be combined with other service discounts. Visit [unionplus.org/att](http://unionplus.org/att) or contact AT&T at 866-499-8008 for details.

SIU-05-17-17  
6/17





# Seafarers Waterfront Classic Marks Fifth Year

*Piney Point Tournament Remains Popular with Participants*



The SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, has hosted the Seafarers Waterfront Classic each year since the tournament's inception in 2013.

Despite a lack of fish, the fifth annual Seafarers Waterfront Classic nevertheless set records on its way to another successful year.

Conducted on May 2 at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, the yearly fishing tournament gives members of the maritime community a chance to come together for a fundraiser that supports the American Military Veterans Foundation (AMMILVETS), previously called the Wounded Warriors Anglers of America.

AMMILVETS President David Souders praised the event, saying, "I think everything went great. The guys really enjoyed going through the simulators, as well as the great food and the tournament. They always enjoy meeting the SIU executives and members, and spending time with them out on the boats."

Spirits were high as 19 vessels crewed by SIU members and officials, executives from Seafarers-contracted companies and AMMILVETS members set out early to test their luck. While many smaller fish were caught, only three striped bass (or rockfish) of qualifying size were landed. In total, 153 individuals attended this year's tournament, with a mix of sponsored operators, veterans and SIU personnel on each boat.

"Thanks to generous sponsorship, our fifth annual event proved once again to be a huge success," said SIU Vice President Contracts George Tricker, who served as the classic's chairman. "Bringing together friends, colleagues, and contracted operators to honor our heroes and showcase the Paul Hall Center brings the union great pride."

SIU Port Agent Kris Hopkins, who was instrumental in organizing this year's tournament, said, "We again held another fine event that supported the American Military Veterans Foundation. The feedback from the vets that I personally heard was unbelievable. From how this experience has personally helped one veteran, to hearing that this was the best time of another's life... the personal stories are really quite humbling."

Hopkins continued, "The kudos that went out to (SIU) President (Mike) Sacco and the entire SIU executive board, as well as the staff of the Paul Hall Center was remarkable. As one veteran put it, he simply felt like he was home."

The veterans contributed more than their share of time to the event. Since 2015, AMMILVETS has organized the Warrior's Handcrafted Rod Building Program, a therapy course that gives veterans a meaningful project to complete. Some of their latest hand-built fishing rods were on site during the tournament.

"We started the rod building program a few years back, and we all get together to build them," said Souders. "I usually build about 90 percent of the rods we bring to the Waterfront Classic myself, but this year I had shoulder surgery a few months prior and couldn't finish them. A few of the veterans helped me finish them and we got them to the school in time."

During the awards ceremony, the winners of the tournament each received a commemorative trophy. In addition, each angler on the Maersk Line, Limited team received an award for winning the team trophy. AMMILVETS member Craig Thaler caught a 43.6 lb. fish, taking the prize for the largest catch of the day. In addition, Thaler's catch is the largest fish ever caught during the tournament, a feat made

even more impressive by 2017's total catch of 87.7 lbs. Second place was earned with a 25.4 lb. catch by AMMILVETS President Souders, with the remaining 18.7 lb. fish reeled in by Peter Fortier.

Tricker remarked, "Even though a mild winter and a 35-inch size limitation for keepers limited our catch, we still had a great day on the water—sometimes the fish have to win. Not surprisingly, our team had a solid Plan B and nobody went away hungry, thanks to the school's culinary staff and a special delivery of New York sausage."

In addition, several veterans received special recognition for their service, as they were presented with plaques by Ed

Hanley, vice president of Maersk Line, Limited, and Philip Fisher, an executive of Keystone Shipping.

Souders would score one last prize, taking home the classic's 50/50 jackpot as well. "I've entered it every year, and it was fun to finally win it," he said. "I think I'm going to use it to add fly-tying to our rod building program. Whatever I end up doing with the money, it will go back into AMMILVETS programs, for sure."

"Any time we can help someone in need, regardless of the issue, it makes me feel proud to be a member of the SIU," concluded Hopkins. "And there's no finer group of individuals than our American Military Veterans."



International Transport Workers' Federation (ITF) personnel participated in the tournament. Pictured from left are Inspector Shwe Aung; ITF Seafarers' Section Chair David Heindel (who also serves as the SIU's secretary-treasurer); Inspector Vincent Giannopoulos; Inspector Corey Conner; and Inspector Barbara Shipley.



The crew of the *Kit II* show off their tournament-winning catch.



Those aboard the *Temple-M* proudly show off the second-place striped bass.



AMMILVETS President David Souders holds his catch, which would earn second place.



Peter Fortier of Chesapeake Crewing poses with his catch, which was large enough for third place.

For more photos from the tournament and awards banquet, see next page





Veteran Craig Thaler (right) holds up his catch of the day, with an assist from Maersk Line, Limited, President and CEO Bill Woodhour (left).



Dan Poggioli shows off his catch.



SIU Plans Administrator Margaret Bowen helps weigh the day's third-place striped bass.



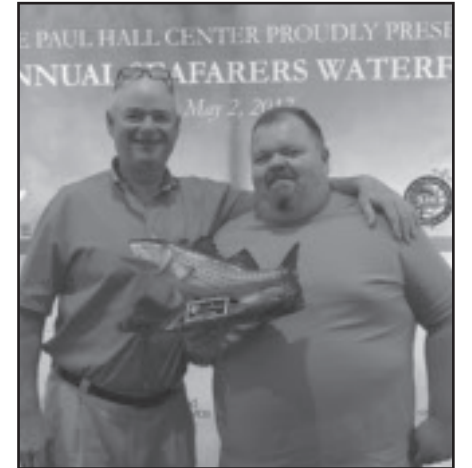
Anglers (photo at left) head inside after an enjoyable day on the water. Certainly, the largest "catch" of the day (photo at right), ITF Inspector Vincent Giannopoulos is wheeled away by a Paul Hall Center apprentice.



Pictured from left to right are Pete McDaniel, Paul Niepling, Anthony Alioto and John Zimmerman aboard the *Miss Evelyn*.



SIU President Michael Sacco (left) looks on as SIU Vice President Contracts George Tricker addresses the crowd.



SIU VP Contracts George Tricker (left) stands with Dan Poggioli as the latter receives an award.



### More Snapshots from Seafarers Waterfront Classic

The winners of the team trophy (photo at left), from left to right: SIU Vice President Great Lakes Tommy Orzechowski; Maersk Line, Limited (MLL) Vice President Ed Hanley; MLL President and CEO Bill Woodhour; MLL Chairman of the Board Russ Bruner; Veteran Craig Thaler; and MLL Director Marine Personnel Dennis Houghton. In the photo below, The AMMILVETS members assemble for a group photo, along with Keystone Shipping Executive Philip Fisher (back row, center).



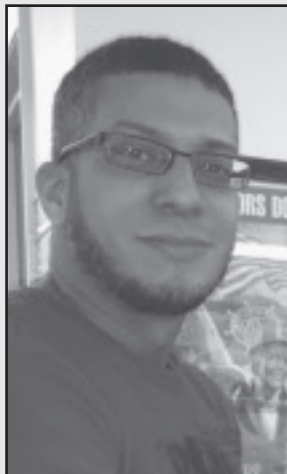


## Identification Correction

On page 11 of the May LOG, we inadvertently mixed the order in a caption for three separate photos of Seafarers with Port Agent Pat Vandegrift. As a result, OMU Wilfredo Lopez and QEP Oscar Cordero were misidentified. Below are their photos with the correct names underneath.



OMU Wilfredo Lopez



QEP Oscar Cordero

## June & July Membership Meetings

Piney Point.....	Monday: June 5, July 3
Algonac.....	Friday: June 9, July 7
Baltimore.....	Thursday: June 8, July 6
Guam.....	Thursday: June 22, July 20
Honolulu.....	Friday: June 16, July 14
Houston.....	Monday: June 12, July 10
Jacksonville.....	Thursday: June 8, July 6
Joliet.....	Thursday: June 15, July 13
Mobile.....	Wednesday: June 14, July 12
New Orleans.....	Tuesday: June 13, July 11
Jersey City.....	Tuesday: June 6, *Wednesday: July 5
Norfolk.....	Thursday: June 8, July 6
Oakland.....	Thursday: June 15, July 13
Philadelphia.....	Wednesday: June 7, July 5
Port Everglades.....	Thursday: June 15, July 13
San Juan.....	Thursday: June 8, July 6
St. Louis.....	Friday: June 16, July 14
Tacoma.....	Friday: June 23, July 21
Wilmington.....	Monday: June 19, July 17

\*Jersey City change created by Independence Day observance.

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

**Help the Union  
Leadership  
Be Your Voice  
On Capitol Hill**

Contribute to

**SPAD**

(Seafarers Political Activities Donation)

## Dispatchers' Report for Deep Sea

April 16, 2017 - May 15, 2017

Port	Total Registered			Total Shipped			Trip Reliefs	Registered on Beach		
	A	B	C	A	B	C		A	B	C
<b>Deck Department</b>										
Algonac	7	6	0	5	5	1	3	12	5	0
Anchorage	0	0	1	0	1	1	0	2	0	1
Baltimore	3	5	5	2	4	1	2	7	4	4
Fort Lauderdale	14	10	5	17	10	2	8	19	19	8
Guam	1	0	0	0	0	0	0	4	2	0
Harvey	15	0	9	9	0	6	4	23	0	8
Honolulu	9	8	3	9	5	2	2	12	10	2
Houston	44	17	15	54	9	9	27	96	18	23
Jacksonville	46	13	15	28	11	5	15	74	23	22
Jersey City	40	11	5	27	9	1	21	63	19	7
Joliet	3	3	1	0	0	0	0	4	2	2
Mobile	8	5	4	7	3	2	2	13	5	4
Norfolk	24	17	4	10	10	2	8	37	21	5
Oakland	25	4	0	18	1	0	6	33	10	2
Philadelphia	5	0	0	4	0	1	1	6	6	1
Piney Point	4	0	0	1	0	0	1	6	0	0
Puerto Rico	8	9	0	2	2	0	2	13	12	0
Tacoma	35	6	4	39	8	4	24	61	7	5
St. Louis	2	2	0	1	3	0	0	3	3	1
Wilmington	30	11	4	19	6	4	5	50	18	6
<b>TOTALS</b>	<b>323</b>	<b>127</b>	<b>75</b>	<b>252</b>	<b>87</b>	<b>41</b>	<b>131</b>	<b>538</b>	<b>184</b>	<b>101</b>
<b>Engine Department</b>										
Algonac	2	5	0	1	4	0	0	1	4	0
Anchorage	2	0	0	0	0	0	0	2	0	1
Baltimore	5	4	2	1	3	0	0	5	4	1
Fort Lauderdale	7	7	1	9	3	1	2	11	9	2
Guam	2	1	0	2	0	0	0	1	2	0
Harvey	2	0	1	2	1	1	2	3	1	1
Honolulu	6	4	0	3	4	0	2	13	11	0
Houston	20	13	1	12	3	0	6	27	14	3
Jacksonville	13	15	3	16	13	0	8	33	17	4
Jersey City	19	6	1	13	7	0	8	24	12	2
Joliet	0	1	1	0	0	0	0	0	2	1
Mobile	2	3	1	1	3	1	1	7	5	1
Norfolk	15	11	3	7	4	2	3	20	20	5
Oakland	4	5	1	1	1	0	1	11	9	2
Philadelphia	2	0	0	0	0	0	0	5	1	0
Piney Point	1	7	0	1	4	0	0	0	9	0
Puerto Rico	5	2	0	1	3	0	3	7	7	6
Tacoma	12	6	6	13	3	2	5	29	15	4
St. Louis	4	2	0	1	1	0	0	5	2	0
Wilmington	17	3	4	6	5	3	5	22	8	5
<b>TOTALS</b>	<b>140</b>	<b>95</b>	<b>25</b>	<b>90</b>	<b>62</b>	<b>10</b>	<b>46</b>	<b>226</b>	<b>152</b>	<b>38</b>
<b>Steward Department</b>										
Algonac	3	5	0	3	2	0	1	5	6	0
Anchorage	0	0	0	0	1	0	0	1	0	0
Baltimore	4	2	0	3	1	0	3	3	1	0
Fort Lauderdale	12	5	1	10	4	1	2	16	7	1
Guam	2	0	0	0	0	0	0	3	2	0
Harvey	6	0	0	2	0	0	0	10	1	0
Honolulu	8	0	1	10	0	1	3	15	0	1
Houston	22	5	1	17	3	1	6	38	6	1
Jacksonville	8	10	2	16	8	0	6	28	14	1
Jersey City	13	0	0	11	1	0	6	16	3	0
Joliet	1	1	0	0	0	0	0	1	2	0
Mobile	4	3	2	2	1	1	0	6	4	2
Norfolk	16	9	1	8	6	0	6	27	13	1
Oakland	20	1	2	15	2	0	9	34	4	4
Philadelphia	0	0	0	1	0	0	0	0	0	0
Piney Point	1	2	0	1	0	0	0	0	1	0
Puerto Rico	0	0	0	0	1	0	0	3	5	1
Tacoma	16	1	1	11	3	0	6	19	2	2
St. Louis	1	0	1	2	0	0	0	1	0	1
Wilmington	20	6	3	16	5	1	10	26	10	6
<b>TOTALS</b>	<b>157</b>	<b>50</b>	<b>15</b>	<b>128</b>	<b>38</b>	<b>5</b>	<b>58</b>	<b>252</b>	<b>81</b>	<b>21</b>
<b>Entry Department</b>										
Algonac	2	5	9	0	2	4	0	2	5	7
Anchorage	0	2	6	0	2	3	1	0	0	5
Baltimore	0	0	3	0	1	1	0	0	1	3
Fort Lauderdale	1	2	5	1	4	2	1	1	8	5
Guam	0	3	0	0	0	0	0	0	4	0
Harvey	1	0	2	0	1	0	1	1	1	2
Honolulu	0	4	5	1	4	1	0	3	6	10
Houston	2	10	11	4	8	3	1	1	19	16
Jacksonville	2	14	21	0	9	16	2	6	15	54
Jersey City	0	12	6	2	10	5	2	1	25	8
Joliet	0	1	3	0	0	1	0	0	1	2
Mobile	0	0	1	0	0	0	0	0	0	4
Norfolk	5	13	22	5	2	7	2	2	23	30
Oakland	2	15	8	1	7	7	3	3	17	7
Philadelphia	0	0	0	0	0	0	0	0	2	1
Piney Point	0	0	0	0	1	1	0	0	1	2
Puerto Rico	0	0	0	1	0	0	0	0	0	1
Tacoma	6	6	8	3	4	7	0	7	17	23
St. Louis	0	0	1	0	0	0	0	0	1	1
Wilmington	2	13	26	1	4	14	4	13	22	56
<b>TOTALS</b>	<b>23</b>	<b>100</b>	<b>137</b>	<b>19</b>	<b>59</b>	<b>72</b>	<b>17</b>	<b>40</b>	<b>168</b>	<b>237</b>
<b>GRAND TOTAL:</b>	<b>643</b>	<b>372</b>	<b>252</b>	<b>489</b>	<b>246</b>	<b>128</b>	<b>252</b>	<b>1,056</b>	<b>585</b>	<b>397</b>



## Seafarers International Union Directory

**Michael Sacco, President**

**Augustin Tellez, Executive Vice President**

**David Heindel, Secretary-Treasurer**

**George Tricker, Vice President Contracts**

**Tom Orzechowski,**

*Vice President Lakes and Inland Waters*

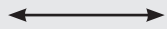
**Dean Corgey, Vice President Gulf Coast**

**Nicholas J. Marrone, Vice President West Coast**

**Joseph T. Soresi, Vice President Atlantic Coast**

**Kermett Mangram,**

*Vice President Government Services*



### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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 7<sup>th</sup> St., Oakland, CA 94607  
(510) 444-2360

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

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



## Inquiring Seafarer

This month's question was posed to members who recently completed steward recertification training at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland.

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



**Sedell Mitchell Reynolds**  
*Recertified Steward*

I joined the SIU in search of a life-style change after being a bartender for 27 years. My faith in God, along with the feeling of security that being an SIU member brought over the years, has given me the transformation I sought.



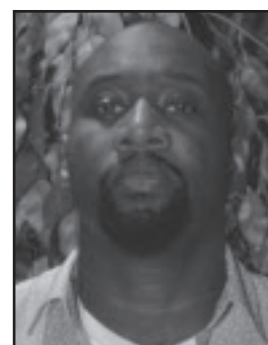
**Verleshia Robinson**  
*Recertified Steward*

I joined the SIU to be part of a growing industry and to take full advantage of the educational opportunities it has to offer. I also wanted to be part of an organization that met the needs of all its members. I'm glad I stayed because the union is now stronger and better than ever.



**Richard Jones**  
*Recertified Steward*

I joined the SIU when I was young because I wanted to get a better understanding of what shipboard life was really all about. After sailing for a while, I decided to remain with the union because I found that I really enjoyed it. In my mind, it was the best thing to do.



**Gilbert Louis**  
*Recertified Steward*

I joined the SIU because I wanted a better quality of life. I now know that it would have taken me longer to achieve my goals had I not made the decision that I did. I have stayed with the union because it has enabled me to see almost every goal I set come to fruition.



**Arturo Rodriguez**  
*Recertified Steward*

I joined the union in 1987 because the job I had before, on an oil rig, slowed down. I am still here because the union has given me so many opportunities. Thank you, SIU!



**Lionel Packnett**  
*Recertified Steward*

I joined the SIU in order to have a career opportunity that would enable me to take care of myself, my family and to see the world. I still enjoy the camaraderie with the brothers and sisters I have sailed with, past and present.



**Joseph Welle**  
*Recertified Steward*

I joined the SIU in order to support my family and fulfill my dream of being able to travel the world, see difference places and interact with people from different cultures. I remained with the union because it has been very good for me and my family.



**Ernest Carlos**  
*Recertified Steward*

I joined the union in search of a better life. I have been to most countries, meeting new people and experiencing new cultures. As a documentary film maker, this job has afforded me many great opportunities to go to countries that I may have never been able to afford on my own. I have met many new friends and I look forward to many more trips around the world.

## Pic From The Past

If the reader only glances above the hand of Oiler Felipe Aponte, it may seem as if someone used a time machine to send him an oversized smart phone for this 1970 snapshot. Upon closer inspection, however, it turns out the Seafarer is checking gauges in the engine room of the *Sea-Land Newark* against specifications called for in his log book. The 497-foot-long vessel was docked in Port Elizabeth, New Jersey.



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



# Welcome Ashore

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



## DEEP SEA

### MICHAEL AMADOR

Brother Michael Amador, 70, began sailing with the SIU in 1989. He originally shipped on the *Independence*. Brother Amador enhanced his skills numerous times at the SIU-affiliated school in Piney Point, Maryland. He sailed in the steward department. Brother Amador's last vessel was the *El Yunque*. He lives in Fleming Island, Florida.



### REYNALDO BALUYOT

Brother Reynaldo Baluyot, 68, first donned the SIU colors in 2001 when the NMU merged into the Seafarers International Union. The steward department member upgraded in 2001 at the maritime training center in Piney Point, Maryland. Brother Baluyot last worked on the *1st Lt. Jack Lummus*. He calls Vallejo, California, home.



### LAVERNE BERASIS

Sister Laverne Berasis, 77, started shipping with the Seafarers in 1998. She was initially employed on the *Independence*. Sister Berasis was born in Hawaii and worked in the steward department. She attended classes often at the Paul Hall Center in Piney Point, Maryland. Sister Berasis' most recent trip was aboard the *USNS Charleston*. She is a resident of Honolulu.

### PATRICK EDGELL

Brother Patrick Edgell, 65, donned the union colors in 1970. He first sailed on a Hudson Waterways vessel, and most recently shipped out aboard the *Senator*. Brother Edgell upgraded on three occasions at the Piney Point school. He worked in the engine department and now resides in San Jose, Costa Rica.



### THOMAS HERBERT

Brother Thomas Herbert, 65, signed on with the SIU in 1973. He originally worked aboard the *Van Defender*. Brother Herbert upgraded often at the maritime training center in Piney Point, Maryland. He was a member of the engine department. Brother Herbert's last trip was on the *Quality*. He calls Melbourne, Florida, home.



### BRIAN ISENSTADT

Brother Brian Isenstadt, 66, joined the union in 1977. He first

shipped aboard the *Overseas Juneau*. Brother Isenstadt attended classes twice at the union-affiliated school in Piney Point, Maryland. He worked in the deck department. Brother Isenstadt concluded his career on the *Global Link*. He was born in Canada and settled in Columbia, Maryland.



### BRUCE KORTE

Brother Bruce Korte, 63, became a Seafarer in 1989. The engine department member initially sailed on the *USNS Vindicator*. Brother Korte is a Chicago native. He upgraded frequently at the Paul Hall Center. Brother Korte last shipped aboard the *Texas*. He now makes his home in Orange, Texas.

### WILMER MCCANTS

Brother Wilmer McCants, 61, began sailing with the SIU in 1973. He originally worked on the *Mobile*. Brother McCants was born in Alabama and often took advantage of educational opportunities available at the Piney Point school. He sailed in the engine department, and his final ship was the *Seakay Spirit*. Brother McCants resides in Mobile, Alabama.

### SALEH NASSER

Brother Saleh Nasser, 65, started working with the union in 1978. He first shipped aboard the *Aleutian Developer*. Brother Nasser attended classes in 1986 at the Paul Hall Center. He sailed in the deck department. Brother Nasser's final trip to sea was on the *North Star*. He was born in Yemen but now calls University Place, Washington, home.

### NICHOLAS RODRIGUEZ

Brother Nicholas Rodriguez, 63, began his seafaring career in 1978 in San Francisco. He initially sailed aboard the *President Thurman*.

Brother Rodriguez upgraded in 1981 and 1983 at the maritime training center in Piney Point, Maryland. He worked in the steward department. Brother Rodriguez's final ship was the *Horizon Pacific*. He is a resident of Hercules, California.



Brother Rodriguez's final ship was the *Horizon Pacific*. He is a resident of Hercules, California.

### ARTHUR SHAW

Brother Arthur Shaw, 65, sailed with the NMU prior to the 2001 merger with the Seafarers International Union. He enhanced his skills on two occasions at the Piney Point school. Brother Shaw worked in the engine department, most recently on the *Safmarine Ngami*. He makes his home in Jamaica, New York.



### JERRY STILLMAN

Brother Jerry Stillman, 66, be-

came a union member in 1981 in Norfolk, Virginia. He initially sailed in the inland division with Lynnhaven Service Inc. Brother Stillman was a deck department member. On several occasions, he took advantage of educational opportunities available at the Piney Point school. Brother Stillman's last trip to sea was aboard the *USNS John Glenn*. He resides in Chesapeake, Virginia.



### EDDY STWAEARD

Brother Eddy Stwaeard, 70, joined the SIU ranks in 1979. His first ship was the *Long Lines*. He most recently worked as a member of the shore gang in Elizabeth, New Jersey. Brother Stwaeard, a native of Honduras, was a member of the deck department. He attended classes often at the maritime training center in Piney Point, Maryland. Brother Stwaeard lives in Brooklyn, New York.



### NORMAN TAYLOR

Brother Norman Taylor, 62, donned the SIU colors in 1986. He enhanced his skills in 1987 and 2010 at the Piney Point school. A member of the deck department, Brother Taylor originally worked aboard the *USNS Contender*. Before his retirement, Brother Taylor sailed on the *Maersk Utah*. He makes his home in Iron Mountain, Michigan.



### PAUL WADE

Brother Paul Wade, 55, began shipping with the union in 1980, originally working with International American Shipping Corporation. He upgraded frequently at the SIU-affiliated school in Piney Point, Maryland. Brother Wade worked in the deck department. He most recently shipped aboard the *Ocean Giant*. Brother Wade resides in Baytown, Texas.



### JOHN ZEPEDA

Brother John Zepeda, 66, started sailing with the SIU in 1969. He first shipped with Victory Carriers. Brother Zepeda attended classes often at the union-affiliated school in Piney Point, Maryland. He is a native of Galveston, Texas and worked in the deck department. Brother Zepeda's final trip to sea was on the *Overseas Cascade*. He is a resident of Texas City, Texas.



## INLAND

### WILLIAM ABRAMS

Brother William Abrams, 64,

became a union member in 1993. He started his career working aboard the *Sugar Islander*. Brother Abrams was born in Guyana and sailed in the deck department. On three occasions, he took advantage of educational opportunities available at the Paul Hall Center. Brother Abrams' most recent trip was on the *Pacific Reliance*. He settled in Missouri City, Texas.

### STEVEN BRUNDAGE

Brother Steven Brundage, 63, began shipping with the union in 1989. He originally worked with Mariner Towing. Brother Brundage upgraded frequently at the maritime training center in Piney Point, Maryland. He sailed in the deck department. Prior to his retirement, Brother Brundage shipped aboard a vessel operated by Intrepid Personnel & Provisioning. He lives in Castle Hayne, North Carolina.



### ROYCE DONNELLY

Brother Royce Donnelly, 65, started shipping with the SIU in 1973. He was primarily employed with National Marine Services. Brother Donnelly sailed in the engine department. He is a resident of Metairie, Louisiana.

### STEVEN HOUSINGER

Brother Steven Housinger, 62, signed on with the SIU in 1977. His first sailed with H&M Lake Transport. Brother Housinger was a member of the deck department. His final vessel was operated by G&H Towing Company. Brother Housinger resides in Canyon Lake, Texas.

### DAVID LANE

Brother David Lane, 56, joined the SIU in 1979. He initially sailed in the deep-sea division aboard the *Pisces*. Brother Lane worked in the deck department. He upgraded on three occasions at the Seafarers-affiliated school. Brother Lane's final trip was on the *Courage*. He calls Palm Bay, Florida, home.



### NORMAN LITTLES

Brother Norman Littles 71, started sailing with the union in 1994. He mainly shipped with Port Imperial Ferry. Brother Littles was a deck department member. He enhanced his skills in 2001 and 2004 at the Piney Point school. Brother Littles makes his home in Orlando, Florida.



### JOHN NIDAY

Brother John Niday, 65, signed on with the union in 1973 in Houston. He primarily worked with G&H

Towing Company. Brother Niday sailed in the deck department. In 1975, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother Niday lives in Port Isabel, Texas.

### PETER QUINN

Brother Peter Quinn, 65, began his SIU career in 1979. He was originally employed with Hvide Marine. Brother Quinn last sailed on an Intrepid Personnel & Provisioning vessel. He was a member of the deck department, and upgraded twice in Piney Point, Maryland. Brother Quinn resides in Orange, Texas.



### CARLOS RODRIGUEZ

Brother Carlos Rodriguez, 66, joined the SIU in 1991. He initially worked in the deep-sea division aboard the *Robert Lee*. In 2002, Brother Rodriguez took advantage of educational opportunities available at the Paul Hall Center. He shipped in the engine department and was last employed on the *Padre Island*. Brother Rodriguez calls Cypress, California, home.



### MICHAEL TOWNSEND

Brother Michael Townsend, 62, began his seafaring career in 1993. He was first employed aboard the *USNS Pollux*. Brother Townsend sailed as a member of the deck department. He concluded his career with G&H Towing. Brother Townsend resides in Carriere, Mississippi.

### WARREN WIRTH

Brother Warren Wirth, 71, donned the SIU colors in 2001 in Jacksonville, Florida. He was mainly employed with Penn Maritime Inc. Brother Wirth sailed in the deck department. He was a frequent upgrader at the Piney Point school. Brother Wirth makes his home in Silver Springs, Florida.

## NATIONAL MARITIME UNION

### ROBERT LOPES

Brother Robert Lopes, 66, was an NMU member before the 2001 SIU/NMU merger. He lives in New Bedford, Massachusetts.





# Final Departures



## DEEP SEA

### PHILIP BRESLIN

Brother Philip Breslin, 68, died February 25. A member of the deck department, he first sailed on the *John Paul Bobo* in 1991. His final vessel also was the *John Paul Bobo*. He resided in Pensacola, Florida.

### LOUIS CLARKE

Brother Louis Clarke, 97, passed away January 7. Born in Hartford, Connecticut, he joined the SIU in 1978. Brother Clarke shipped as a member of the steward department. He first sailed with Delta Steamship Lines on the *Del Oro*. Brother Clarke last worked with American Ship Management in 1988 and resided in Fountain Valley, California.



### ANTONIO CRISTOBAL

Pensioner Antonio Cristobal, 88, died January 28. A member of the engine department, he first sailed on the *Manhattan* in 1977. Brother Cristobal's last vessel was the *Thompson Pass*. He became a pensioner in 1993 and lived in Cerritos, California.



### LEOPOLDO EMNACE

Pensioner Leopoldo Emnace, 71, passed away January 16. Born in the Philippines, he joined the union in 1980. Brother Emnace sailed in the deck department, most recently aboard the *Maersk Idaho*. He settled in Bedminster, New Jersey.



### WESLEY HUGHES

Brother Wesley Hughes, 43, died December 2. He was born in Germany. Brother Hughes' first trip to sea was as an engine department member aboard the *Great Land* in 1991. He most recently worked on the *Maj. Bernard F. Fisher* in 2016. Brother Hughes lived in Valparaiso, Florida.

### ARTHUR MALLORY

Pensioner Arthur Mallory, 79, passed away February 24. Brother Mallory signed on with the SIU in 1969, when he sailed on the *Loma Victory*. He



worked in the deck department and was a native of Florida. Prior to Brother Mallory's retirement in 1982, he sailed aboard the *OMI Willamette*. He continued to reside in Florida.

### MICHAEL McNALLY

Brother Michael McNally, 63, died March 18. He began his seafaring career in 1975 with Trans-eastern Shipping. Brother McNally sailed in the engine department, most recently aboard the *Horizon Kodiak*. He called Stroudsburg, Pennsylvania, home.



### ANGEL MORALES

Pensioner Angel Morales, 86, passed away January 30. He started sailing with the union in 1969. Brother Morales initially sailed on the *Steel Rover*. The Puerto Rico native worked in the engine department. Brother Morales most recently sailed with the Mt. Vernon Tankers Corporation. He retired in 1988 and settled in Hatillo, Puerto Rico.

### JUAN PATINO

Pensioner Juan Patino, 86, died January 11. Brother Patino became an SIU member in 1953. His first trip was aboard the *Abigua*. Brother Patino concluded his seafaring career working on the *Great Land*. He began collecting his pension in 1995. The engine department member made his home in Federal Way, Washington.



### LANCE RENE

Pensioner Lance Rene, 87, passed away January 30. Brother Rene, a member of the steward department, first sailed on the *Santa Mariana* in 1978. He concluded his seafaring career aboard the *Producer*. Brother Rene started collecting his retirement compensation in 1994 and resided in Washington State.

### FRANK ROSALES

Brother Frank Rosales, 90, died February 11. He was a native of Eagle Point, Oregon. A member of the steward department, he first sailed the *Santa Maria* in 1978. Brother Rosales last worked aboard the *Matsonia* in 1993 and continued to make Oregon his home.

### JOSEPH SPELL

Pensioner Joseph Spell, 89,

passed away January 11. Brother Spell began shipping with the SIU in 1970. His first ship was the *Steel Maker*; his last, the *Green Island*.



Brother Spell was an engine department member. He went on pension in 1992 and called Wiggins, Mississippi, home.

### ATHANASIOS VASSILIKOS

Pensioner Athanasios Vassilikos, 75, died January 31. He began sailing with the SIU in 1968. Brother Vassilikos initially sailed aboard the *Citadel Victory*. The Greece native worked in the engine department. His final vessel was the *Flickertail State*. He retired in 1994 and settled in Attica, Greece.



## INLAND

### THOM HUTCHINS

Brother Thom Hutchins, 48, passed away January 21. A Texas native, brother Hutchins joined the union in 1984. He initially worked with G&H Towing. Brother Hutchins shipped as a member of the deck department. He was last employed with Crowley Towing of Jacksonville in 2007. He called Friendswood, Texas, home.



### DONALD JONES

Pensioner Donald Jones, 75, died February 12. Brother Jones joined the SIU in 1975. He sailed with Allied Towing, working in the steward department until retirement in 2002. He resided in Camden, North Carolina.



### EDWARD RYNN

Brother Edward Rynn, 48, passed away February 27. Brother Rynn began sailing with Crowley Towing and Transportation in 2008, and remained with the company until 2014. He was born in Norwalk, Connecticut, and shipped in the deck department. Brother Rynn called Hastings, Florida, home.

### JOE TRAYWICK

Brother Joe Traywick, 59, died February 16. He began his SIU career in 2000, originally sailing

with Waterman Steamship Corporation. Brother Traywick was a deck department member and a native of Mobile, Alabama. He most recently shipped on the *Delta Mariner* in 2016.

### RICHARD UTLEY

Pensioner Richard Utley, 80, passed away February 22. He became a union member in 1960. Brother Utley initially worked with Chesapeake and Ohio Railway. He spent most of his career with G&H Towing, sailing in both the engine and deck departments. The Galveston, Texas-born mariner went on pension in 1998.



### MILAN WOLGAMOTT

Brother Milan Wolgamott, 61, died January 10. Born in Michigan, he started sailing with the SIU in 1984. Brother Wolgamott was initially employed with Tampa Tugs. He and last sailed on the *Liberty Island* in 2016. Brother Wolgamott resided in Myrtle Beach, South Carolina.



## NATIONAL MARITIME UNION

### RICHARD DOBBYN

Pensioner Richard Dobbyn, 78, passed away December 23. Brother Dobbyn was born in Chelsea, Massachusetts. He resided in New Hampshire.

### FRANCIS DRAPELA

Pensioner Francis Drapela, 69, died December 13. Born in Houston, he later called Pearl-land, Texas, home.

### JUAN ESPADA

Pensioner Juan Espada, 90, passed away December 17. Brother Espada was a native of Puerto Rico. He began collecting his retirement pay in 1985. Brother Espada resided Hialeah, Florida.

### JAMES FELDER

Pensioner James Felder, 96, died December 29. He started receiving compensation for his retirement in 1991. He was a resident of San Francisco.

### ALBERTO MAC FALINE

Pensioner Alberto Mac Faline,

87, passed away October 29. The Puerto Rico native went on pension in 1999. He made his home in New York.

### LUIS MAZIER

Pensioner Luis Mazier, 93, died November 20. He was a native of Honduras. Brother Mazier began collecting his pension in 1975. He lived in Terrytown, Louisiana.

### JOHN MONROE

Pensioner John Monroe, 88, passed away November 29. Brother Monroe was born in Lancaster, South Carolina. He started collecting his pension in 1969 and was a resident of Houston.

### FELIX ROVIRA

Pensioner Felix Rovira, 78, died November 19. Brother Rovira was born in Puerto Rico. He went on pension in 1998 and continued to reside in Puerto Rico.

### LEE RUMBLES

Pensioner Lee Rumbles, 88, passed away December 1. Brother Rumbles was born in Newport News, Virginia. He started receiving compensation for his retirement in 1985. Brother Rumbles called Philadelphia home.

### ALEJANDRO SANCHEZ

Pensioner Alejandro Sanchez, 83, died December 23. Brother Sanchez was born in Cuba and started receiving his pension in 1995. He lived in San Diego.

### FRANK THOMAS

Pensioner Frank Thomas, 81, passed away December 22. He was born in Simmesport, Louisiana. Brother Thomas went on pension in 1997 and resided in Texas.

### JUAN TORRACA

Pensioner Juan Torraca, 91, died December 29. Brother Torraca was born in Ponce, Puerto Rico. He started collecting his pension in 1973. Brother Torraca lived in Central Islip, New York.

Name	Age	DOD
Afonso, Manuel	89	Dec. 23
Bonilla, Angel	87	Dec. 12
Da Silva, Herminio	97	Dec. 29
Ebanks, Burton	93	Dec. 26
Gladstone, Anthony	88	Dec. 27
Kroll, Felix	87	Dec. 8
Santiago, Juan	92	Dec. 10





# 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.

**CHARLESTON EXPRESS** (Crowley), March 19 – Chairman **George Price**, Secretary **Ronald Tarantino**, Deck Delegate **Rudy Harjanto**, Engine Delegate **Kenneth Powell**, Steward Delegate **Edyson Chaniago**. Chairman thanked all departments for good housekeeping. He advised all to save money and start 401k. Educational director reminded mariners to check expiration dates of all documents. Members were urged to enhance their skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. No beefs or disputed OT reported. President's report from the *Seafarers LOG* was read. Upcoming itinerary for vessel was discussed. Internet access was installed on the ship while in Houston. Crew mentioned suggested changes for upcoming contract negotiations including increase in vacation days, and boot allowance for wiper and OS. A reduction in days needed for retirement was also suggested. Next port: Houston.

**INTEGRITY** (TOTE), March 19 – Chairman **Shannon Smith** Secretary **John D. Bukowsky**. – Chairman discussed beef over hydro blasting. A grievance committee has been requested to find a resolution. Secretary reported contract will soon be negotiated and the floor is open for proposed changes. The importance of the merchant marine for national defense was noted as well as the need to reduce red tape. Members discussed pay rates and asked that entire crew be included in Wi-Fi access. They also made suggestions pertaining to bilge cleaning and weekend OT rates. Crew reported need for new mattresses.

**JEAN ANNE** (TOTE), March 27 – Chairman **Thomas Johnson**, Secretary **Ingra Maddox**, Engine Delegate **Servando Jesus Canales**. Chairman advised crew to look at latest *Seafarers LOG* and reviewed where they could find it on computer. No beefs or disputed OT reported. Crew members questioned the need for physicals every six months and were told that it is a company requirement. Crew members would like to look in to the possibility to purchase stock in Pasha.

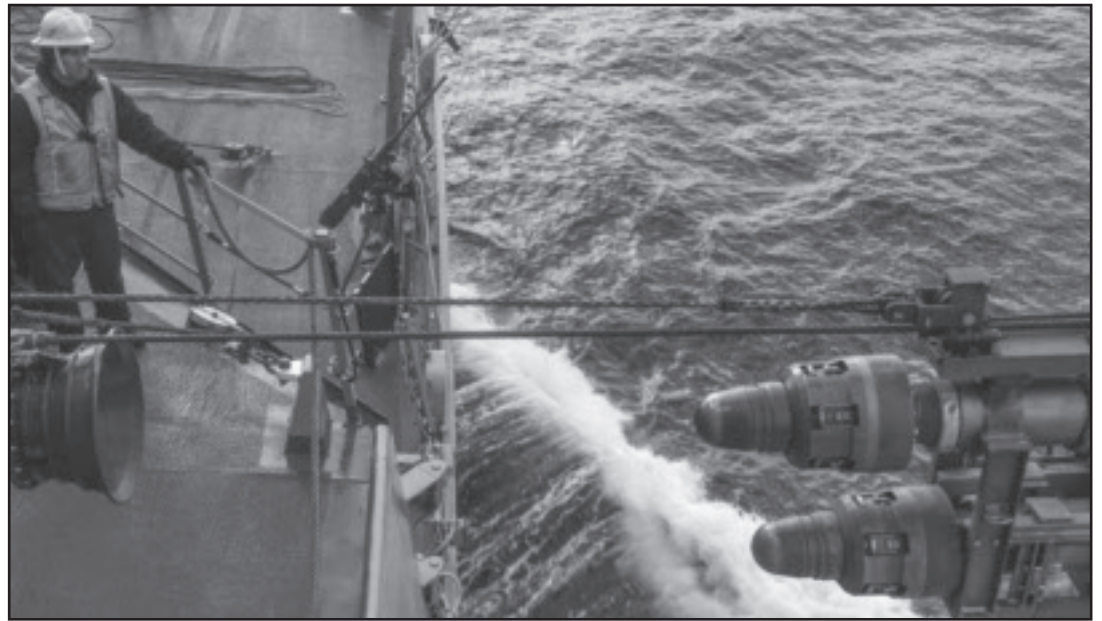
**MAERSK KENTUCKY** (Maersk Line, Limited), March 19 – Chair-

man **Albert C. Williams**, Secretary **George W. Rose**, Educational Director **James Watson**, Deck Delegate **Carlos Castillo**, Steward Delegate **Rene Gil**. Secretary praised crew and told them to continue safe operations. Educational director encouraged upgrading at union-affiliated school in Piney Point, Maryland. Crew said they need all union halls to make sure members get assignment letters before leaving halls. No beefs or disputed OT reported. Steward department was thanked for a job well done. Next port: Norfolk, Virginia.

**MAERSK KINLOSS** (Maersk Line, Limited), March 18 – Chairman **Michael D. Sedita**, Secretary **James A. Kingsley**, Educational Director **Tijani Rashid**, Deck Delegate **Eric Moreira**, Engine Delegate **Reynaldo Lacayo**, Steward Delegate **Elizabeth Byrd**. Chairman announced payoff March 11 in Newark, New Jersey and reported another safe voyage. Crew was encouraged to file for penalty time for the company's refusal to pay for launch service in Algeciras, Spain. Reminders given to review documents and to renew STCW, eliminating the need to retake full basic safety training. Secretary suggested members stay up to date reading the *LOG* as it reports changes in benefits as well as shipping rules. He also reiterated the importance of SPAD contributions and the resulting union gains. Educational director urged members to look for class schedules on [www.seafarers.org](http://www.seafarers.org). Beefs were reported in all departments pertaining to penalty time for restriction to ship in Algeciras. Crew insisted a resolution be made regarding ongoing issue with the unrepaired dishwasher. Electrician raised the issue of allegedly unfair distribution of expensive food items between the permanent steward and the relief steward. Steward department was thanked for all for the great meals, desserts especially. Several suggestions were made in regard to the upcoming contract negotiations. Next ports: Newark, New Jersey; Charleston, South Carolina; Savannah, Georgia; and Houston.

**MAERSK MEMPHIS** (Maersk Line, Limited), March 25 – Chairman **Keller Gilyard**, Secretary **Isabel R. Sabio**, Educational Director **Francis**

## Supporting Our Troops



In this May 13 photo, taken in the Pacific Ocean, Bosun's Mate 3rd Class Ronald Jay Juego watches as the Seafarers-crewed *USNS Rappahannock* sends a fuel probe to the guided-missile destroyer *USS Wayne E. Meyer* during a replenishment at sea. The *Rappahannock* is crewed by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Kelsey L. Adams)

**S. Brown** Deck Delegate **Kevin Combs**, Engine Delegate **Mario Morality**, Steward Delegate **Mohamad Abou Abdou**. Chairman noted an injury in the engine department resulting in a member's absence. A replacement QMED boarded within two weeks. Under old business, chairman noted ongoing complaints about mattresses. He also touched on standard contract stipulations pertaining to time off. Secretary suggested increasing vacation time and boosting wages. No beefs or disputed OT reported.

**MAERSK PITTSBURGH** (Maersk Line, Limited), March 10 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Deck Delegate **Celso Zuniga**, Steward Delegate **Stanford Drakes**. Bosun thanked crew for safe voyage. Secretary reminded mariners getting off to make sure rooms are clean and have fresh linen. Members were reminded to upgrade skills at Piney Point school. Educational director passed out in-

formation with instructions on how to request their sea time as well as directions for accessing member portal on union's website. No beefs or disputed OT reported. Gratitude was expressed to both the deck and engine departments. Members expressed concerns regarding their attendance at multiple safety conferences. Members prefer time with family after two trips rather than additional time away at the school. Suggestions were made concerning reimbursement for cab fare and increasing pension benefits. Next port: Charleston, South Carolina.

**MYKONOS** (OSG), March 12 – Chairman **Gerald M. Alford**, Educational Director **Stephen P. Roberts**, Steward Delegate **Mamie Porter**. Chairman discussed steward-department protocols. He reported shortage of cleaning supplies. Crew requested new mattresses. They noted availability of *Seafarers LOG* on website (both the full edition in PDF format as well as

individually posted articles).

**USNS BUTTON** (Crowley), April 4 – Chairman **Jo Postell**, Secretary **Edwin Bonfont**, Educational Director **Michael Deren**, Deck Delegate **Douglas Hemphill**, Steward Delegate **James Martin**. Bosun read minutes from previous meeting and encouraged crew to work together and help one another on the ship. He talked about inclement weather procedures and the responsibility of each crew member to secure their belongings at sea. He reviewed several unresolved issues including a request for shipboard email. Educational director urged members to keep documentation in order and to be more involved with their union, stating that every voice counts. He noted April 28 is Workers Memorial Day, to mourn all our fallen brothers and speak out for workplace safety. Members were encouraged to enroll in 401k plan. Requests were made for increases in wages, benefits and vacation days.

## Bosun Ends 25-Year Career Following Record-Setting NOAA Vessel Deployment

Continued from Page 24

achieved the rank of Bosun Mate Second Class. "My longest period at sea prior to sailing on the *Brown* during the three and one-half year mission took place while I was in the U.S. Navy," he said. "I was gone for 150 days during one stretch back in the 70s."

The sea, it seems, is just as much a part of Cowden's essence as any other characteristic that distinctively defines him. "My first transatlantic voyage was back in 1966 when I was about 12 years old," he said. "My dad took us across the Atlantic aboard the old *Queen Elizabeth*. I think that trip was what really got me started with my love affair with the sea.

"I have always been drawn to the sea, I suppose," he continued. "I started working sailboats off the coast of South Carolina when I was 17. I later joined the Navy and spent six years there. I also spent a couple of years working at shipyards.

"I then joined NOAA, got my AB (ticket) and the rest is history. That's all I've done since," Cowden said. "My family is of Norwegian ancestry who hail from New York and New Jersey," he continued. "I have a number of uncles and other relatives who were sea captains... so I guess you could say that the sea is in our blood. We sim-

ply love it."

Reflecting on the industry currently as opposed to how it was during his early days as a mariner, Cowden said a great deal has changed. "The industry now is tremendously different from what it was when I first started sailing," he said. "Mariners now have so much more technology available to them in all aspects of their jobs than we did. Suffice it to just say that we had the sextant, they now have GPS. That's how much it's changed.

"Besides technology, the other thing that really comes to mind is credentials," he said. "There are so many different things involved in getting a [document] now.... It is so much harder. My original [document] was not that hard to get and there was no expiration date on it.

"And that's one reason I am retiring," Cowden continued. "I don't want to have to deal with the Coast Guard anymore. The credentialing process is now way too difficult and far too expensive."

However, "Despite all of these changes, I'd do it again (choose being a mariner for a career) in a heartbeat," he said. "I've lived a richer life because of the sea and I have traveled all over the world. There are not too many places I have not been. Sure, there are hardships involved, but I learned to deal with them over the years. The thing I'll miss most is the adventure of travel and experiencing other cultures."

For anyone weighing the pros and cons of becoming a merchant mariner, Cowden said he'd advise them that it's not a life for everybody. "A lot of people should not even think of doing it," he said, "but for those who are adventure-minded and want to see the world, it's probably the best way to travel. Why pay to go to those places when you can get someone to pay you to take them there?"

Reflecting on the SIU and the role it has played in his life over the years, Cowden said: "I never had to use the union very much. I never had any issues with jobs, pay and so on during my career.

Still it was always reassuring just knowing I belonged to the SIU and that they (union officials, reps, rank-and-file brothers and sisters) were there to help you in case I needed them," he said. "I know that they work hard looking out for the membership, negotiating good contracts and landing good jobs for us.

"And that's what I pass on to the people I work with who are not SIU members," he continued. "I always tell them that what they would pay in dues for being members pales in comparison to what they'd receive in terms of support if they ever had any problems concerning jobs, wages, grievances and so on."

The bosun said that currently, he had no firm future plans. "I might do a little contract work for science since the majority of my career was spent in the scientific arena and most of my skills entail the deployment and recovery of scientific equipment," he said. "Or I may do nothing at all.

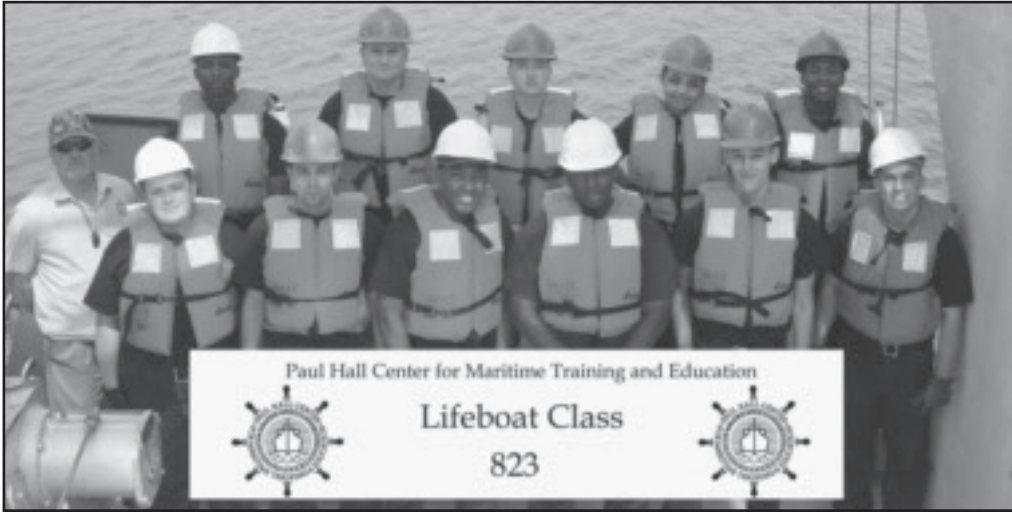
"Most likely though, I may start remodeling houses or something along that line. I've got to find something to keep me busy though; I can't simply sit still and watch TV all day," he concluded.







# Paul Hall Center Classes



**Apprentice Water Survival Class # 823** – Eleven Phase I apprentices finished this course April 21. Graduating (above, in alphabetical order) were: Reco Bennefield, Austin Bobo, Benjamin Curran, Tianna Evans, Cody Klekar, Keyrondey Mincey, Branden Murdock, Levon Prophet, Marcelino Jose Santos Bermeo, Charles Turner Jr., and Shawn Yancey Jr. Class instructor Stan Beck is at the far left.



**Welding & Metallurgy** – The following upgraders (above, in alphabetical order) graduated from this course April 21: Jarvis Carter, Mark Fitzgerald, Samuel Franke, Theford Jones Jr., Domenick Longmire, Gajatri Normatova, Tad Van and Jome Gayo Zerna. Chris Raley, their instructor, is at the far right.



**BAPO** – Nine Phase III apprentices completed their requirements in this course May 21. Graduating (above, in alphabetical order) were: Adam Brundage, William Cannon, Dion Cheeseborough, Micah Ferreira, Arsenio Jenkins, Kyle Savage, Arlen Vernimo Jr., Hayden Vogt and Kyle Williamson. Instructor John Wiegman III is at the far right.



**BAPO (Upgraders)** – The following Seafarers (above, in alphabetical order) completed the enhancement of their skills in this course when they graduated April 21: Ferdinand Malicay Cabanlit, Roger Abujin Clegg, Essam Abdulla Hussein, Carlos Laguerta Madayag and Fernandez Lacpta Wilcox Jr. John Wiegman III, their instructor, is at the far right.



**Junior Engineer (Basic Electricity)** – Twelve upgraders finished this course April 28. Graduating (above, in alphabetical order) were: Abdulaziz Mohamed Nagi Alsinai, Daniels Ebo Boye, Robert Brady, Bobby Dunn Jr., David Garrett, Jon Mahannah, Demarkus McNabb, David Myrick, Cesar Arnaldo Rivera-Polanco, Philip Sharp, Edwin Velez and Edward Williams. William Dodd, their instructor, is at the far right in the front row.



**Marine Refrigeration** - The following individuals (above, in alphabetical order) graduated from this course April 28: Allan Bombita, Aleksander Djatschenko, Ricardo Ducay, Aaron Ellis, Michael Gray, Mahare Kidane, Randolph Patterson, Steven Tatum McField, George Velez, Fredrick Wright and Igor Vasilevich Yakunkov. Class instructor Christopher Morgan is at the far left. (Note: Not all are pictured.)



**Machinist** – Five Seafarers improved their skills by completing this course April 7. Graduating (above, in alphabetical order) were: Alvin Cabahit, Cortney Gantt, Oscar Emilio Garcia, Roger Nesbeth and Teon Shelton. Instructor Keith Adamson is at the far right.



**Pumpman** – The following individuals (above, in alphabetical order) graduated from this course April 21: Alvin Cabahit, Cortney Gantt, Oscar Emilio Garcia, Roger Nesbeth and Teon Shelton. Their instructor, Keith Adamson, is at the far right.



# Paul Hall Center Classes



**Combined Basic & Advanced Firefighting** – Eight upgraders enhanced their skills by completing this course March 10. Graduating (above, in alphabetical order) were: Franklin Clotter, Smyrno Desir, Ricardo Bonuel Ducay, Joseph Eaton II, Andre Mitchell, Robert Noble, Mohamed Lamin Sheriff and Trent Sterling. Instructor Joe Zienda is at the far left.



**Combined Basic & Advanced Firefighting** – The following upgraders (above, in alphabetical order) graduated from this course March 10: Angel Daniel Corchado, Jaime Reanos Guerrero, Emmanuel Borbon Loyola, Joseph Marino, Nagi Ahmed Mihakel, Valerie Russo, Sean Ryan, Kreg Stiebber, Erick Fabian Toledo Colon, Nicholas Turano and Cornelio Alindato Villano Jr. Their instructor, Mike Roberts, is at the far right.



**UA to FOWT** – Fifteen Seafarers (above, in alphabetical order) graduated from this course March 24: Christopher Brown, Jarvis Carter, Clinton Cephas, Samuel Franke, Thedford Jones Jr., Gil Lawrence, Domenick Longmire, Zachary Manzi, Gajatri Normatova, Isaac Nugen, Liam Richey, Tad Van and Keshawn Webster. Class instructor Christopher Morgan is at the far left. (Note: Not all are pictured.)



**Junior Engineer (Basic Electricity)** – The following upgraders (above, in alphabetical order) improved their skills by graduating from this course March 3: John Albritton III, Michael Banks, James Bleckley III, Alexander Capellan, Buzz Engelke, Steven Gedrich, Imran Khan, Richard Lawson, Jaquel Nesmith, Charles Packer, Dylan Sapp, Hermano Sillon, Lance Spain, Mario Standberry and Jeffery Thomas. William Dodd, their instructor, is at the far left.



**Government Vessels** – Seventeen Seafarers completed their requirements in this course March 3. Those graduating (photo at left, in alphabetical order) were: Rashawn Arrington, Randolph Beers, Rio Ngitung Cuellar, Marvin Argus Fabrizius, Lamond Fulton, Kenji Hoffman, Christopher Jensen, Aretta Jones, Emmanuel Loyola, Gustavo Rigobert Osorio, Prateek Poras, Mohamed Lamin Sheriff, William Summers Jr., Stevon Taylor, Richard Salazar Torres, Kenneth Williams and Mariano Canete Ylaya. Class instructor Stan Beck is at the far right.

**Government Vessels** – The following upgraders (photo at right, in alphabetical order) graduated from this course March 31: Katherine Anderson, Kent Arroyo, Susan Beach, Timothy Belcher, Gerard Cox, Kevin Harvey, Tammie Howe, Supattara Inthapanti, Carl Jones, Terrence Meadows, Deanne Merriman, Liliana Oliveros, Christopher Perry, Michael Poblete, Dindo Prellagera Reforsado, Bradley Renollet, Devalence Smiley, Annie Walker, Sheltia Wright and Jome Zerna.

## 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.





# Paul Hall Center Classes



**Marine Electrician** – Seven upgraders (above, in alphabetical order) graduated from this course March 17: Allan Bombita, Aaron Ellis, Mahare Kidane, Steven Tatum McField, George Velez, Fredrick Wright and Igor Vasilevich Yakunkov. Sterling Cox, their instructor, is at the far right. (Note: Not all are pictured.)



**Medical Care Provider** – The following upgraders (above, in alphabetical order) improved their skills by graduating from this course March 17: Edwin Villanueva Castillo, Ricardo Bonuel Duca, Andre Mitchell, Robert Noble and Garrett Phillips. Class instructor Mike Roberts is at the far left.



**Small Arms** – Seven Seafarers honed their skills by completing this course March 9. Graduating (above, in alphabetical order) were: Abdoulla Ahmed Alssoudi, Volodymyr Olexandrovysh Bendus, Linarys Castillo Ortiz, Fidel Alvarez Dipasupil, Bryan Howell, Brett Van Pelt and Kenneth Williams. Class instructors Robbie Springer and Stan Beck are at the far left and far right, respectively.



**Galley Operations** – Five members of the steward department completed the enhancement of their skills in this course April 21. Graduating (above, from left) were: Nasr Ahmed Ali Almusab, Fadhel Nagi Saleh, Bridget Burhalter, Michael Gordon and Walter Lent.



**Certified Chief Cook** – Four steward department upgraders recently completed modules 2 and 3 of this course at the union affiliated Paul Hall Center. Completing module 2 on April 7 (above, from left) were Ian Schluder, Marquisha Simmons and Ronnie Kincaid. Darius Edwards (photo at immediate right) finished module 3 on April 21.



**Tankship Familiarization DL/LG** – The following individuals (above, in alphabetical order) graduated from this course March 31: Rashawn Arrington, Jose Juan Calix, Alexander Capellan, Rafael Angel Cardenas Jr., James Davis Jr., Joseph Eaton II, Roberto Tremor Flauta, Pedro Garcia Santos, Kenneth Holly, John Jasinski, Emmanuel Borbon Loyola, Raymond Maldonado-Garcia, Daniel Marcus, Andre Mitchell, Randell Cuares Paredes, Lazaro Salvador Rivera Rodriguez, Erick Fabian Toledo Colon, Gabron Chanell Turner, Charlie Wescott III and Daniel Zapata.



**Galley Ops** – Phase III Apprentice Andres Brown (above) graduated from this course April 21. Once he completes his training, the Norfolk, Virginia native plans to work in the steward department aboard SIU crewed vessels.



**Tankship Familiarization LG** – Twenty Seafarers (above, in alphabetical order) completed their requirements in this course March 3. Graduating were: Nathaniel Balos, Daniel Ebo Boye, Davon Brown, Linarys Castillo Ortiz, Jonathan Omar Chaparro Lorenzo, Shawn Clark, Smyrno Desir, John Diaz-Hernandez Jr., Jon Dillon, Armando Ismael Garayua-Gonzalez, David Garrett, Rosemary Glover, John Gryko, Norman Hook, Dwight Hunt Sr., Gerret Jarman, John McKay, William Mercer, Arsenio Cabazal Omabao Jr. and Julio Enrique Perez.



## SIU Mariners Crew Vessel During Historic Voyage

Seafarers from the SIU's Government Services Division were aboard a National Oceanic and Atmospheric Administration (NOAA) ship that recently made history by becoming the longest-ever deployed NOAA vessel.

The platform, the NOAA ship *Ronald H. Brown*, returned to its home port in Charleston, South Carolina, March 27 following 1,347 days. During this period, the 275-foot vessel—which departed Charleston July 18, 2013—traveled nearly 130,000 miles while conducting scientific research and servicing buoys that collect a wide variety of environmental data.

At various points in its record voyage, according to several sources, the *Brown's* crew and as many as 30 research scientists, among other tasks:

- Recovered, serviced and deployed more than 80 buoys that monitor ocean and weather conditions in the tropical ocean, including ones that recorded El Niño;
- Studied ocean acidification, intense moisture-bearing winter storms known as "atmospheric rivers" off the U.S. West Coast, and took part in an unprecedented multi-agency rapid response mission to observe the 2015-2016 El Niño;
- Took more than 1,600 water measurements in the Atlantic Ocean, from Iceland to Antarctica, and in the Pacific Ocean, from Alaska to Antarctica, to better understand the ocean's physical properties and long-term changes in those properties;
- Surveyed 353,975 square miles of sea floor, including a project near Kingman Reef and Palmyra Atoll in the Pacific, to map the U.S. Extended Continental Shelf; and
- Conducted ecological assessments of bays on the north slope of Alaska, and fisheries and oceanographic studies off the Arctic coast of Alaska.



The NOAA Ship *Ronald H. Brown* sails into Charleston, South Carolina March 25, 2017 following its longest-ever deployment. (Photo by AB Tracy Sorgenfrei, NOAA)

"My congratulations and thanks to the officers and crew of NOAA Ship *Ronald H. Brown* for their hard work, dedication and service during this extended and unprecedented deployment," said Rear Adm. David Score, director of NOAA's Office of Marine and Aviation Operations, upon the vessel's return to its homeport. "Working from ocean to ocean and from pole to pole, the ship and her crew have expanded our understanding of some of nature's most powerful forces."

Seafarers aboard the vessel during its unparalleled voyage included: Bosun **Bruce**

**Cowden**, ABs **Reginald Williams**, **Michael Lastinger**, **Daniel Hauerland**, **Nickolas Baker** and **Tracey Davis**, 2nd Cook **Emir Porter** and GVA **Richard Jackson**.

"It's really good to be home," said Bosun Cowden, the highest-rated SIU mariner in the *Brown's* unlicensed crew during the unequal voyage. "That was a long time at sea."

"We did go into various ports during the voyage," he continued, adding that crew members took leave at various points during the deployment. "Our legs at sea averaged from 35 to 40 days before making port, but

we did not return to our home port for the entire time." Prior to this trip, Cowden said the longest period that he'd spent at sea was 150 days. "That happened back in the 70s while I was in the Navy," he recalled.

So, what can one say of spending three and one-half years on the high seas? "It was a good voyage," shared Cowden. "I really can't think of any real problems that I or members of the crew ever encountered during the entire time. Aside from being away from home for so long, which some dealt with better than others, the most difficult part of the trip was having to work during bad weather. And that did not happen very often – for the most part the weather was very good."

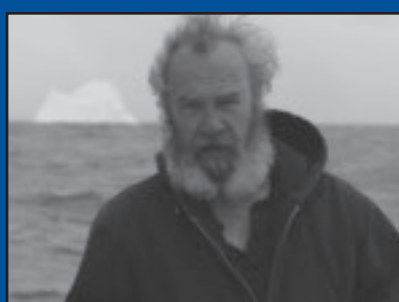
"We spent time in a lot of very good ports including Iceland, Maderia, Natal Brazil, Antarctica, Straits of Megellan, Tahiti, and Easter Island to name a few," he said. "We were stuck in Barbados for two weeks because of a government shutdown." (On Oct. 1, 2013, the U.S. government shut down for 16 days after Congress was unable to agree on a budget for the new fiscal year.)

Cowden said the crew enjoyed a good working relationship with the officers as well as the research scientists aboard the vessel. "They never voiced any complaints regarding the quantity or quality of our work," he said. "The crew's training was very sufficient to handle the job at hand and we took advantage of every opportunity to hone everyone's skills, especially when we were in ports. We did firefighting training drills while in Seattle.... We drilled every week."

Overall, the entire experience was a positive one for all involved," Cowden concluded. "They (officers and research scientists) really took care of us and we did the same for them. It was a totally successful team effort."



Pictured in the photo above (from left to right) are: AB Tracy Davis, GVA Sean O Connell, AB Mary Beth Phillis, AB Michael Lastinger, BGL Reggie Williams, AB Daniel Hauerland, Chief Bosun Bruce Cowden and three NOAA scientists.



Bosun Bruce Cowden is pictured aboard the *Brown* in the frigid waters of the arctic.

## Record Mission Marks End of Bosun's Career

The nearly three and one-half year voyage of the National Oceanic and Atmospheric Administration (NOAA) vessel *Ronald H. Brown* which concluded March 27 was significantly more than a historic milestone for at least one of the vessel's crew members.

For Bosun **Bruce Cowden**, the unprecedented journey marked his final trip on the high seas as an active member of the SIU. He will retire effective June 23 following

25 years of dedicated service.

A native of Mt. Pleasant, South Carolina, Cowden donned the SIU colors in 1989. "I joined the SIU roughly one year after I started working for the National Oceanic and Atmospheric Administration," said Cowden, who is married and the father of three.

Interestingly, the bosun's career ended aboard the same platform on which he had spent the bulk of his life as a professional mariner. "I have been working for

NOAA for quite a few years," Cowden said. "Before this voyage, I already had sailed aboard the *Ron Brown* for 17 years. I also had worked four years aboard the NOAA Ship *Ferrel* and another six on the *Malcolm Baldrige*."

Prior to launching his career as a civilian mariner at NOAA, Cowden served a six-year stint in the U.S. Navy where he

*Continued on Page 19*