

SEAFARERS LOG

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

Union Welcomes New Tonnage

Latest Additions Include Tankers, Ferry; Matson Orders New Con-Ros

New ships continue to enter the SIU-contracted fleet, including the Jones Act tankers *Bay State* and *Constitution* (large photo below and at right, respectively), and the NY Waterway passenger ferry *Betsy Ross* (bottom right). Additionally, Seafarers-contracted Matson Navigation has ordered a pair of combination roll-on/roll-off vessels (Con-Ro), (artists' rendition at lower left) while members of the SIU Government Services Division recently welcomed the christening of the *USNS Yuma*. In the photo directly below, Cristin Thorogood christens the *Constitution*. Pages 2 and 3.



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President's Report

Get Out the Vote

Although there are other additional factors, the job security of many SIU members depends on maintaining the Jones Act, the U.S. Maritime Security Program, cargo preference laws and other pro-maritime and pro-worker statutes.

And the ongoing viability of all of those laws and programs depends on having pro-maritime, pro-worker representatives at every level of government, from the White House to the state legislatures to the local town halls. That's why we're so heavily involved in politics, working with both major parties, and it's why I've used several of my columns this year to encourage our rank-and-file members to get out the vote in November.



Michael Sacco

On that note, if you're unsure about the legislative history of current members of Congress, take note that the AFL-CIO, to which the SIU is affiliated, maintains a comprehensive database of the voting records of members of the U.S. House of Representatives and the U.S. Senate. It's searchable and also grades members on whether they voted "right" or "wrong" on issues that affect America's working families.

Check out the database by typing the following web address, or just search for "afl cio voting records":

www.aflcio.org/Legislation-and-Politics/Legislative-Voting-Records

While I hope that most Seafarers take the time to read my monthly report, whether in print or on the web, I understand that not everyone manages to see every issue of the *LOG*. So for anyone who missed this sentiment earlier in the year, let me repeat that I respect everyone's right to their own opinions and their own political views. I also understand that politics brings out emotions, and that reasonable people can disagree on the worth of a particular candidate.

With all of that said, the SIU endorsed Hillary Clinton at the beginning of the year, and I still firmly believe she is the right choice for America's working families. We've also been working with her people to help them understand the needs and concerns of Seafarers and their families. I have great confidence that should she be elected, her administration will be good news for SIU members.

It's critical that we help get out the vote on behalf of Hillary and Tim Kaine and also on behalf of other pro-worker candidates in the House and Senate, as well as at the state and local levels. Our livelihoods depend on politics, whether everyone realizes it or not.

When you're on the beach, check with your port agents or patrolmen. If you're asked to help spread the word, please assist however you can – whether it's precinct walks, phone banks, sign-waving, leafletting, or driving people to the polls.

Lastly, I thank every Seafarer who contributes to the union's voluntary political action fund, SPAD. This fund is crucial to our success, and I'm proud of our excellent participation rate. If you're not already signed up, it's never too late – and it's never been more important to the future of the SIU.

El Faro Anniversary

Our next edition will include coverage of *El Faro* memorial events that are scheduled to take place Oct. 1 in Jacksonville, Florida, and Piney Point, Maryland, respectively. But, I didn't want to let this month pass without a heartfelt acknowledgement of all 33 brothers and sisters who perished when the ship sank during Hurricane Joaquin. They remain in my heart and always will.

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



The *Betsy Ross* joins a NY Waterway fleet which, with its SIU crews, has earned a consistent record of operating 99 percent on time.

NY Waterway Adds Another 'Luxury' Ferry

Company also in News for Capt. Sully Movie, Sept. 11 Remembrances

The newest addition to the NY Waterway fleet of passenger ferries – the *Betsy Ross* – officially began service Sept. 1, signaling new jobs for Seafarers.

It marks the expansion of what the company described as "the most reliable, most comfortable, fastest commuter service available to Monmouth and Ocean County (New Jersey) riders." The *Betsy Ross* sails between the Belford/Middletown Ferry Terminal and Manhattan, as does its sister ship, the *Molly Pitcher*. Both of those boats are billed as luxury commuter ferries.

"This newest addition reflects not only continued growth but also a bright future at NY Waterway," said SIU Vice President Atlantic Coast Joseph Soresi. "SIU members have done outstanding work for the company for the last 30 years, and there is no doubt that their reliability has helped fuel that growth."

"We want to show our commitment to our loyal Monmouth and Ocean County customers, and to our partners in government, by providing the highest qual-

ity commuting experience available in the Metropolitan Area," said NY Waterway President and Founder Arthur E. Imperatore. "These two great ladies, the *Betsy Ross* and the *Molly Pitcher*, are a demonstration that our commitment remains stronger than ever."

The *Betsy Ross* and the *Molly Pitcher* depart Belford/Middletown weekdays from 5:45 a.m. to 9:30 a.m., with return trips leaving Manhattan between 1:30 p.m. and 9:15 p.m. For the complete Belford/Middletown schedule, visit nywaterway.com.

The first commuter ferries built in the Garden State in years, the *Betsy Ross* and the *Molly Pitcher* were constructed at Yank Marine in Tuckahoe and financed by NY Waterway.

"Monmouth and Ocean County commuters are fortunate to now have two world-class boats calling the Belford Ferry Terminal their home port," said Freeholder Deputy Director Serena DiMaso. "With

Continued on Page 4



Navy Christens USNS Yuma in Mobile

New jobs for members of the SIU Government Services Division are on the horizon following the Aug. 20 christening of the *USNS Yuma* in Mobile, Alabama.

The *Yuma* is the eighth of 10 expeditionary fast transport vessels (EPF), formerly identified by the Navy as joint high-speed vessels or JHSV's. The ceremony took place at the Austal USA shipyard, where the entire fleet has been built.

The ship's sponsor, former Secretary of Homeland Security and Arizona Gov. Janet Napolitano, headlined the group of shipyard officials, naval guests, civic leaders, community members and Austal employees who attended the ceremony beneath the hull of the *Yuma* in its final assembly bay.

"As a former governor of Arizona, I am especially pleased to sponsor a ship that bears the name of a city whose history is synonymous with the arc of American history," said Napolitano, who currently serves as the president of the University of California. "For generations, Native Americans flourished on the land that makes up present-day Yuma, and the Spanish explorers who made contact with them in the 16th century were among the first to arrive in what is now the United States. In later years, the trail that led thousands of people to California during the Gold Rush ran right down Yuma's present-day Main Street."

Like its sister ships, the *Yuma* is a 338-foot, shallow-draft, aluminum catamaran that can sail at an average speed of 35 knots. According to the Navy, the vessel "is designed to transport 600 short tons of military cargo. . . . The ship is capable of operating in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams Main Battle Tank. The EPF will include a flight deck for helicopter operations and an off-load ramp that will allow vehicles

to quickly drive off the ship. The ramp will be suitable for the types of austere piers and quay walls common in developing countries. EPF's shallow draft (under 15 feet) will further enhance littoral operations and port access. This makes the EPF an extremely flexible asset for support of a wide range of operations including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport."

The first of the EPF vessels, the *USNS Spearhead*, has logged more than 100,000 nautical miles since its maiden voyage in 2012. At press time, the *Spearhead* was on its fifth deployment.



Former DHS Secretary Janet Napolitano christens the *USNS Yuma*. (Photo courtesy Austal USA)

NASSCO Christens Tankers *Bay State*, *Constitution*

New tonnage continues to enter the SIU-contracted Jones Act fleet, including the recently christened tankers *Bay State* and *Constitution*.

Both vessels were built at General Dynamics NASSCO in San Diego, a union facility. The *Bay State* was christened Sept. 17, while the *Constitution* was christened Aug. 27. SIU Vice President West Coast Nick Marrone attended both ceremonies; he was joined by SIU Vice President Contracts George Tricker at the August event.

The *Bay State* is operated by Crowley subsidiary Intrepid Personnel and Provisioning, while the *Constitution* is oper-

ated by Seabulk Tankers.

"These additions signal ongoing job security for SIU members, and they are further proof that the Jones Act remains vital to the American economy," said Tricker.

Both of the new builds are part of the ECO Class of ships. The *Bay State* was built for American Petroleum Tankers, and the *Constitution* was constructed for SEA-Vista, a partnership between SEACOR Holdings Inc. and Avista Capital Partners. The ships in this class are 50,000 deadweight tons, 610 feet long, and have 330,000-barrel cargo capacity. They can be converted to run on liquefied natural gas (LNG).

According to the shipyard, the design provides "a very significant improvement in fuel efficiency."

U.S. Rep. Juan Vargas (D-California) spoke at the *Bay State* ceremony, and the ship's sponsor, Mrs. Melissa DeVea, christened the tanker with the traditional break of a champagne bottle. Vargas strongly spoke in support of the Jones Act, America's freight cabotage law.

Kevin Graney, vice president and general manager for General Dynamics NASSCO, added, "The christening of a ship is to wish good fortune to those sailing in her and to celebrate the thousands of hard-working men and women who constructed the ship. Even more, we celebrate the significance of the *Bay State* and her sister ships in the ECO Class program."

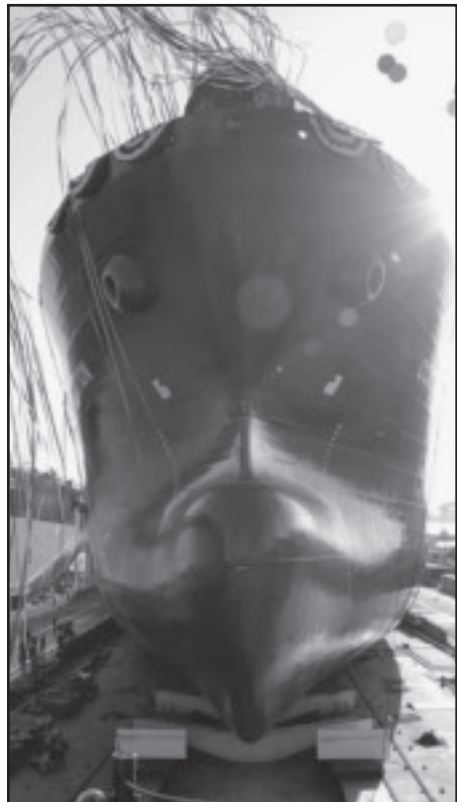
Rob Kurz, vice president of Kinder Morgan Terminals and president of American Petroleum Tankers, a Kinder Morgan, Inc. subsidiary, stated, "After another great christening ceremony, we now look forward to soon taking delivery of the *Bay State*, our fourth NASSCO-built, ECO Class tanker. This state-of-the-art vessel will be another welcome addi-



Guests assemble next to the *Bay State* for the ceremony.



Cristin Thorogood christens the *Constitution* as NASSCO President Fred Harris (directly behind the bottle) looks on.



The *Bay State* (photo above) gets underway for sea trials. In the photo at left, the newly christened *Constitution* slides down the ways. (All photos courtesy General Dynamics NASSCO)

tion to our growing fleet – one that will provide safe and reliable transportation for our customers in the decades ahead. We applaud our partners at NASSCO for making this day possible." He also praised the Jones Act for its numerous benefits to the country.

Meanwhile, as part of the ceremony for the *Constitution*, the ship's sponsor, Mrs. Cristin Thorogood – wife of Dan Thorogood, SEACOR Ocean Transport president – christened the tanker with champagne bottle break over the hull. Mrs. Sandi Dunkel, a NASSCO employee for nearly 25 years, pulled the trigger to release the ship into San Diego Bay.

"The construction of a ship represents an entire community of highly trained and highly skilled individuals working together

– from design conception to delivery – toward a common purpose: to revolutionize the future of American shipping with the construction of innovative, cost-saving, and environmentally sound vessels," said Graney. "The christening and launch of a ship represents the hard-earned efforts of this community. It's the first time a ship enters the water – and it's another milestone toward the delivery of a quality product that will service our nation's maritime needs for decades to come."

The Jones Act helps sustain nearly 500,000 U.S. jobs while contributing nearly \$100 billion in annual economic impact. The law requires that cargo moving between domestic ports be carried on ships that crewed, built, flagged and owned American.

Matson Orders 2 Con-Ro Ships

More new SIU-crewed tonnage is on the way following a late-August announcement by Matson, Inc. that the company has partnered with General Dynamics NASSCO to build two new combination container and roll-on/roll-off (Con-Ro) vessels for its Hawaii fleet.

The Jones Act-qualified ships will be constructed at NASSCO's facility in San Diego, which is a union yard.

"Whenever new ships enter the Seafarers-crewed fleet, it's obviously good news, no matter if the vessels are outright additions or replacement tonnage," stated SIU Vice President West Coast Nick Marrone. "In this case, the positives also include that the ships will be union-made and are planned for sailing in the Jones Act trade. The results will be beneficial to the

long-term job security of Seafarers, and this also demonstrates a commitment to the citizens of Hawaii for dependable shipping service."

The Con-Ro vessels are slated for delivery near the end of 2019 and mid-year 2020, respectively. In its announcement, Matson noted the company "is calling these vessels the Kanaloa Class in honor of the ocean deity revered in the native Hawaiian culture and will name each of the new vessels after predecessor ships from its 134-year history. The first vessel will be named *Lurline*, the sixth Matson vessel to carry that name, while the second vessel will be its fifth named *Matsonia*."

Matson further reported that the ships will be 869 feet long and 114 feet wide, with a deep draft of around 38 feet and enclosed garage space for up to 800 vehicles. In addition, the new vessels will have state-of-the-art green technology features, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh water ballast systems and dual-fuel engines, meaning that they will be able to operate at speeds up to 23 knots on either conventional fuel oils or liquefied natural gas (LNG) with some adaptation for LNG. "These advancements are important to Ha-

wai as a means to reduce fuel consumption, and will result in significant emissions reductions over time," Matson pointed out.

The two Kanaloa Class ships will replace three diesel-powered vessels in active service, which will be moved to reserve status. Eventually, Matson will operate nine ships in its Hawaii service.

"This vessel order underscores Matson's longstanding commitment to serve Hawaii with the largest, most reliable, efficient and environmentally friendly fleet for the long-term," said Matt Cox, president and CEO. "The Kanaloa Class ships will be built specifically to meet Hawaii's freight demands while reducing our environmental impact and improving our efficiency for decades to come."

"We are very pleased to partner with Matson to build their next generation of shipping vessels," said Fred Harris, president of General Dynamics NASSCO (and a former union mariner). "NASSCO has long played a leading role in revolutionizing the future of the American shipping industry. Our partnership with Matson builds upon NASSCO's successful track record of constructing high-quality, highly efficient and on-time delivery for the Jones Act trade."

Crew of Ocean Glory Rescues Fisherman

Demonstrating the finest traditions of the Brotherhood of the Sea, the SIU-crewed *M/V Ocean Glory* recently rescued a fisherman whose capsized boat was about to sink.

On Aug. 14, the *Ocean Glory* – operated by Seafarers-contracted Intermarine for the U.S. Military Sealift Command – was headed to Banyuwangi, Indonesia, when the AB on watch reported a fisherman in desperate need of assistance.

“AB **Waddah Kaid** was the first to spot the fisherman,” said Bosun **John Coleman**. “He’s the real hero of the story, because if he hadn’t seen him, we would have passed right by him.”

The man and his wrecked boat were being swept out of the Bali Strait and into the Indian Ocean, where rescue would be much less likely.

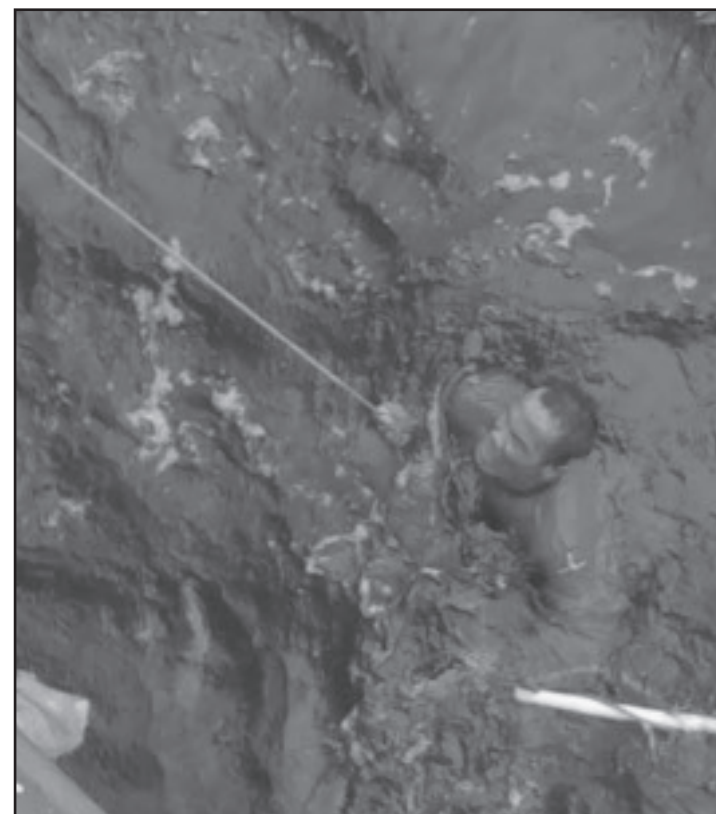
As the ship stayed on station, attempts were made to notify the Indonesian coast guard. “I’m not even sure they ever responded,” said Coleman.

While they were waiting for a response, the crew attempted to pass the man a lifejacket attached to the ship’s heaving line. According to Coleman, the stranded fisherman tossed the lifejacket away when he saw that it wasn’t attached to the ship.

“He wanted to come on board, so when we threw him another lifejacket, he grabbed the heaving line and held on,” Coleman said.

As the sea began to swallow up the overturned boat, the crew pulled the fisherman along the side of the ship, guiding him to the pilot’s ladder. After managing to climb the ladder, the man collapsed on the deck and was rushed to the medical department. He was suffering from exhaustion and dehydration, and was treated for both by the ship’s medical officer.

While the ship continued towards port,



The unidentified Indonesian fisherman is rescued by the *Ocean Glory*.

mariners took up a collection for the recovering fisherman. “We collected about \$400 for him, along with (contributions from) the soldiers on board,” said Coleman.

As soon as the *Ocean Glory* arrived and docked in Banyuwangi, an ambulance and medical team came aboard to transport the man to a local hospital for further treatment.

The SIU crew aboard the *M/V Ocean Glory* also included ABs **Abdulahman**

Saleh and **Jonas Robinson**, Electrician **Ricardo Duca**, QMED **Georges Rose**, Oiler **Andrew Gronotte**, Steward/Baker **Esper Jordan** and ACU **Ricardo Ellis**. The officers on board were members of the Seafarers-affiliated American Maritime Officers (AMO).

“It was an all-hands situation,” recalled Coleman, before concluding, “It was a very emotional, exciting day.”

The *Ocean Glory*, a multi-purpose, heavy-lift ship had been sailing under an MSC charter for the previous few months in support of Pacific Pathways, a U.S. Army Pacific mobility operation that supports three exercises and links them into a single operation by using one MSC commercial vessel to carry a designated task force and their force package equipment for the duration.

Contracts Approved at Express Marine, Petty’s Island, Port City Marine Services

Rank-and-file SIU members recently approved three new contracts that boost wages while either maintaining or increasing benefits. The respective agreements cover Seafarers at Express Marine, Port City Marine Services, and the Crowley facility at Petty’s Island.

The Express Marine contract covers approximately 45 members who sail aboard the company’s tugboats. It’s a three-year agreement featuring annual wage raises, increased vacation and Seafarers Money Purchase Pension Plan (SMPPP) benefits, increased maintenance and cure, and maintaining all other benefits including Core Plus medical coverage.

Negotiations took place at the company’s office in Camden, New Jersey. Ballots were counted by Seafarer **Robert Arble** at the SIU hall in Philadelphia; all but one vote was cast in favor of the new agreement.

The SIU negotiating team included members **Riley Johnson**, **Jeff Fackett** and **Scott Duncan** along with Vice President Atlantic Coast Joseph Soresi and Philadelphia Port Agent Joe Baselice.

“Everything went well,” said Johnson, who has worked for Express Marine for 19 years. “I can’t complain – I don’t think anybody can. It’s a good contract and everybody’s working, so that’s always a plus. Some contracts are better than others. This is a pretty good one.”

Johnson added that he has served on every bargaining committee throughout his tenure with the company and always has appreciated the respectful tone of negotiations. “There’s never a shouting match because they’re not that kind,” he stated.

Meanwhile, members at Petty’s Island also

found plenty to applaud in their new two-year agreement with Crowley. That contract calls for annual wage increases and boosts SMPPP contributions while maintaining everything else, including Core Plus medical benefits.

Negotiations took place in Jacksonville, Florida, and the contract (which covers around 35 Seafarers) was unanimously approved. Representing the SIU during the bargaining sessions were Soresi and Baselice.

“I think Joe Soresi and Joe Baselice did a tremendous job securing that contract,” said Bosun **Scott Smith**, one of the members covered by the agreement. “I’m sure the tireless work my union brothers and sisters do, also helped secure it. Thanks to the SIU for backing us all the way and making it happen.”

Petty’s Island is located in the Delaware River between Pennsylvania and New Jersey. The members there work with ships and perform mechanical work on barges at Crowley’s facility.

Finally, members overwhelmingly approved a six-year pact with Port City Marine Services, Inc. That agreement covers more than 30 Seafarers who sail aboard the *ITB Prentiss Brown/St. Mary’s Conquest* and the *ITF Bradshaw McKee/St. Mary’s Challenger*. Voting took place in South Chicago, Illinois.

Contract highlights include annual wage increases, maintaining pension and health benefits at the top levels, and boosting SMPPP contributions. The SIU negotiating committee included Vice President Great Lakes Tom Orzechowski, Assistant Vice President Bryan Powell, Port Agent Todd Brdak, Port Agent Chad Partridge, Safety Director Don Thornton and Patrolman Vadym Gutara.

‘Luxury’ Ferry Betsy Ross Joins NY Waterway Fleet

Continued from Page 2

Monmouth County’s connection to Revolutionary history, it’s wonderful to have each vessel named in honor of America’s early female patriots.”

“It’s great news that NY Waterway is further enhancing commuter services at the Belford/Middletown Ferry Terminal. The *Betsy Ross* will be a welcome sight on the bay as she serves a growing ridership,” said Mayor Gerard P. Scharfenberger, Ph.D. “We’re lucky to have such an exceptional community partner navigating our local waters.”

Like its twin ferry, the *Molly Pitcher*, the 400-passenger *Betsy Ross* is 109 feet long and 32 feet wide and draws just six feet, reducing the need for dredging. Amenities include comfortable seating with arm rests; tiled restrooms on both the lower and upper deck; a marble bar, serving coffee in the morning and cocktails on the way home; flat-screen TVs throughout; all-LED lighting; heated hand rails, outside decks and stairways; and WiFi.

The *Betsy Ross* was designed by Michael LeMole of LeMole Associates in Tuckahoe, with luxurious interiors designed by Jeanine Bequette of Directions in Design. It is powered by twin EPA “Tier 3” compliant engines, the cleanest-burning marine diesel engines currently available in America and exceeding all federal and state air quality standards.

The *Betsy Ross* is U.S. Coast Guard-licensed for 400 passengers, with seating for 350 passengers in fully climate-controlled cabins. There is outside open deck space on both the lower and upper deck. The vessel has a service speed of 28 knots, about 33 mph, making it

among the fastest boats operating in New York-area waters.

The Belford/Middletown Ferry Terminal, owned by Monmouth County and operated by NY Waterway, is a visually appealing building with all customer amenities and free parking for 1,000 cars. A free van circulates through the parking lot to pick up passengers and bring them to the terminal. Ferries operate Monday-Friday, carrying more than 2,000 passengers per day, with stops at Wall Street’s Pier 11 on the East River, the World Financial Center on the Hudson River, Paulus Hook in Jersey City and Manhattan’s West 39th Street.

NY Waterway, founded in 1986, operates the largest privately owned commuter ferry service in the U.S., carrying 30,000 passenger trips per day – 8 million trips per year – on 36 boats serving 21 routes between New Jersey and Manhattan, and between Rockland and Westchester counties, and between Orange and Dutchess counties.

The company and its SIU crews were in the news last month for additional reasons, starting with the immediately popular movie “Captain Sully.” Starring Tom Hanks, the film depicts the event known as the Miracle on the Hudson. On that occasion in 2009, NY Waterway crews rescued the airplane pilot and crew and most of the passengers from the US Airways plane that landed in the river. (The remaining dozen passengers were secured by other rescuers.)

Additionally, remembrances of the fifteenth anniversary of the terrorist attacks of September 11 included credit to the NY Waterway boats which evacuated more than 163,000 people from Manhattan.

Mewbourne Takes Helm as New MSC Commander

The *USNS Lewis B. Puller*, crewed by members of the SIU Government Services Division, hosted the change-of-command ceremony for the U.S. Military Sealift Command (MSC) on Aug. 25 in Norfolk, Virginia. SIU President Michael Sacco, Secretary-Treasurer David Heindel, Vice President Government Services Kermett Mangram and Government Services Representative Sam Spain were in attendance.

The ceremony marked Rear Admiral Dee L. Mewbourne's first day as the new commander of the MSC, as Rear Admiral T.K. Shannon officially retired after a long career capped off by three years at the agency's helm. Gen. Darren W. McDew, commander, U.S. Transportation Command, and Adm. Philip S. Davidson, commander, U.S. Fleet Forces Command, were the guest speakers.

According to the Navy, "During Shannon's term as MSC commander, he expanded the expeditionary fast transport (T-EPF) class to seven ships, with four of them forward deployed. Under his leadership, the vessels' mission expanded from fast-transport cargo to a larger, multi-mission theatre security cooperation and intelligence, surveillance, and reconnaissance platform. Additionally, he oversaw the introduction of the Navy's first expeditionary sea base (T-ESB) and expeditionary transfer dock (T-ESD) platforms into the maritime seabasing concept.

"Serving as the commander of MSC

and working with our team of mariners, Sailors and shore-based civil servants has truly been an honor," said Shannon. "I look forward to seeing our talented team of professionals continue to do our nation's important work providing sealift and maritime transportation."

Mewbourne grew up in Ormond Beach, Florida, and graduated in 1982 from the United States Naval Academy. He was designated a naval flight officer in December 1983 and later earned a master's degree in business administration from Colorado State University.

"Building on the legacy of Admiral Shannon, Military Sealift Command will ensure the Navy is ready to fight and win anywhere in the maritime domain, making America safer for our families today and for future generations," said Mewbourne.

He is an honor graduate of the United States Naval Test Pilot School and completed the Navy's Nuclear Power Program, Air Command and Staff College (ACSC), Joint Forces Staff College and numerous executive educational courses.

Additionally, Mewbourne has deployed supporting Operations El Dorado Canyon, Provide Comfort, Deny Flight, Southern Watch, Iraqi Freedom, New Dawn, Enduring Freedom, and the 2006 Lebanon War. He has accumulated over 3,600 total flight hours in over 50 various aircraft and over 1,000 arrested landings on 14 carrier decks.



Rear Adm. Dee Mewbourne addresses the audience at MSC's change of command ceremony aboard the Seafarers-crewed *USNS Lewis B. Puller* as Vice Adm. T.K. Shannon (right), outgoing MSC Commander, listens in. Gen. Darren McDew, commander of USTRANSCOM, is at far left. (U.S. Navy photo by Bill Mesta)

NTSB Examines Causes, Lessons From Maritime Accidents During 2015

The U.S. National Transportation Safety Board (NTSB) recently released the *Safer Seas Digest 2015*, its annual compendium of the previous year's marine accidents, the probable causes, and the lessons learned from those accidents.

The most recent digest examines 29 major marine casualty investigations that the NTSB closed in 2015, and describes over its 72-page length the possible solutions for avoiding future accidents. While it was presumed that crew fatigue would figure prominently on the list, there were several other causes including poor voyage planning, ineffective communications and improper use of navigation alarms, according to the report.

Crew Fatigue

Crew fatigue is listed as one of the top necessary safety improvements on the NTSB's "Most Wanted List." Fatigue was determined to be a factor in the loss of three fishing vessels, as outlined in the report: *Pacific Queen*, *Savannah Ray* and *Titan*.

In the case of the *Savannah Ray*, the commercial fishing vessel grounded on the lee shore of Long Island, Alaska, on the way to its home port in St. Paul Harbor, Kodiak Island, Alaska. The vessel then washed up on the beach about five miles from the harbor. The four crew members were rescued by the Coast Guard, and as a result of the grounding, the *Savannah Ray* was deemed a constructive total loss at an estimated value of \$800,000.

After conducting their investigation, the NTSB determined that the probable cause of the grounding of the *Savannah Ray* was the vessel straying off course and entering shallow water because the captain fell asleep while navigating.

To avoid fatigue-related accidents in the future, the NTSB suggests the following: "Effective ways to prevent fatigue include hours-of-service limits, predictable work/sleep schedules, and consideration of circadian rhythms in shift scheduling."

Voyage Planning

The report also references the mobile offshore drilling unit *Kulluk*, which ran aground in heavy weather off Sitkalidak Island near Kodiak Island, Alaska. The *Kulluk*, under tow by the anchor-handling tug *Aiviq*, sustained substantial damage, while four crew members on board the tug suffered minor injuries.

While rough weather was anticipated, the severity of the storms was unexpected by the crew. It was determined that the grounding was caused by inadequate planning by the owner, Shell Offshore Inc., which failed to implement a towing

plan capable of dealing with heavy seas.

Internal and External Communications

Effective communications are key to vessel safety and productivity, especially during an emergency or in a close maneuvering situation, the agency noted. Before a ship ever leaves the dock, crews should develop an effective communications plan that includes internal and external communications, as well as backup methods for both and clear instructions for switching between the two if the primary system fails, according to the report.

Additionally, before any operation that involves increased risk, crews should discuss what information is expected to be shared, along with emergency procedures.

As detailed in the digest, poor internal communications were factors in both the *American Dynasty* and *Anna Smile* accidents, and a lack of effective external communications played a role in the accidents involving the *King Neptune*, *Mesabi Miner*, and *Riley Elizabeth* tow.

The U.S.-flagged fishing vessel *American Dynasty* collided with the Canadian Navy frigate *HMCS Winnipeg* while preparing to enter a graving dock in Esquimalt, British Columbia, Canada. The vessel veered off course after losing electrical power and propulsion control. Six shipyard workers were injured, and both of the vessels and the pier sustained extensive structural damage.

The NTSB determined that the probable cause of the collision was insufficient planning between the *American Dynasty's* master and chief engineer, regarding emergency maneuvering and arrival procedures, as well as poor emergency communications between the bridge and the engine room.

Navigation Alarms and Alerts

The proper use of alarms, both time- and proximity-based, could have prevented the groundings of the *Savannah Ray* and the *Titan*, according to the NTSB: "Alarms can be effective tools in ensuring alert and vigilant watchstanding. These alarms can be based either on time, by sounding at preset intervals that require action by the watchstander, or on proximity, such as depth sounders, GPSs, or radar indicators."

However, the board cautions against relying solely on alarms, emphasizing the need for fatigue mitigation among watchstanders and proper crew management.

Finally, NTSB Chairman Christopher Hart made special note of the NTSB's ongoing investigation of the loss of the *El Faro*, and said, "On behalf of the NTSB, I would like to take this opportunity to express our condolences to the families, friends, and colleagues of all those lost in the *El Faro* accident and indeed any marine accident. Sadly, our investigations cannot undo such tragedies; they can only provide signposts to safer voyages in the future."

El Faro VDR Captured 26 Hours of Information

Two weeks after retrieving the voyage data recorder (VDR) from the *El Faro*, the National Transportation Safety Board (NTSB) in late August announced that approximately 26 hours of information had been recovered from the device. The agency released some particulars from a preliminary review of the data and announced that a detailed transcript is being compiled.

The fact that any information was available on the VDR, while not necessarily surprising, is considered relatively good news for investigators. It wasn't a sure thing that the recorder could be recovered from the ocean floor (at a depth of 15,000 feet), nor was it a certainty that the VDR performed as designed.

The agency said the recovered data includes "bridge audio, weather data and navigational data. Investigators examined the VDR, found it to be in good condition, and downloaded the memory module data in accordance with the manufacturer's recommended procedures.

"Numerous events leading up to the loss of the *El Faro* are heard on the VDR's audio, recorded from microphones on the ship's bridge," the NTSB continued. "The quality of the recording is degraded because of high levels of background noise. There are times during the recording when the content of crew discussion is difficult to determine, at other times the content can be determined using audio filtering."

According to the agency, the recording began about 5:37 a.m. on Sept. 30, 2015 – about eight hours after the SIU-crewed *El Faro* departed Jacksonville, Florida, with the ship about 150 nautical miles southeast of the city. The bridge audio from the morning of Oct. 1 "captured the master and crew discussing their actions regarding flooding and the vessel's list. The vessel's loss of propulsion was mentioned on the bridge audio about 6:13 a.m. Also captured was the master speaking on the telephone, notifying shore-side personnel of the vessel's critical situ-

ation, and preparing to abandon ship if necessary. The master ordered abandon ship and sounded the alarm about 7:30 a.m., Oct. 1, 2015. The recording ended about 10 minutes later when the *El Faro* was about 39 nautical miles northeast of Crooked Island, Bahamas. These times are preliminary and subject to change and final validation by the voyage data recorder group."

Technical experts will continue reviewing the entire recording, but it remains unclear when a full transcript will be completed. Also, families of the *El Faro's* crew were briefed about the preliminary findings prior to the NTSB's public release of that information.

Meanwhile, in early September the U.S. Coast Guard's Marine Board of Investigation completed its review of the transcripts for the first public hearing on the loss of the *El Faro* (conducted in February). The full transcripts, covering 10 days of hearings, are linked in a Sept. 8 post in the News section of the SIU website and may be accessed directly at:

www.uscgnews.com/go/doc-type/4007/286370/

When announcing the transcript availability, the Coast Guard noted, "The board remains in the fact-finding phase of its investigation and a third hearing session, anticipated for this winter, will examine additional elements of the investigation including information retrieved from the VDR. This final hearing session is anticipated to conclude the fact-finding phase of the investigation. Once the Coast Guard's fact finding is completed, the MBI will shift to the analysis phase and work independently from the National Transportation Safety Board's concurrent investigation. When the MBI completes its report of investigation they will submit it to the commandant of the Coast Guard. After the commandant reviews the report and makes his final determinations on any safety recommendations, it will be made public."

Information for the 2016 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

Balloting Begins Nov. 1 for Union Officers

Voting starts Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters. SIU members will be able to cast secret ballots at union halls or by mail through Dec. 31, 2016.

Seafarers eligible to vote in this election to determine union officials for the 2017-2020 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot appears on pages 7 and 8.

The credentials committee report, which was prepared Aug. 16, and submitted to the membership at the September monthly meetings, indicated 26 candidates had qualified to run for 25 positions. (The committee's report was published in the September 2016 *Seafarers LOG*.) Subsequently, the union determined that 27 candidates were qualified. This finding was approved by rank-and-file voting at the September membership meetings.

The 25 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents.

20 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots

and envelopes marked "Ballot" and mailing envelopes at these halls between 9 a.m. until 12:00 noon, Monday through Saturday, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be marked with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenged." His or her book will be stamped with the words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters - 5201 Auth Way, Camp Springs, MD 20746.

Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections.

All ballots will be counted by the rank-and-file committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene in early January 2017.

Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Procedures for Voting

All Seafarers eligible to vote in the union's 2016 election of officers and job holders for the term 2017-2020 may vote by secret ballot from Nov. 1 through Dec. 31, 2016.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on Pages 9 and 10 of this issue of *Seafarers LOG*.

In summary, here is the procedure for voting:

- Eligible Seafarers may pick up ballot and mailing envelopes from 9 a.m. to 12 noon (local time), Monday through Saturday, excluding legal holidays, from Nov. 1 through Dec. 31, 2016 at designated union halls (see list on this page).

- When a full-book member arrives to vote, he or she should present his or her book to the port agent of his duly designated representative.

- The member will be asked to sign a roster sheet indicating the date, the number of the

ballot given the member and his or her book number.

- The member will have his book stamped with the word "Voted" and the date.

- At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

- The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

- In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will also be stamped "Voted Challenge" and the date.

- After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

Notice of 2016 Election For Election of 2017-2020 Officers Seafarers International Union of North America Atlantic, Gulf, Lakes & Inland Waters

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9 a.m. to noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2016 and shall continue through Dec. 31, 2016.

Voting Locations

| | |
|----------------|------------------------------------------------------------------------------|
| ALGONAC | 520 St. Clair River Dr., Algonac, MI 48001 |
| ANCHORAGE | 721 Sesame Street, Suite 1C, Anchorage, AK 99503 |
| BALTIMORE | 2315 Essex St., Baltimore, MD 21224 |
| FT. LAUDERDALE | 1221 South Andrews Ave., Ft. Lauderdale, FL 33316 |
| GUAM | Cliffline Office Ctr., Suite 103B, 422 West O'Brien Dr., Hagatna, Guam 96910 |
| HONOLULU | 606 Kalihi St., Honolulu, HI 96819 |
| HOUSTON | 1730 Jefferson St., Houston, TX 77003 |
| JACKSONVILLE | 5100 Belfort Road, Jacksonville, FL 32256 |
| JOLIET | 10 East Clinton, Joliet, IL 60432 |
| MOBILE | 1640 Dauphin Island Pkwy., Mobile, AL 36605 |
| NEW ORLEANS | 3911 Lapalco Blvd., Harvey, LA 70058 |
| JERSEY CITY | 104 Broadway, Jersey City, NJ 07306 |
| NORFOLK | 115 Third St., Norfolk, VA 23510 |
| OAKLAND | 1121 7th St., Oakland, CA 94607 |
| PHILADELPHIA | 2604 South Fourth St., Philadelphia, PA 19148 |
| PINEY POINT | Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674 |
| PUERTO RICO | 1057 Fernandez Juncos Ave., Stop 16, Santurce, PR 00907 |
| ST. LOUIS | 4581 Gravois Ave., St. Louis, MO 63116 |
| TACOMA | 3411 South Union St., Tacoma, WA 98409 |
| WILMINGTON | 510 North Broad Ave., Wilmington, CA 90744 |

Procedure For Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters are scheduled for later this year. In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2016 voting period or who otherwise think they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

2. Include in the request the correct address where the absentee ballot should be mailed.

3. Send the request for an absentee ballot by registered or certified mail.

4. The registered or certified mail envelope must be postmarked no later

than midnight, Nov. 15, 2016 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2016.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2016.

6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

9. The mailing envelope must be postmarked no later than midnight, Dec. 31, 2016 and received by the bank depository no later than Jan. 5, 2017.

ELECTION NOTICE OF 2016 ELECTION

Section 401 (e) of the Labor-Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) requires the mailing of an election notice to each member entitled to vote at his last known address. This notice is being sent to you in compliance therewith and, in addition, contains information of interest to all candidates and members.

SEE REVERSE SIDE FOR VOTING LOCATIONS

No. 00000

OFFICIAL BALLOT

For Election of 2017–2020 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters

VOTING PERIOD NOVEMBER 1st, 2016 THROUGH DECEMBER 31st, 2016

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL

FOR ELECTION OF 2017–2020 OFFICERS
VOTING PERIOD NOVEMBER 1st, 2016 THROUGH DECEMBER 31st, 2016

| | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p style="text-align: center;">PRESIDENT <i>(Vote for One)</i></p> <p>1 <input type="checkbox"/> Michael J. Sacco, S-1288</p> <hr/> <p style="text-align: center;">EXECUTIVE VICE PRESIDENT <i>(Vote for One)</i></p> <p>2 <input type="checkbox"/> Augustin Tellez, T-764</p> <hr/> <p style="text-align: center;">SECRETARY-TREASURER <i>(Vote for One)</i></p> <p>3 <input type="checkbox"/> David W. Heindel, H-1443</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT <i>(Vote for One)</i></p> <p>4 <input type="checkbox"/> George Tricker, T-919</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST <i>(Vote for One)</i></p> <p>5 <input type="checkbox"/> Joseph T. Soresi, S-2658</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE GULF COAST <i>(Vote for One)</i></p> <p>6 <input type="checkbox"/> Dean E. Corgey, C-5727</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE WEST COAST <i>(Vote for One)</i></p> <p>7 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p> <hr/> <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS <i>(Vote for One)</i></p> <p>8 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p> | <p style="text-align: center;">VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES <i>(Vote for One)</i></p> <p>9 <input type="checkbox"/> Kernett T. Mangram, M-2394</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT <i>Vote for One</i></p> <p>10 <input type="checkbox"/> Linnell Coleman, C-2226</p> <p>11 <input type="checkbox"/> Archie Ware Jr., W-1169</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST <i>(Vote for One)</i></p> <p>12 <input type="checkbox"/> Nicholas A. Celona, C-1578</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST <i>(Vote for One)</i></p> <p>13 <input type="checkbox"/> Ambrose L. Cuccinotta, C-1795</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST <i>(Vote for One)</i></p> <p>14 <input type="checkbox"/> Bryan D. Powell, P-1987</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS <i>(Vote for One)</i></p> <p>15 <input type="checkbox"/> Michael Russo, R-5772</p> <hr/> <p style="text-align: center;">ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES <i>(Vote for One)</i></p> <p>16 <input type="checkbox"/> Chester Wheeler, W-25058</p> | <p style="text-align: center;">PINEY POINT PORT AGENT <i>(Vote for One)</i></p> <p>17 <input type="checkbox"/> Patrick Vandegrift, V-488</p> <hr/> <p style="text-align: center;">NEW YORK/NEW JERSEY PORT AGENT <i>(Vote for One)</i></p> <p>18 <input type="checkbox"/> Mark von Siegel, V-612</p> <hr/> <p style="text-align: center;">PHILADELPHIA PORT AGENT <i>(Vote for One)</i></p> <p>19 <input type="checkbox"/> Joseph T. Baselice, B-2795</p> <hr/> <p style="text-align: center;">BALTIMORE PORT AGENT <i>(Vote for One)</i></p> <p>20 <input type="checkbox"/> Georg Kenny, K-1041</p> <hr/> <p style="text-align: center;">MOBILE PORT AGENT <i>(Vote for One)</i></p> <p>21 <input type="checkbox"/> Jimmy White, W-1600</p> <hr/> <p style="text-align: center;">NEW ORLEANS PORT AGENT <i>(Vote for One)</i></p> <p>22 <input type="checkbox"/> Chris Westbrook, W-5787</p> <hr/> <p style="text-align: center;">HOUSTON PORT AGENT <i>(Vote for One)</i></p> <p>23 <input type="checkbox"/> Kris Hopkins, H-1658</p> <hr/> <p style="text-align: center;">OAKLAND PORT AGENT <i>(Vote for One)</i></p> <p>24 <input type="checkbox"/> Nick Marrone Jr., M-3537</p> <hr/> <p style="text-align: center;">ST. LOUIS PORT AGENT <i>Vote for One</i></p> <p>25 <input type="checkbox"/> Chad Partridge, P-2057</p> <p>26 <input type="checkbox"/> Lisa Sottile, S-2948</p> <hr/> <p style="text-align: center;">DETROIT-ALGONAC PORT AGENT <i>(Vote for One)</i></p> <p>27 <input type="checkbox"/> Todd R. Brdak, B-2684</p> |
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OFFICIAL BALLOT 2017 - 2020

OFFICIAL BALLOT 2017 - 2020



OFFICIAL BALLOT 2017 - 2020

OFFICIAL BALLOT 2017 - 2020

**See Reverse Side for
Voting Locations**

OFFICIAL BALLOT 2017 - 2020

OFFICIAL BALLOT 2017 - 2020



OFFICIAL BALLOT 2017 - 2020

OFFICIAL BALLOT 2017 - 2020

ELECTION NOTICE OF 2016 ELECTION FOR ELECTION OF 2017-2020 OFFICERS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2016 and shall continue through December 31st, 2016.

VOTING LOCATIONS

| | | | |
|----------------|-------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------|
| ALGONAC | 520 St. Clair River Drive, Algonac, MI 48001 | NY/NJ | 104 Broadway, Jersey City, NJ 07306 |
| ANCHORAGE | 721 Sesame Street, Suite 1C, Anchorage, AK 99503 | NORFOLK | 115 Third Street, Norfolk, VA 23510 |
| BALTIMORE | 2315 Essex Street, Baltimore, MD 21224 | OAKLAND | 1121 7 th Street, Oakland, CA 94607 |
| FT. LAUDERDALE | 1221 South Andrews Avenue, Ft. Lauderdale, FL 33316 | PHILADELPHIA | 2604 South Fourth Street, Philadelphia, PA 19148 |
| GUAM | 422 W. O'Brien Dr., Cliffline Office Ctr., Hagatna, Guam 96910 | PINEY POINT | Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674 |
| HONOLULU | 606 Kalihl Street, Honolulu, HI 96819 | PUERTO RICO | 1057 Fernandez Juncos Avenue, Santurce, PR 00907 |
| HOUSTON* | 1730 Jefferson Street, Suite 229, Houston, TX 77003 OR 625 N. York Street, Houston, TX 77003 | ST. LOUIS | 4581 Gravois Avenue, St. Louis, MO 63116 |
| JACKSONVILLE | 5100 Belfort Road, Jacksonville, FL 32256 | TACOMA | 3411 South Union Street, Tacoma, WA 98409 |
| JOLIET | 10 E. Clinton Street, Joliet, IL 60432 | WILMINGTON | 510 North Broad Avenue, Wilmington, CA 90744 |
| MOBILE | 1640 Dauphin Island Parkway, Mobile, AL 36605 | | |
| NEW ORLEANS | 3911 LaPalco Blvd., Harvey, LA 70058 | | |

*At the time of the printing of this election notice it was not known whether the new hall in Houston, Texas would be ready and operational during the voting period. Consequently, both the old and new addresses are being provided here. When the move into the new facility takes place, members will be advised accordingly and told where they should go to pick up their ballots.



Information for the 2016 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

SIU Constitution Spells Out Rules On 2016 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are conducted every four years, appears here and on page 10 in its entirety.

Article XIII

Elections for Officers, Assistant Vice-Presidents and Port Agents

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

The name of the candidate.

His home address and mailing address.

His book number.

The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

Proof of citizenship.

Proof of seetime and/or employment as required for candidates.

In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum Griffin Act, or conspiracy to commit any such crimes."

Dated _____

Signature of Member

Book No. _____

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with

safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee

(a) A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special meeting convened in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward Departments. No officer, Assistant Vice-President, or Port Agent, or candidate for office of the job of Assistant Vice-President, or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reason therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one (1) member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by airmail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1(b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification.

The Committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which event the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall

have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President or Port Agent has met all the requirements of Section 1(a) of Article XII.

(f) Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1st and December 31st falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 A.M. to 12 Noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word, "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer

shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word, "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five (5) columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope, should be printed the words, "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word, "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed. At the same time the member shall be given the envelope marked "Ballot" together with the prepaid postage-mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot", seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments", notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "Voted Challenge", and the date,

Continued on next page

Information for the 2016 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters

Continued from Page 9

and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word, "Challenge". At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballots Stubs", the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository. To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3(a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a "Ballot", after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31st of the election year.

Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifi-

cally set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of twenty (20) full book members. Two (2) shall be elected from each of the ten (10) Ports of Jersey City, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports, on the first business day of the last week of said month. No officer, Assistant Vice-President, Port Agent, or candidate for office, or the job of Assistant Vice-President, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to the duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amount and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5th of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. Committee members shall receive a per diem in an amount determined by the Secretary-Treasurer but in no event shall they receive an amount less than the AB Green hourly rate as specified in the current union industry wide contract for eight hours for each day of service commencing with the day subsequent to their election and ending on the day they complete their service or, if applicable, return to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissent therefrom, if any, shall be open to any

member provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31st immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the committee shall be made up in sufficient copies to comply with the following requirements: two (2) copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31st immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one (1) copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within seventy two (72) hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have

occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4(f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4(f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one (1) calendar month.

Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Assistant Vice-President or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one (1) person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.



Karen Horton-Gennette
SEATU Asst. VP



Roger Schwandtner
Development and Director of Operations, Creative Food Group, LLC



Daniel Duncan
AFL-CIO Maritime Trades Department Executive Secretary-Treasurer

SEATU Conducts Triennial Convention in Piney Point

With a theme of, “The Smart Choice in Service, Hospitality and Gaming,” the triennial convention of the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU) was a time for officials, delegates and guests to examine and refine plans for continued growth. The convention took place Sept. 13-14, at the union-affiliated Paul Hall Center for Maritime Training and education in

Piney Point, Maryland.

Delegates and representatives from each of the SEATU worksites were in attendance, and gave reports on each of their respective properties. These reports collectively indicated growth, with SEATU having gained five new shops since 2013.

SEATU President Michael Sacco, Executive Vice President David Heindel, Vice President Augustin Tellez and Vice President Tom Orzechowski were all re-elected, and numerous resolutions were read by delegates and ratified by attendees. The resolution topics were varied, and included workplace safety, support for pro-worker political candidates and the need to support collective bargaining efforts across the country.

Sacco energized the audience with opening remarks that spotlighted SEATU’s growth. He also urged everyone in attendance to help get out the vote on Election Day, and added a plug for the union’s voluntary political action fund, which he described as “another key part of grassroots mobilization. . . . At our level, as with most others, a PAC donation certainly isn’t going to guarantee results. But campaign contributions are nothing short of critical when it comes to getting your foot in the door with an elected representative.”

The union president then explained how SEATU members enjoy strength beyond their numbers, thanks to affiliations with the SIU and the AFL-CIO.

Meanwhile, guest speakers highlighted some of the new expansions for SEATU, including Roger Schwandtner, development and director of operations, Creative Food Group, LLC. He shared insights gained during his more than 28 years of experience in the airport industry.

SEATU is already contracted with Baltimore-Washington International Airport to represent around 40 of its employees, and that number is expected to grow to over 100 jobs in the near future.

Additional speakers included Leah Ann Ingram and Phillip Johnson, two of the co-owners of the *Delta Queen*, an historic riverboat hotel that, pending an exemption from Capitol Hill, will once again carry overnight passengers up and down the Mississippi River system.

“In 1966, Congress had passed the Safety of Life at Sea Act, which was aimed at protecting passengers. It said that any vessel that carried more than 50 overnight guests must be constructed entirely of non-combustible materials,” Johnson explained, before elaborating that the rule was aimed at seagoing vessels, but riverboats like the *Delta Queen* were mistakenly included in this rule. A waiver was granted to the ship and continually renewed for 40 years, but allowed to lapse in 2008 by the owners at that time. The current owners are in the process of attempting to restore that waiver (which could result in jobs for SIU and SEATU members).

SIU Legislative Director Brian Schoeneman and the AFL-CIO’s Maritime Trades De-

partment Executive Secretary-Treasurer Daniel Duncan also gave impassioned speeches on the importance of grassroots political action, at all levels of government.

Chartered in 1995, SEATU represents workers in all facets of the service, hospitality and gaming industries. While the majority of its membership works in the hotel and casino industry, the steadily growing number of SEATU shops is becoming increasingly diverse, expanding into the airport restaurant and service industries at a rapid pace.



Brian Schoeneman
SIU Legislative Director



Leah Ann Ingram and Phillip Johnson, co-owners, *Delta Queen*



Spotlight on Mariner Health

Treatments for High Blood Pressure

There are many ways to help treat your hypertension. First and foremost, you need to change your lifestyle. This can go a long way to controlling your high blood pressure.

Your doctor may want you to change your eating habits, get more exercise, lose weight, limit your sodium intake, drink more water, and take your medications as prescribed.

Remember that 120/80 is the ideal blood pressure. Most doctors will start treatment if it stays above 140/90 on a regular basis. Treatment may consist of one or more different types of medications, including:

Thiazide Diuretics. These are sometimes called fluid/water pills. This medication acts on your kidneys to help your body eliminate sodium and water, thereby reducing blood pressure.

Beta Blockers. These medications reduce the workload on your heart and your pulse rate, and help to open the blood vessels for better blood flow that will decrease your blood pressure.

Angiotensin-Converting Enzyme (ACE) Inhibitors. These medications help to relax the blood vessels by blocking the formation of a chemical that usually narrows the blood vessel.

Angiotensin II Receptor Blockers (ARBs): These medications help relax the blood vessels by blocking the action, not the formation, of chemicals that usually narrows the vessel.

Calcium Channel Blockers: These medications help to relax the muscles of the blood vessels themselves. Some can also slow the heart rate.

Renin Inhibitors: These medications slow down the production of renin, an enzyme that is produced by your kidneys that starts the process of chemicals usually increasing blood pressure.

Many of the aforementioned medications can be used alone, but most of the time they are used in combination with each other to help control blood pressure.

Remember that no matter what medications your doctor may place you on, you will still need to modify your lifestyle. Eating healthier with less salt and fat in your diet will help with weight loss. Eating more fresh vegetables and fruits is good for your heart and the rest of your body. Exercising at least 30 minutes a day, three to four times a week, will help to keep you motivated and decrease your blood pressure.

Conversely, smoking and drinking in large amounts will only keep your blood pressure high. Try your best to limit or stop smoking. This is one of the leading causes of hypertension.

It’s also prudent to be proactive. See your doctor regularly for bloodwork, blood pressure checks, medication renewals, and follow-up appointments that will help keep you healthy and happy in your daily life.

Editor’s note: The Seafarers Health and Benefits Plan recently announced new tobacco-cessation benefits being offered in partnership with CIGNA. See the article on page 10 of the September LOG or look it up on the SIU website (it is posted as a stand-alone piece in the LOG section).

Healthful Recipe

Provided by Paul Hall Center’s Harry Lundeberg School of Seamanship

White Bean and Chicken Chili

Servings: 25
3/8 cup vegetable oil
1 quart onion, chopped
12 cloves garlic, minced
2 cups green bell pepper, chopped
2 cups red bell pepper, chopped
1 cup celery, chopped
2 tablespoons granulated garlic
2 1/2 jalapeno peppers, chopped fine
2 tablespoons ground cumin
3/8 cup chili powder
2 tablespoons ground coriander (cilantro)
1 1/2 teaspoons cayenne pepper
1 1/2 teaspoons salt
3/4 teaspoon pepper
2 quarts garbanzo beans, canned, save juice, OR
2 quarts canned white pea beans, save juice
2 1/2 quarts plum tomatoes, canned broken up
1 1/2 quarts tomato sauce
2 cups tomato paste
3 3/4 pounds chicken breasts, skinned and boned, cooked and cut into bite-sized

pieces
3/8 cup cilantro, finely chopped
2 cups frozen corn
Juice of one lime
In a large saucepan or skillet, heat oil over medium heat. Saute onion, garlic, celery, peppers and dried seasonings over low heat for about 20 minutes.
Cook the chicken on a griddle or in saute pan over med.-high heat until internal temp. of 165°F is reached. Set aside in hotel pans.
Add beans, tomatoes, tomato sauce and tomato paste. Simmer gently for 20 minutes. Stir in cooked chicken, cilantro, and corn and cook until heated through.
Before serving, add lime juice and fresh coriander and stir gently. If desired, garnish with grated Cheddar cheese and sour cream.

Yield: 1/2 ounce

Per Serving (excluding unknown items): 545 Calories; 10g Fat (15.2% calories from fat); 41g Protein; 78g Carbohydrate; 18g Dietary Fiber; 46mg Cholesterol; 736mg Sodium. Exchanges: 4 Grain (Starch); 3 1/2 Lean Meat; 3 Vegetable; 1 Fat.

At Sea and Ashore With the SIU

WITH SEAFARERS IN DIEGO GARCIA – SIU Guam Port Agent John Hoskins recently emailed these photos from four different Seafarers-crewed ships and from the seamen’s center. He’s in each of the photos, with different members.



With Chief Storekeeper Anthony Simon and Steward/Baker Janice Gabbert



With Bosun Robert Hayes (left) and QEE Kevin Conklin/USNS Seay



Bosun Angel Perez
USNS Button



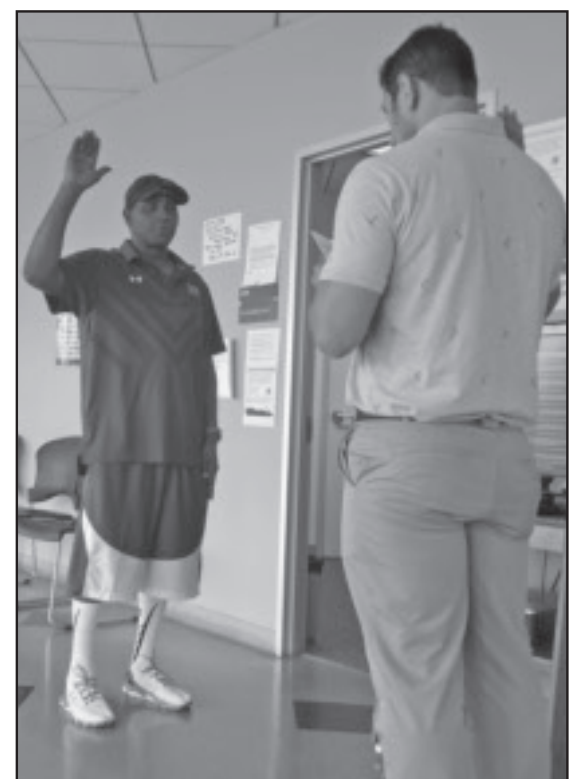
AB Jeremiah Harrington
USNS Button



Bosun Darryl Brice
USNS Carter



FULL BOOKS IN HOUSTON – Picking up their respective full books (and pictured with Patrolman Joe Zavala) are Deckhand Farrel Bodden (photo at immediate left), AB German Nunez (directly above) and AB Simon Kamau (photo at right).



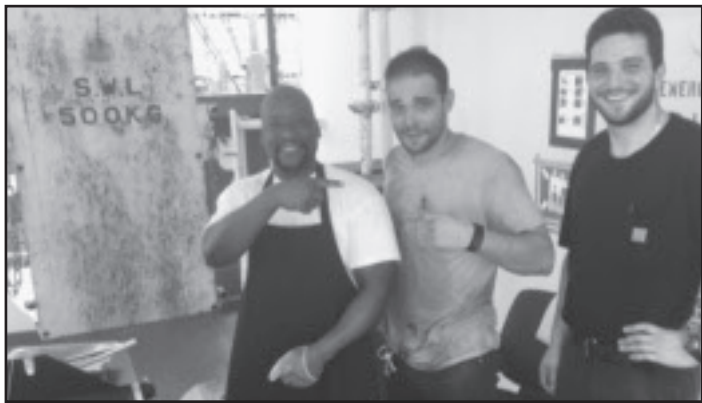


'GALLEY SELFIE' FROM USNS GORDON – Recertified Steward Lauren Oram (right) rounded up the galley gang for this photo during a recent activation. Also pictured from left aboard the Patriot-operated ship are Chief Cook Chris King, SA Curtis Harris and SA Mike Gordon.



MV HONOR IN GALVESTON – Seafarer John Cox snapped this photo from a G&H Towing boat, showing the SIU crewed, TOTE-operated car carrier in Texas.

At Sea and Ashore With the SIU



ABOARD MAERSK CHICAGO – SIU steward department personnel are quite serious about providing healthful menu options – but there's something to be said for a "Cheeseburger Day" splurge, as was the case recently on this ship. From left, Chief Cook Charles Davis, 2/AE Liam Fisher and 3/AE Jacob Doerfler discuss the pros and cons of propane versus charcoal.



ABOARD MAERSK KINLOSS – From left: Chief Cook Stanford Drakes, Recertified Steward Juan Vallejo, SA Mario Clotter.



ABOARD FREEDOM – Pictured aboard the Tote-operated ship early last month in Baltimore are (from left) STOS Radu Marinescu, Steward/Baker JonDa Tanner and Bosun Michael Wende.



HISTORIC PIC FROM COVE NAVIGATOR – Recertified Bosun James Blich submitted this 1982 snapshot and noted that in that era, the spike wheel was used for steering at sea. To the left "was what was called the tuck wheel, which as the in-shore hand-steering wheel. The coffee can caught hydraulic oil that leaked most of the time, always when putting a lot of turns on the wheel. When in midships the top spoke on the large wooded wheel had a round groove all the way around the top wheel spoke to show you had it midships."



BACKING CLINTON – Seafarers in Puerto Rico recently showed off the union's new campaign signs supporting Hillary Clinton and Tim Kaine. Pictured from left to right (standing) in the larger group photo are Chief Cook Pedro Vega, Bosun Carlos Castillo, AB Luis Ramos, Chief Steward Enrico LaMarca, and Chief Cook Luis Santiago with Port Agent Amancio Crespo seated. The other photo features pensioner Wilfredo Miranda and administrative assistant Maria Gomez.



SAFETY MEETING – Among those taking part in the August safety meeting – and being recognized for their respective efforts – aboard the *Seabulk Trader* are (from left) Chief Mate David Jenkins, Second Pumpman Leander Collins, Chief Cook Prasert Mastrototaro and Bosun Jay White.



WELCOME ASHORE IN WILMINGTON – Recertified Bosun Stephen Kastel (left) picks up his first pension check at the union hall in Wilmington, California. He started sailing with the SIU in 1968. Kastel is pictured with his wife, Rotsukhon, and Port Agent Jeff Turkus.

Programs Designed With Union Members In Mind

AT&T WIRELESS

- 15% off the monthly service charge of qualified plans¹
- 20% discount on select accessories²
- Only unionized carrier

CREDIT CARD³

- Several card choices
- Competitive rates
- U.S.-based customer service

MORTGAGE

- For union members, their parents and children
- Hardship assistance
- Competitive rates

OTHER PROGRAMS

- Savings on more than 25 programs available to union members including flowers, theme parks, movie tickets and more!



UnionPlus.org

¹ 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 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 or contact AT&T at 866-499-8008 for details.

² AT&T will apply the Accessory Discount to the prices of select Accessories available through AT&T, which may be modified by AT&T from time to time. The term "Accessory" or "Accessories" means supplementary parts for Equipment (e.g. batteries, cases, earbuds). The Accessory Discount will not apply to Accessories purchased for use with datacentric Equipment such as modems, replacement SIM cards and car kits or to Apple-branded Accessories, and the Accessory Discount may not be combined with any other promotional pricing or offer.

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October & November Membership Meetings

| | |
|----------------------|--------------------------------------------|
| Piney Point..... | Monday: October 3, November 7 |
| Algonac..... | Friday: October 7, *Monday: November 14 |
| Baltimore..... | Thursday: October 6, November 10 |
| Guam..... | Thursday: October 20, November 23 |
| Honolulu..... | Friday: October 14, November 18 |
| Houston..... | **Tuesday: October 11, Monday: November 14 |
| Jacksonville..... | Thursday: October 6, November 10 |
| Joliet..... | Thursday: October 13, November 17 |
| Mobile..... | Wednesday: October 12, November 16 |
| New Orleans..... | Tuesday: October 11, November 15 |
| Jersey City..... | Tuesday: October 4, November 8 |
| Norfolk..... | Thursday: October 6, November 10 |
| Oakland..... | Thursday: October 13, November 17 |
| Philadelphia..... | Wednesday: October 5, November 9 |
| Port Everglades..... | Thursday: October 13, November 17 |
| San Juan..... | Thursday: October 6, November 10 |
| St. Louis..... | Friday: October 14, November 18 |
| Tacoma..... | Friday: October 21, November 25 |
| Wilmington..... | Monday: October 17, November 21 |

*Algonac Change created by Veterans Day Holiday

**Houston change created by Columbus Day Holiday

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

Personals

John Paul would like to get in contact with Robert Lee Harper who was his classmate at Radnor High School. Paul can be contacted at (410) 937-3126.

Chris Gauthé would like to get in touch with his father, Danny Paul Truss. Chris can be reached at (504) 427-0189.



"Here's one called THE FREE TRADE AGREEMENT CRUISE. It stops at countries corporations sent our jobs to."



"I see pay equity in your future... but only if you organize a union."

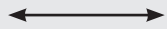
Dispatchers' Report for Deep Sea

August 16, 2016 - September 15, 2016

| Port | Total Registered | | | Total Shipped | | | Trip Reliefs | Registered on Beach | | |
|---------------------------|------------------|--------------|--------------|---------------|--------------|--------------|--------------|---------------------|--------------|--------------|
| | All Groups A | All Groups B | All Groups C | All Groups A | All Groups B | All Groups C | | All Groups A | All Groups B | All Groups C |
| Deck Department | | | | | | | | | | |
| Algonac | 12 | 13 | 0 | 15 | 9 | 0 | 1 | 21 | 15 | 1 |
| Anchorage | 4 | 2 | 0 | 1 | 0 | 1 | 0 | 4 | 3 | 0 |
| Baltimore | 2 | 8 | 0 | 4 | 7 | 1 | 0 | 4 | 8 | 1 |
| Fort Lauderdale | 23 | 10 | 3 | 17 | 5 | 4 | 7 | 32 | 18 | 1 |
| Guam | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 1 | 0 |
| Harvey | 7 | 1 | 4 | 11 | 2 | 1 | 2 | 17 | 1 | 3 |
| Honolulu | 12 | 5 | 0 | 9 | 2 | 0 | 1 | 14 | 8 | 0 |
| Houston | 45 | 10 | 13 | 48 | 6 | 4 | 23 | 92 | 16 | 19 |
| Jacksonville | 43 | 18 | 11 | 31 | 8 | 4 | 16 | 80 | 28 | 6 |
| Jersey City | 37 | 14 | 2 | 38 | 7 | 2 | 17 | 73 | 26 | 3 |
| Joliet | 7 | 2 | 0 | 8 | 1 | 0 | 0 | 6 | 4 | 0 |
| Mobile | 10 | 3 | 3 | 7 | 2 | 1 | 2 | 13 | 6 | 3 |
| Norfolk | 16 | 22 | 3 | 24 | 15 | 1 | 9 | 30 | 32 | 2 |
| Oakland | 25 | 6 | 2 | 12 | 3 | 1 | 4 | 37 | 10 | 0 |
| Philadelphia | 1 | 4 | 1 | 3 | 0 | 1 | 1 | 7 | 6 | 2 |
| Piney Point | 5 | 3 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 0 |
| Puerto Rico | 7 | 5 | 2 | 5 | 1 | 2 | 1 | 11 | 8 | 0 |
| Tacoma | 40 | 10 | 3 | 27 | 8 | 3 | 14 | 68 | 16 | 8 |
| St. Louis | 1 | 1 | 0 | 1 | 3 | 0 | 3 | 3 | 1 | 1 |
| Wilmington | 26 | 11 | 2 | 27 | 13 | 4 | 11 | 52 | 20 | 4 |
| TOTALS | 326 | 148 | 49 | 291 | 94 | 30 | 114 | 570 | 230 | 54 |
| Engine Department | | | | | | | | | | |
| Algonac | 3 | 4 | 1 | 2 | 3 | 1 | 1 | 5 | 4 | 0 |
| Anchorage | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Baltimore | 3 | 9 | 0 | 2 | 6 | 1 | 3 | 4 | 8 | 0 |
| Fort Lauderdale | 9 | 6 | 0 | 5 | 2 | 0 | 1 | 15 | 7 | 1 |
| Guam | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Harvey | 10 | 1 | 0 | 6 | 1 | 0 | 2 | 7 | 2 | 0 |
| Honolulu | 8 | 1 | 0 | 2 | 4 | 0 | 3 | 18 | 15 | 0 |
| Houston | 21 | 9 | 1 | 15 | 11 | 1 | 12 | 40 | 11 | 2 |
| Jacksonville | 22 | 13 | 2 | 15 | 12 | 0 | 7 | 44 | 25 | 5 |
| Jersey City | 15 | 5 | 2 | 11 | 4 | 1 | 5 | 25 | 14 | 2 |
| Joliet | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 5 | 1 | 0 |
| Mobile | 6 | 3 | 2 | 4 | 1 | 0 | 2 | 12 | 7 | 3 |
| Norfolk | 12 | 12 | 1 | 15 | 5 | 0 | 7 | 20 | 17 | 2 |
| Oakland | 10 | 6 | 1 | 4 | 2 | 0 | 2 | 18 | 8 | 2 |
| Philadelphia | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 2 | 1 |
| Piney Point | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 0 |
| Puerto Rico | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 6 | 8 | 0 |
| Tacoma | 15 | 7 | 4 | 10 | 5 | 2 | 3 | 26 | 8 | 3 |
| St. Louis | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 3 | 0 |
| Wilmington | 13 | 6 | 2 | 11 | 6 | 1 | 5 | 28 | 12 | 2 |
| TOTALS | 160 | 91 | 16 | 110 | 66 | 8 | 53 | 284 | 155 | 24 |
| Steward Department | | | | | | | | | | |
| Algonac | 7 | 3 | 0 | 1 | 3 | 0 | 0 | 9 | 3 | 0 |
| Anchorage | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Baltimore | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 |
| Fort Lauderdale | 12 | 3 | 0 | 13 | 1 | 0 | 4 | 18 | 6 | 0 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harvey | 4 | 0 | 0 | 4 | 1 | 0 | 1 | 5 | 2 | 0 |
| Honolulu | 10 | 2 | 0 | 9 | 1 | 0 | 5 | 20 | 2 | 0 |
| Houston | 24 | 10 | 0 | 17 | 3 | 0 | 8 | 27 | 12 | 1 |
| Jacksonville | 10 | 9 | 1 | 15 | 7 | 0 | 7 | 27 | 14 | 2 |
| Jersey City | 11 | 3 | 0 | 5 | 2 | 0 | 3 | 23 | 3 | 0 |
| Joliet | 2 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| Mobile | 6 | 1 | 1 | 4 | 0 | 0 | 1 | 5 | 3 | 1 |
| Norfolk | 18 | 10 | 4 | 5 | 6 | 1 | 4 | 35 | 14 | 5 |
| Oakland | 23 | 5 | 0 | 14 | 2 | 0 | 11 | 29 | 6 | 2 |
| Philadelphia | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 |
| Piney Point | 1 | 2 | 1 | 2 | 0 | 1 | 2 | 1 | 2 | 0 |
| Puerto Rico | 1 | 3 | 1 | 3 | 2 | 1 | 1 | 1 | 5 | 1 |
| Tacoma | 15 | 3 | 0 | 11 | 3 | 0 | 5 | 22 | 3 | 0 |
| St. Louis | 31 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 |
| Wilmington | 22 | 4 | 1 | 13 | 2 | 2 | 9 | 22 | 7 | 2 |
| TOTALS | 174 | 60 | 10 | 126 | 34 | 6 | 61 | 255 | 85 | 14 |
| Entry Department | | | | | | | | | | |
| Algonac | 1 | 10 | 1 | 1 | 10 | 0 | 2 | 5 | 16 | 5 |
| Anchorage | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Baltimore | 1 | 3 | 2 | 2 | 3 | 2 | 0 | 0 | 2 | 0 |
| Fort Lauderdale | 0 | 4 | 3 | 1 | 3 | 3 | 1 | 1 | 4 | 6 |
| Guam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Harvey | 0 | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 2 |
| Honolulu | 1 | 8 | 3 | 0 | 3 | 1 | 0 | 2 | 8 | 6 |
| Houston | 3 | 11 | 7 | 4 | 8 | 3 | 1 | 10 | 19 | 10 |
| Jacksonville | 5 | 17 | 20 | 3 | 11 | 16 | 3 | 4 | 18 | 47 |
| Jersey City | 4 | 11 | 2 | 1 | 10 | 2 | 1 | 6 | 18 | 3 |
| Joliet | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Mobile | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 |
| Norfolk | 0 | 16 | 11 | 0 | 11 | 6 | 4 | 0 | 25 | 12 |
| Oakland | 5 | 11 | 7 | 1 | 9 | 3 | 1 | 5 | 14 | 11 |
| Philadelphia | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Piney Point | 0 | 0 | 16 | 0 | 0 | 3 | 1 | 0 | 0 | 16 |
| Puerto Rico | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 |
| Tacoma | 4 | 12 | 8 | 5 | 6 | 7 | 1 | 12 | 20 | 14 |
| St. Louis | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| Wilmington | 3 | 12 | 11 | 0 | 11 | 7 | 8 | 4 | 23 | 52 |
| TOTALS | 28 | 121 | 94 | 21 | 91 | 54 | 23 | 55 | 176 | 187 |
| GRAND TOTAL: | 688 | 420 | 169 | 548 | 285 | 98 | 251 | 1,164 | 646 | 279 |

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

1730 Jefferson St., Houston, TX 77003
 (713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members of the Paul Hall Center's most recent bosun recertification class, which included 11 Seafarers. The remaining class members' responses will be included in an upcoming edition.

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



David Denizac
Recertified Bosun

I wanted to travel the world. It's a good career with the SIU – I've been with the union 30 years. I've also been around the world twice. I got to see Antarctica. It's just a great career.



Tecumseh Williams
Recertified Bosun

I joined because I had uncles who were seamen, and I thought it would be nice to see the world. It's a great job and the pay is good. It's a good living.



Karl Mayhew
Recertified Bosun

I needed a union maritime job and I have remained employed year after year. I like it. I like being on the water and earning a good living. That's really what it's all about.



Ritche Acuman
Recertified Bosun

I started sailing in 1992 and joined the SIU in 2002, which really helped my career. I enjoy sharing my knowledge with others. I have a lot of relatives in this industry, too. There's saltwater in the blood.



Noel Otero
Recertified Bosun

It's a good career, and all the upgrading classes help you a lot. You have a chance to teach others, help people on the ships. Everything about it is good.



Hussein Mohamed
Recertified Bosun

I inherited the interest from my grandfather and father, who were also SIU. My son just joined, too. It's an opportunity to improve yourself and support your family. There's job security, too.

Pic From The Past



From the October 1970 LOG, this group photo was taken at SIU headquarters in New York. Graduates of the full-book upgrading school are in the back, while four newly retired pensioners are in front. The pensioners are (from left) Milton Awall, Frank Fandino, Claudio Anavitate and Richard Broomhead. The new full-book members are (also from left) Paul Honeycutt, Ramon Ali, J.C. Woods, Willie Grant, Ronnie Henderson and John Trent.

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

Welcome Ashore

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



DEEP SEA

NGOC ALLEN

Sister Ngoc Allen, 65, started sailing with the Seafarers in 1988. She was initially employed on the *Bonny*. Sister Allen worked in the steward department. She attended classes on numerous occasions at the Paul Hall Center in Piney Point, Maryland. Sister Allen's most recent trip was aboard the *Ocean Atlas*. She is a resident of Robertsdale, Alabama.



AHMED ALMUFLIHI

Brother Ahmed Almuflahi, 66, began sailing with the SIU in 1977. He originally shipped on the *Over Anchor*. Brother Almuflahi enhanced his skills twice at the SIU-affiliated school in Piney Point, Maryland. He was born in Yemen and sailed in all three departments. Brother Almuflahi's most recent vessel was the *Overseas Los Angeles*. He lives in San Francisco.



ROBERT ARNEEL

Brother Robert Arneel, 71, donned the union colors in 1991. His first ship was the *USNS Antares*; his most recent, the *USNS Victorious*. Brother Arneel upgraded frequently at the Piney Point school. He worked in both the steward and deck departments. Brother Arneel resides in Jacksonville, Florida.



JOHN DAVIS

Brother John Davis, 67, became a Seafarer in 2005. The deck department member's first trip was on the *Atlantic Forest*. Brother Davis last shipped aboard the *Green Ridge*. He makes his home in Seattle.

DAVID DINAN

Brother David Dinan, 69, signed on with the SIU in 1981. He initially sailed aboard the *Independence*. Brother Dinan upgraded often at the maritime training center in Piney Point, Maryland. He was a member of the engine department. Brother Dinan's last trip was on the *Cape Horn*. He was born in New York and now calls Brooksville, Florida, home.



MOHAMED GHALEB

Brother Mohamed Ghaleb, 66, joined the union in 1990. He first shipped aboard the *USNS Silas Bent*. Brother Ghaleb worked in the steward department. He concluded his career on the *Overseas Anacortes*.

He was born in Arabia and settled in Oakland, California.

SORIANO GRANDE

Brother Soriano Grande, 65, first shipped aboard the *Independence* in 1989. He is a native of the Philippines and sailed in the steward department. Brother Grande enhanced his skills at the Paul Hall Center frequently. His most recent voyage was on the *Green Bay*. He resides in Waipahu, Hawaii.



CAREY HEINZ

Brother Carey Heinz, 65, became a union member in 1987. He initially worked aboard the *USNS Hess*. Brother Heinz shipped in the deck department. He attended classes twice at the SIU-affiliated school. Brother Heinz's most recent ship was the *Explorer*. He makes his home in Silver City, New Mexico.



WAYNE HOWARD

Brother Wayne Howard, 65, joined the SIU ranks in 1988. His first voyage was on the *USNS Harkness*. He upgraded in 1999 at the Piney Point school. Brother Howard sailed in the steward department. His last voyage was aboard the *Green Cove*. Brother Howard calls New Orleans home.



ROBERT JOYCE

Brother Robert Joyce, 71, started shipping with the SIU in 2001 when the NMU merged into the Seafarers International Union. A member of the engine department, Brother Joyce last shipped aboard the *Cape Knox*. In 2006, he took advantage of educational opportunities available at the Paul Hall Center. Brother Joyce is a resident of Kenner, Louisiana.



LEONEL LAZO

Brother Leonel Lazo, 65, signed on with the union in 1990. He originally worked on the *Independence*. A member of the engine department, Brother Lazo enhanced his skills often at the maritime training center in Piney Point, Maryland. His last trip was aboard the *Ocean Grand*. Brother Lazo resides in South America.



BRIAN O'HANLON

Brother Brian O'Hanlon, 71, began



his seafaring career in 1976. He initially sailed aboard a *Dravo Gulf* vessel. Brother O'Hanlon worked in the deck department. In 1989, he upgraded at the Paul Hall Center. Brother O'Hanlon's final ship was the *Pacific*. He makes his home in Navarre, Florida.

LOUIS ROBINSON

Brother Louis Robinson, 65, started shipping with the SIU during the 2001 SIU/NMU merger. He worked in the engine department. Brother Robinson's final trip was on the *Endurance*. He lives in Bremerton, Washington.



ANDRE SMITH

Brother Andre Smith, 65, donned the SIU colors in 1975. He attended classes frequently at the Piney Point school. Brother Smith first sailed aboard a Waterman Steamship Corporation vessel. His most recent trip was on the *Sea Fox*. Brother Smith sailed mainly in the engine department. He resides in Norfolk, Virginia.

MOHAMED SOLIMAN

Brother Mohamed Soliman, 65, joined the SIU ranks in 2000. He originally worked aboard the *USNS Henson*. A member of the deck department, Brother Soliman finished his career on the *Maersk Idaho*. He was born in Egypt but now calls Brooklyn, New York, home.



DENNIS SPRIGGS

Brother Dennis Spriggs, 72, became an SIU member in 1999. He upgraded his skills in 2001 at the Piney Point school. Brother Spriggs initially sailed aboard the *Lt. Col. Calvin P. Titus*. He worked in the deck department. Brother Spriggs' most recent vessel was the *Observation Island*. He is a resident of Fernandina Beach, Florida.

VICTOR STEWART

Brother Victor Stewart, 71, donned the SIU colors in 2001 during the SIU/NMU merger. The deck department member's most recent ship was the *Maersk Atlanta*. Brother Stewart attended classes at the Paul Hall Center on three occasions. He resides in Brooklyn, New York.



SAUL SUAREZ

Brother Saul Suarez, 65, began shipping with the union in 2003. He upgraded in 2003 and 2005 at the maritime training center in Piney Point,



Maryland. Brother Suarez was originally employed aboard the *Cape Ducato*. He sailed in the deck department. Prior to his retirement, Brother Suarez worked on the *Black Eagle*. He was born in Honduras and now makes his home in Miami.

VANIS TELLERIA

Brother Vanis Telleria, 65, started sailing with the SIU in 2001 when the NMU merged into the Seafarers International Union. He is a native of Nicaragua. In 2000, Brother Telleria enhanced his skills at the union-affiliated school in Piney Point, Maryland. A member of the steward department, Brother Telleria last shipped aboard the *1st Lt. Baldomero Lopez*. He is a resident of Orlando, Florida.



JOSEPH THIELMAN

Brother Joseph Thielman, 57, joined the Seafarers International Union in 2001 during the SIU/NMU merger. He was born in New York City and worked in the deck department. Brother Thielman upgraded in 2001 at the Piney Point school. He most recently shipped on the *Pelican State*. Brother Thielman calls Port Richey, Florida, home.



INLAND

MICHAEL CAMERON

Brother Michael Cameron, 62, became a union member in 1982. He spent much of his career working aboard the *Delta Queen*. Brother Cameron sailed in both the steward and deck departments. In 2001, he took advantage of educational opportunities available at the Paul Hall Center. Brother Cameron lives in Cincinnati.

FRANCIS CAMPBELL

Brother Francis Campbell, 62, signed on with the SIU in 1977. He mainly sailed with Allied Transportation Company. Brother Campbell was born in Washington, D.C., and sailed in the engine department. He resides in Chesapeake, Virginia.

DAVID IMBRUNONE

Brother David Imbrunone, 62, started shipping with the SIU in 1972. He was initially employed in the Great Lakes division aboard the *US Gypsum*. Brother Imbrunone sailed in the deck department. He upgraded in 1982 at the union-affiliated school in Maryland. Brother Imbrunone last worked aboard an OLS Transportation vessel. He is a resident of Lowell, Indiana.

HARRY KEELER

Brother Harry Keeler, 62, joined the SIU ranks in 1978. He first worked



with Higman Barge Lines. Brother Keeler shipped in deck department. He attended classes twice at the Paul Hall Center. Brother Keeler's final trip was with OSG Ship Management. He calls Ocean View, New Jersey, home.

IGOR LOCH

Brother Igor Loch, 63, donned the SIU colors in 1978. He was originally employed with Moran Towing of Texas. Brother Loch was a member of the deck department. The German-born mariner last worked with Crowley Towing and Transportation of Wilmington. Brother Loch upgraded often at the Paul Hall Center. He resides in Rancho Santa, California.



ROBERT WEINHARDT

Brother Robert Weinhardt, 58, became an SIU member in 1996. He spent his whole seafaring career with Crowley Liner Services. Brother Weinhardt enhanced his skills in 2008 at the Piney Point school. He makes his home in Pitman, New Jersey.



GREAT LAKES

JEFFERY FRANKOVICH

Brother Jeffery Frankovich, 55, began his SIU career in 1978. He was originally employed aboard the *Presque Isle*. In 2008, Brother Frankovich took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last sailed on the *Sam Laud*. Brother Frankovich, who sailed in the deck department, lives in Rapid River, Michigan.

MICHAEL WIMMER

Brother Michael Wimmer, 65, signed on with the SIU in 1972. He first shipped with Victory Carriers Inc. Brother Wimmer worked in both the deck and steward departments. In 1972, he attended classes at the Seafarers-affiliated school in Piney Point, Maryland. Brother Wimmer's final ship was the *Dodge Island*. He is a resident of Coeur d'Alene, Idaho.



MUSID MUSLEH

Brother Musid Musleh, 65, started sailing with the union in 1996. His first ship was the *Buf-falo*. Brother Musleh was a deck department member. He upgraded in 2005 in Piney Point. Brother Musleh most recently worked aboard the *St. Clair*. He calls Dearborn, Michigan, home.



Final Departures



DEEP SEA

PETER ALCANTARA

Pensioner Peter Alcantara, 71, passed away June 9. He became an SIU member in 1992. Brother Alcantara initially worked aboard the *Independence*. He sailed in the engine department. Brother Alcantara's final ship was the *USNS Denebola*. He became a pensioner in 2016 and settled in Fort Myers, Florida.

NICK ANDREWS

Pensioner Nick Andrews, 80, died June 13. Brother Andrews started his seafaring career in 1978. His first ship was the *Westward Venture*. Brother Andrews sailed in the steward department. He last sailed on the *President Adams*. Brother Andrews began receiving his pension in 2004 and was a resident of Greece.

WILLIAM BURKEEN

Pensioner William Burkeen, 87, passed away June 16. Brother Burkeen originally shipped with Alcoa Steamship Company, in 1953. He sailed in the deck department. Brother Burkeen's last vessel was the *Sealift Atlantic*. He retired in 1991 and called Texarkana, Texas, home.



WILLIAM GRAY

Pensioner William Gray, 81, died June 6. Born in West Virginia, Brother Gray joined the union in 1960. He initially worked in the inland division with Debardeleben Marine Corporation. Brother Gray shipped as a member of the engine department. Prior to his retirement in 1997, he worked as a crane maintenance electrician for Sea-Land in Houston. Brother Gray made his home in Houston.



JAMES JACKSON

Pensioner James Jackson, 87, passed away July 25. Brother Jackson was born in Peoria, Illinois. He signed on with the union in 1951, originally working on an Alcoa Steamship Company vessel. Brother Jackson was a deck department member. He most recently sailed aboard the *Liberty Star*. Brother Jackson began collecting his retirement pay in 1994. He resided in Couch, Missouri.



PAUL LIGHTTELL

Pensioner Paul Lighttell, 89, died June 9. Brother Lighttell was a native of Louisiana. A member of the steward department, he first sailed on the *Del Santos* in 1951. Brother Lighttell last worked aboard the *Green Island*. He started receiving his pension in 1990. Brother Lighttell was a resident of Covington, Louisiana.



HUGH MCDOWELL

Brother Hugh McDowell, 55, passed away June 24. He joined the Seafarers in 1990. Brother McDowell initially sailed aboard the *Aquarius*. The Pennsylvania native was a deck department member. Brother McDowell's final ship was the *Eric G. Gibson*. He settled in Doylestown, Pennsylvania.



PATRICK RANKIN

Pensioner Patrick Rankin, 68, died July 7. He started shipping with the SIU in 1967. Brother Rankin was born in Mobile, Alabama. He last sailed aboard the *Fair Port* as a member of the deck department. Brother Rankin became a pensioner in 2004 and continued to live in Alabama.



RUBEN SALAZAR

Pensioner Ruben Salazar, 83, passed away July 5. He began sailing with the union in 1952. Brother Salazar first shipped with Terminal Steamship Company. He was a native of Texas and worked in the deck department. Brother Salazar's final voyage was aboard the *Aurora*. He retired in 1998 and made his home in Elkhart, Texas.

HANSEL SMITH

Pensioner Hansel Smith, 74, died May 13. He donned the SIU colors in 1989. Brother Smith originally sailed aboard the *USNS Altair*. He was a deck department member. Brother Smith last sailed on the *Bonny*. He began receiving his pension in 2006 and called Tennessee home.



THOMAS STEPHENS

Pensioner Thomas Stephens, 76, passed away May 25. Brother



Stephens started sailing with the SIU in 1967. He initially sailed aboard the *East Point Victory*. Brother Stephens sailed as a member of both the deck and engine departments. He concluded his career on the *Cape Knox*. Brother Stephens retired in 2005 and resided in Oxford, Mississippi.

FLORENCIO UMALI

Pensioner Florencio Umali, 79, died June 11. He became a Seafarer in 1986. Brother Umali's first trip was on the *USNS Contender*. He was born in the Philippines and sailed in the steward department. Brother Umali last shipped in 1998, aboard the *Constellation*. He continued to live in the Philippines.



CHARLES WHITEHEAD

Pensioner Charles Whitehead, 62, passed away July 7. Brother Whitehead signed on with the SIU in 1979, initially sailing on the *Puerto Rico*. A native of Savannah, Georgia, he worked in the deck department. Brother Whitehead was last employed aboard the *Maersk Utah*. He started collecting his retirement pay in 2012. Brother Whitehead settled in Jacksonville Beach, Florida.



RAY WILKES

Pensioner Ray Wilkes, 75, died June 9. Born in Mobile, Alabama, Brother Wilkes began sailing with the SIU in 1991. He was first employed aboard the *USNS Tenacious*. Brother Wilkes most recently sailed on the *USNS Stalwart* as member of the deck department. He became a pensioner in 2006 and lived in Pensacola, Florida.



INLAND

LAWRENCE DOWNS

Pensioner Lawrence Downs, 76, passed away July 5. He started shipping with the union in 1973. Brother Downs originally worked on a Mariner Towing vessel. He sailed in the engine department. Brother Downs' final vessel was operated by Penn Maritime Inc. He began receiving his pension in 2006 and resided in Silver Springs, Florida.

JULIO MACIA

Pensioner Julio Macia, 87, died May 17. Brother Macia became an SIU member in 1977. He was initially employed with Allied Transportation Company. Brother Macia, an engine department member, started collecting his retirement compensation in 1994. He made his home in Reston, Virginia.



JAKE MCCAULEY

Pensioner Jake McCauley, 74, passed away July 7. The Newport, Rhode Island, native began his SIU career in 1979. Brother McCauley was a member of the deck department. His first ship was the *Sugar Island*; his last, the *Dodge Island*. Brother McCauley went on pension in 2007 and settled in Melbourne, Florida.



FREDERICK MOUNTFORD

Pensioner Frederick Mountford, 78, died June 9. Born in England, he donned the SIU colors in 1985. Brother Mountford mainly sailed with Crowley Towing & Transportation of Wilmington. He worked in the deck department and wrapped up his sailing career in 2000. Brother Mountford lived in Vancouver, Washington.



JOSEPH SCHNEIDER

Brother Joseph Schneider, 60, passed away March 9. The Pennsylvania-born mariner became an SIU member in 1978 and first sailed with Westchester Marine. Brother Schneider was a deck department member and resident of Philadelphia. He last sailed in 1999, with McAllister Towing of Philadelphia.



DALLAS SToudenMIRE

Pensioner Dallas Stoudenmire, 78, died May 24. Brother Stoudenmire joined the union in 1963. He primarily sailed with Cape Fear Towing Company as a member of the engine department. Brother Stoudenmire retired in 2000 and called Wilmington, North Carolina, home.

GREAT LAKES

ALAWI ELZAHIRI

Pensioner Alawi Elzahiri, 79,

passed away April 16. He signed on with the union in 1965. Brother Elzahiri originally worked aboard an American Steamship Company vessel. The engine department member last shipped on the *Southdown Challenger*. Brother Elzahiri began collecting his retirement compensation in 2002. He made his home in Buffalo, New York.



NATIONAL MARITIME UNION

ALBERT CRUZAT

Pensioner Albert Cruzat, 95, died May 4. Brother Cruzat was born in Maryland and started receiving his pension in 1973. He lived in Huntington Beach, California.

RAYMOND GOULD

Pensioner Raymond Gould, 77, passed away May 14. Born in Michigan, Brother Gould became a pensioner in 1995. He settled in Crystal Beach, Texas.

CHARLES HENRY

Pensioner Charles Henry, 88, died May 21. Brother Henry was a New York native. He began collecting his retirement pay in 1993. Brother Henry resided in Bronx, New York.

LUIS LUGO

Pensioner Luis Lugo, 93, passed away May 19. Brother Lugo was born in Puerto Rico. He went on pension in 1970. Brother Lugo made his home in Clermont, Florida.

FRANK LUYANDO

Pensioner Frank Luyando, 76, died May 17. The Puerto Rico native started receiving compensation for his retirement in 1996. Brother Luyando was a resident of Gardena, California.

GUILLERMO RODRIGUEZ

Pensioner Guillermo Rodriguez, 74, passed away November 4. Brother Rodriguez was born in Honduras. He became a pensioner in 2006. Brother Rodriguez called Terrytown, Louisiana, home.

CHARLES ST. THOMAS

Pensioner Charles St. Thomas, 87, died April 7. Brother St. Thomas was born in Louisiana. He went on pension in 1972 and lived in San Francisco.

| Name | Age | DOD |
|---------------------|-----|----------|
| Ebanks, Dewey | 87 | March 27 |
| Ramirez, Jose | 86 | Dec. 1 |
| Rodriguez, Randolph | 77 | May 28 |
| Sanchez, Miguel | 85 | May 9 |

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.

GREEN BAY (Central Gulf Lines), July 17 – Chairman **Pablo O. Borja**, Secretary **Joseph Welle**, Educational Director **Febian M. Jefferson**, Engine Delegate **Tevrin Narcisse**, Steward Delegate **Penny Pol-lard**. Chairman reviewed ship's itinerary and announced payoff on July 20 in Tacoma, Washington. Secretary talked about the SHBP Scholarship program and read the names of the winners of the 2016 scholarship awards. Educational director discussed importance of upgrading skills at the Paul Hall Center in Piney Point, Maryland. He also advised members to check expiration dates on documents. No beefs or disputed OT reported. Departing mariners were reminded to clean staterooms. All aboard thanked steward department for excellent food. Members were encouraged to donate to SPAD (Seafarers Political Activity Donation).

GREEN COVE (Central Gulf Lines), July 31 – Chairman **Joseph H. French**, Secretary **Carolyn Milstead**, Educational Director **Lyncon L. Brathwaite**, Steward Delegate **Robert Resurreccion**. Bosun thanked all departments for their hard work during voyage. He asked crew members leaving the vessel to clean rooms for reliefs. No beefs or disputed OT reported. Steward delegate expressed need for a new refrigerator in galley. Requests were made for new mattresses and Wi-Fi aboard ship. Next ports: Houston and Port Arthur, Texas.

HORIZON RELIANCE (Pasha Hawaii), July 30 – Chairman **Kissinfor N. Taylor**, Secretary **Tommy E. Belvin**, Engine Delegate **Larry Calixto**, Steward Delegate **George Farala**. Chairman discussed new benefit being offered to help quit smoking. He also talked about Crowley's requirement for a VPDS endorment on all MMCs. Secretary stated crew is happy to now have direct deposit of vacation checks. No beefs or disputed OT reported. Crew members thanked President Sacco and headquarters employ-

SIU-Crewed Frank Cable Wins Navy Safety Award

The *USS Frank Cable (AS 40)*, a Guam-based submarine tender crewed by SIU Government Services mariners and operated by the Military Sealift Command, was recently named the winner of the 2016 SECNAV Safety Excellence Award. The prestigious honor, announced by the Secretary of the Navy (SECNAV), is presented to the vessel with the best afloat safety program across the entire Navy.

Dr. Janine Davidson, Under Secretary of the Navy, presented the award to the *Frank Cable's* safety officer, Lt. Malia Gonzalez, who accepted on behalf of the entire crew. Gonzalez was also selected by the National Safety Council for an additional award.

"It is a great honor to have our safety team recognized with the SECNAV Safety Excellence Award," said Capt. Drew St. John, the *Frank Cable's* commanding officer. "Throughout the year they proactively worked with the Sailors and Military Sealift Command civilian mariners serving on *Frank Cable*, focusing on education and developing a culture of safety, which has enabled us to execute a



The Seafarers-crewed *Frank Cable* recently earned a prestigious honor. (Photo courtesy U.S. Navy)

demanding schedule while keeping the crew safe. I could not be prouder of all they have achieved."

During the previous year, the *Frank Cable* had no on-duty class A or class B mishaps and no lost man-hours or limited-duty days resulting from on-duty mishaps while completing the mission. During that timeframe, the *Frank Cable* earned a significant reduction in safety discrepan-

cies. According to the Navy, "The ship and its crew maintained the highest safety standards and adhered to all safety requirements, while completing seven Continuous Maintenance Availabilities, 55 Voyage Repair Availabilities, 17 Remote-Site Fly-Away Teams tasking, encompassing over 2,965 jobs and totaling over 345,000 production man-hours of quality maintenance aboard submarines and surface

ships throughout the Pacific theater."

"Protecting our people and assets by managing risk is paramount," said Rear Adm. Frederick Roegge, commander, Submarine Force, Pacific Fleet. "Recognition like this shows leadership ability and how well you can work together as a team."

The *Frank Cable* is one of two forward-deployed submarine tenders.

ees for outstanding work. Next port: Wilmington, California.

ISLA BELLA (TOTE), July 20 – Chairman **Timothy B. Fogg**, Secretary **Robert E. Wilcox**, Educational Director **John J. Walsh**, Deck Delegate **Tavell Love**, Engine Delegate **Jermaine Love**, Steward Delegate **Adalberto Colon**. Chairman encouraged crew to continue working safely and professionally. He also discussed the importance of near-miss reporting. Secretary asked mariners to use garbage room for trash not mess hall receptacles. He thanked crew for helping keep house

clean. Educational director urged everyone to pay attention to expiration dates of documents. No beefs or disputed OT reported. It was reported that new chairs should be arriving soon. Requests were made for a TV in the gym and increasing death benefit insurance. Next ports: Jacksonville, Florida and San Juan, Puerto Rico.

OVERSEAS CHINOOK (OSG), July 15 – Chairman **Donald E. Clotter**, Secretary **Jack A. Hart**, Educational Director **Rickey D. Yancey**, Deck Delegate **Paul Brown**, Steward Delegate **Terry Fowler**. Chair-

man offered a vote of thanks to steward department for good food. He also expressed gratitude to deck and engine departments for working hard and safe. President's report was read and accepted from the *Seafarers LOG*. Educational director recommended training at the Piney Point school and keeping all necessary seafaring documents up-to-date. Treasurer reported \$500 in ship's fund. No beefs or disputed OT reported. Crew would like new coffee maker in messhall. Next port: Houston.

OVERSEAS NEW YORK (OSG), July 19 – Chairman

Jerry Sobieraj, Secretary **Judi L. Chester**, Educational Director **Ashley Carmichael**, Steward Delegate **Jorge Ellis**. Educational director stressed importance of taking care of your body and staying healthy, noting it can affect your livelihood if you do not pass required physicals. Treasurer stated \$2,200 in ship's fund. No beefs or disputed OT reported. Request was made for refrigerators in crew rooms. Vote of thanks given to the steward department for good food and positive attitudes. Steward delegate thanked deck and engine departments for always helping when work needed to be done in galley.

SEAKAY SPIRIT (Keystone), July 24 – Chairman **Wayne W. Ricard**, Secretary **Louis J. Johnson**, Educational Director **Ricky J. Pettaway**, Deck Delegate **Vladimir Baez**, Engine Delegate **Alexander Bendolph**, Steward Delegate **Juan Palacios**. Chairman urged mariners to keep documents up-to-date and reviewed requirements for STCW Basic Training when renewing merchant mariner credential after January 1, 2017. Educational director advised mariners to enhance skills at maritime training center in Piney Point, Maryland, and pay attention to expiration dates of documents. Treasurer reported \$1,375 in ship's fund. No beefs or disputed OT reported. Mariners would like satellite boxes and refrigerators in crew rooms. Bosun thanked deck department for working well in hot weather. He reminded them to drink plenty of water and take breaks as needed.

SIU Ship Hosts Senator



The SIU-crewed, TOTE-operated *Honor* hosted U.S. Sen. Ben Cardin (D-Maryland) in late August for a vessel tour. He is pictured in the photo at right with SIU Port Agent Elizabeth Brown, and in the other photo with company personnel. Brown credited the SIU crew for going the extra mile to make sure the vessel was fully prepared for the visit. Those efforts were especially noteworthy because the roll-on/roll-off ship arrived late the prior evening and would spend less than 24 hours in port. During the tour, mariners and company representatives discussed (among other topics) the Maritime Security Program and port operations with the senator. SIU steward department personnel put out a spread in the wheelhouse.

Seafarers Health and Benefits Plan Notice of Privacy Practices

Your Information. Your Rights. Our Responsibilities.

This notice describes how medical information about you may be used and disclosed and how you can get access to this information. Please review it carefully.

Your Rights

When it comes to your health information, you have certain rights. This section explains your rights and some of our responsibilities to help you.

Get a copy of health and claims records

You can ask to see or get a copy of your health and claims records and other health information we have about you. Ask us how to do this.

We will provide a copy or a summary of your health and claims records, usually within 30 days of your request. We may charge a reasonable, cost-based fee.

Ask us to correct health and claims records

You can ask us to correct your health and claims records if you think they are incorrect or incomplete. Ask us how to do this.

We may say "no" to your request, but we'll tell you why in writing within 60 days.

Request confidential communications

You can ask us to contact you in a specific way (for example, home or office phone) or to send mail to a different address.

We will consider all reasonable requests, and must say "yes" if you tell us you would be in danger if we do not.

Ask us to limit what we use or share

You can ask us not to use or share certain health information for treatment, payment, or our operations.

We are not required to agree to your request, and we may say "no" if it would affect your care.

Get a list of those with whom we've shared information

You can ask for a list (accounting) of the times we've shared your health information for six years prior to the date you ask, who we shared it with, and why.

We will include all the disclosures except for those about treatment, payment, and health care operations, and certain other disclosures (such as any you asked us to make). We'll provide one accounting a year for free but will charge a reasonable, cost-based fee if you ask for another one within 12 months.

Get a copy of this privacy notice

You can ask for a paper copy of this notice at any time, even if you have agreed to receive the notice electronically. We will provide you with a paper copy promptly.

Choose someone to act for you

If you have given someone medical power of attorney or if someone is your legal guardian, that person can exercise your rights and make choices about your health information.

We will make sure the person has this authority and can act for you before we take any action.

File a complaint if you feel your rights are violated

You can complain if you feel we have violated your rights by contacting us using the information at the end of this notice.

You can file a complaint with the U.S. Department of Health and

Human Services Office for Civil Rights by sending a letter to 200 Independence Avenue, S.W., Washington, D.C. 20201, calling 1-877-696-6775, or visiting www.hhs.gov/ocr/privacy/hipaa/complaints/.

We will not retaliate against you for filing a complaint.

Your Choices

For certain health information, you can tell us your choices about what we share. If you have a clear preference for how we share your information in the situations described below, talk to us. Tell us what you want us to do, and we will follow your instructions.

In these cases, you have both the right and choice to tell us to:

Share information with your family, close friends, or others involved in payment for your care

Share information in a disaster relief situation

If you are not able to tell us your preference, for example if you are unconscious, we may go ahead and share your information if we believe it is in your best interest. We may also share your information when needed to lessen a serious and imminent threat to health or safety.

Our Uses and Disclosures

How do we typically use or share your health information?

We typically use or share your health information in the following ways.

Help manage the health care treatment you receive

We can use your health information and share it with professionals who are treating you.

Example: A doctor sends us information about your diagnosis and treatment plan so we can arrange additional services.

Run our organization

We can use and disclose your information to run our organization. We are not allowed to use genetic information to decide whether we will give you coverage and the price of that coverage. This does not apply to long term care plans.

Example: We share general claims information with the Plan's actuaries in order to design Plan benefits.

Pay for your health services

We can use and disclose your health information as we pay for your health services.

Example: We share information about your claims with your spouse's health plan in order to coordinate benefits.

Administer your plan

We may disclose your health information to your health plan sponsor for plan administration.

Example: We will share your claim information with the Board of Trustees if you submit an appeal.

How else can we use or share your health information?

We are allowed or required to share your information in other ways — usually in ways that contribute to the public good, such as public health and research. We have to meet many conditions in the law before we can share your information for these purposes.

For more information, see: www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/index.html.

Help with public health and safety issues

We can share health information about you for certain situations such as:

- Preventing disease
- Helping with product recalls
- Reporting adverse reactions to medications
- Reporting suspected abuse, neglect, or domestic violence
- Preventing or reducing a serious threat to anyone's health or safety

Do research

We can use or share your information for health research.

Comply with the law

We will share information about you if state or federal laws require it, including with the Department of Health and Human Services if it wants to see that we're complying with federal privacy law.

Respond to organ and tissue donation requests and work with a medical examiner or funeral director

We can share health information about you with organ procurement organizations.

We can share health information with a coroner, medical examiner, or funeral director when an individual dies.

Address law enforcement, and other government requests

We can use or share health information about you:

- For Jones Act Claims upon receipt of a subpoena or authorization
- For law enforcement purposes or with a law enforcement official
- With health oversight agencies for activities authorized by law
- For special government functions such as military, national security, and presidential protective services

Respond to lawsuits and legal actions

We can share health information about you in response to a court or administrative order, or in response to a subpoena.

If you attend the Seafarers Addictions Rehabilitation Center (ARC) we will never share any substance abuse treatment records without your written permission, unless we receive a valid subpoena.

Our Responsibilities

We are required by law to maintain the privacy and security of your protected health information.

We will let you know promptly if a breach occurs that may have compromised the privacy or security of your information.

We must follow the duties and privacy practices described in this notice and give you a copy of it.

We will not use or share your information other than as described here unless you tell us we can in writing. If you tell us we can, you may change your mind at any time. Let us know in writing if you change your mind.

We will never share your information for marketing purposes, and we will not sell your information.

For more information, see: www.hhs.gov/ocr/privacy/hipaa/understanding/consumers/noticepp.html.

Changes to the Terms of this Notice

We can change the terms of this notice, and the changes will apply to all information we have about you. The new notice will be available upon request, on our website, and we will mail a copy to you.

For more information, contact the Privacy Officer at:

privacyofficer@seafarers.org
Or by mail to: Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746
Telephone: (301) 899-0675; website: www.seafarers.org

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

Paul Hall Center Upgrading Course Information

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

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

| Title of Course | Start Date | Date of Completion |
|--------------------------------------------|-----------------------------------------------------------------------------------------|--------------------|
| Gap Closing Courses | | |
| Engineroom Resource Management | October 8 | October 14 |
| | October 15 | October 21 |
| | October 29 | November 4 |
| | November 26 | December 2 |
| | December 3 | December 9 |
| | December 10 | December 16 |
| Leadership and Managerial Skills | October 22 | October 28 |
| | November 26 | December 2 |
| MEECE | October 15 | October 21 |
| Deck Department Upgrading Courses | | |
| Able Seafarer Deck | October 8 | November 4 |
| AB to Mate Modules | Module dates vary throughout the year. Students will be advised of dates once accepted. | |
| ARPA | December 3 | December 9 |
| ECDIS | December 3 | December 9 |
| GMDSS | November 5 | November 18 |
| Lifeboat | October 22 | November 4 |
| | November 19 | December 2 |
| Radar Observer | November 19 | December 2 |
| Engine Department Upgrading Courses | | |
| FOWT | October 8 | November 4 |
| Machinist | November 12 | December 2 |
| Marine Refer Tech | November 5 | December 16 |
| Pumpman | December 3 | December 16 |
| Welding | October 22 | November 11 |
| | November 26 | December 16 |
| Steward Department Courses | | |
| Advanced Galley Ops | October 8 | November 4 |
| | December 3 | December 30 |

| Title of Course | Start Date | Date of Completion |
|--------------------------------------|---------------------------------------------------------------------|--------------------|
| Certified Chief Cook | Modules run every other week. The next class will start October 10. | |
| Chief Steward | November 5 | December 16 |
| Galley Ops | October 8 | November 4 |
| ServSafe | November 19 | November 25 |
| Safety Upgrading Courses | | |
| Basic Training w/16hr FF | October 15 | October 21 |
| | November 12 | November 18 |
| | November 26 | December 2 |
| | December 10 | December 16 |
| Basic Training Revalidation | October 21 | October 21 |
| | December 9 | December 9 |
| Basic Training/Adv. FF Revalidation | November 12 | November 18 |
| | December 10 | December 16 |
| Combined Basic/Advanced Firefighting | October 22 | October 28 |
| | November 26 | December 2 |
| Government Vessels | October 8 | October 14 |
| | October 22 | October 28 |
| | November 12 | November 18 |
| Medical Care Provider | October 29 | November 4 |
| | December 3 | December 9 |
| Tank Ship Familiarization - DL/LG | November 19 | December 2 |
| Tank Ship Familiarization - LG | October 22 | October 28 |
| | December 3 | December 9 |



UPGRADING APPLICATION

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

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

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

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

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

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

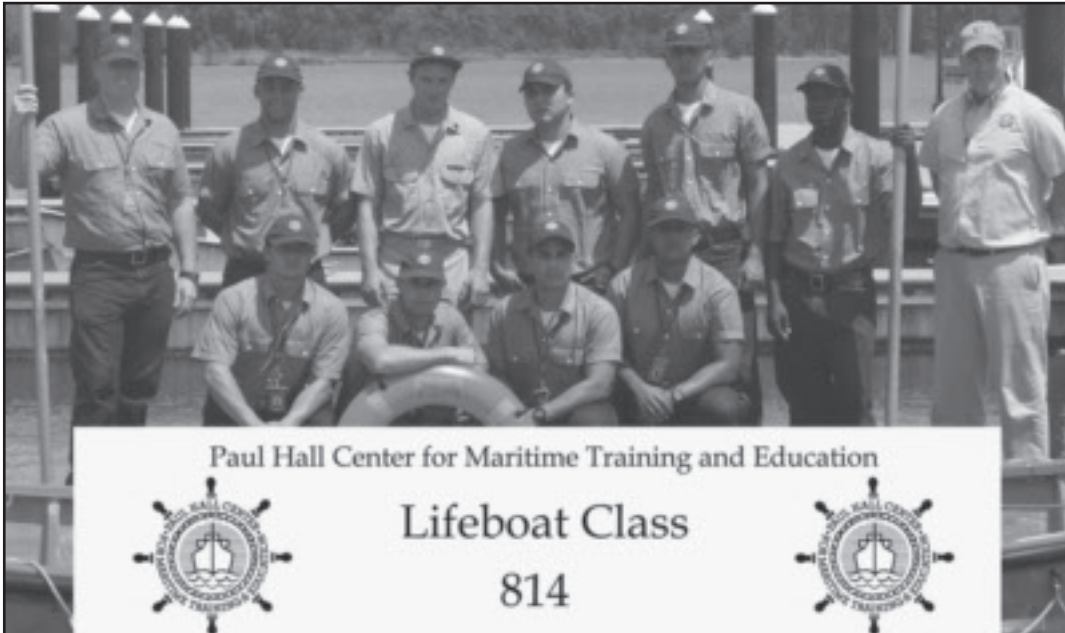
| COURSE | START DATE | DATE OF COMPLETION |
|--------|------------|--------------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
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| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

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

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

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

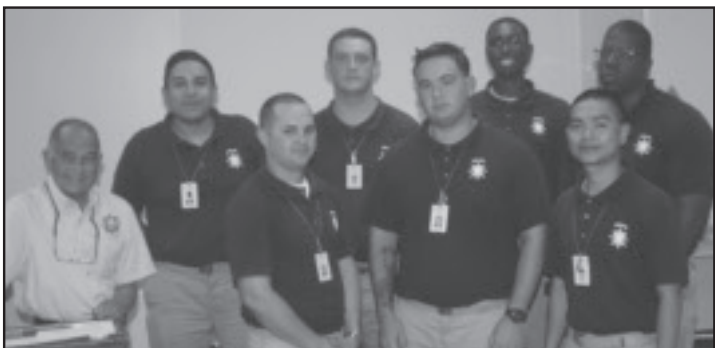
Paul Hall Center Classes



Apprentice Water Survival Class # 814 – Eleven Phase I apprentices completed their requirements in this course Aug. 12. Graduating (above, in alphabetical order) were: Eduardo Yesier Centeno-Rosario, Nestor Antonio Costas Lugo, Morgan Hayes, Joshua Heath, Arsenio Jenkins, Christian Joel Pagan-Villanueva, Victor Manuel Rios Rodriguez, Jose Javier Santos Montalvo, Anthony Veloni, Arlen Vernimo Jr., and Mehdi Youssef. Class instructor Patrick Schoenberger is at the far right. (Note: Not all are pictured.)



Fast Rescue Boat – Four upgraders graduated from this course Sept. 2. Completing their requirements (above, in alphabetical order) were: Noel Lau, Gil Pruitt, Walenda Reynolds and Adam Sparr. Their instructor, Stan Beck, is standing in the back, at right.



RFPNW – The following Phase III apprentices finished this course Aug. 8. Graduating (above, in alphabetical order) were: Blake Braye, Jonathan Caraway, Abdulsalam Ahmed Issa, Ian Jervi Juanillo, Andre Jude Philippe, Efren Asdrubal Ramos-Sosa and Nathaniel Robbins. Upon the completion of their apprentice training, each plans to sail in the deck department aboard SIU-contracted vessels. Bernabe Pelington, their instructor, is at the far left.



Basic Auxiliary Plant Operation – Five Phase III apprentices completed this course Aug. 12. Graduating (above, in alphabetical order) were: Samuel Franke, Christie Lejunie, Bryant McGiffen Jr., James Sanchez and Keon Sumlar. Each plans to sail in the engine department aboard SIU-contracted vessels upon the completion of their apprentice training. William Dodd, their instructor, is at the far right.



Basic Firefighting – Seafarer William Lima (right) completed the enhancement of his skills and graduated from this course Aug. 12. Celebrating the accomplishment with him is his instructor, John Thomas.



Galley Ops – The following Phase III apprentices finished this course Aug. 12. Graduating (above, in alphabetical order) were: Joseph Allen, Kyle Bakken, Timothy Kelley and Luis Jose Perez Acosta. Each plans to sail in the steward department aboard SIU-contracted vessels once they complete their apprentice training.



Electronic Navigation – Seven upgraders finished this course Aug. 19. Graduating (above, in alphabetical order) were: Roy Carey, Jonathan Omar Chaparro Lorenzo, Adolf Lopez Floresca, Bud Sok Khuth, Clayton Lupton, Jarred Aloysius Moylan, and Julio Enrique Perez. Class instructor Alan Tupper is at the far left.



Government Vessels – Eight Seafarers completed the enhancement of their skills in this course Aug. 12. Graduating (above, in alphabetical order) were: Khiry Bivins, Jerome Davis, Freddy Decoteau, Olivier Luc Especa, Lynne Hazelip, Kenneth Holly, Sean Jones and Latoya Lunford. Class instructor Stan Beck is at the far right.



Medical Care Provider – The following upgraders completed this course Aug. 12. Graduating (above, in alphabetical order) were: Johnny Dozier III, Tsawang M. Gyurme, Latanya Jackson Johnson and Jeremy Jendrusiak. Their instructor, Mike Roberts, is at the far left. (Note: Not all are pictured.)

Paul Hall Center Classes



Government Vessels – The following upgraders finished their requirements in this course Aug. 26. Graduating (above, in alphabetical order) were: Matthew Alexander, Alex Canada, Mark Edmonds, Jean Favreaux, Lisa Favreaux, Theodore Gonzales, Joshua Heath, Keesha Holloway, Christopher Huss, Christina Leboeuf, Jonas Paul Panghulan Libang, Anecito Taladua Limboy, Gilbert Louis, Kamal Kamel Meawad, Pablo Angel Rochez, Marcos Tulio Santos Gamboa, Timothy Sexton, David Stephens, Sheneisha Thompson and Michael Todman. Tom Truitt, their instructor, is at the far left.



Leadership & Teamworking – Five upgraders completed this course Aug. 5. Graduating (above, in alphabetical order) were: Lindsey Austin, Johnny Dozier III, Ryan Landers, Noel Lau and Ryan McElroy. Class instructor Brian Moore is at the far left.

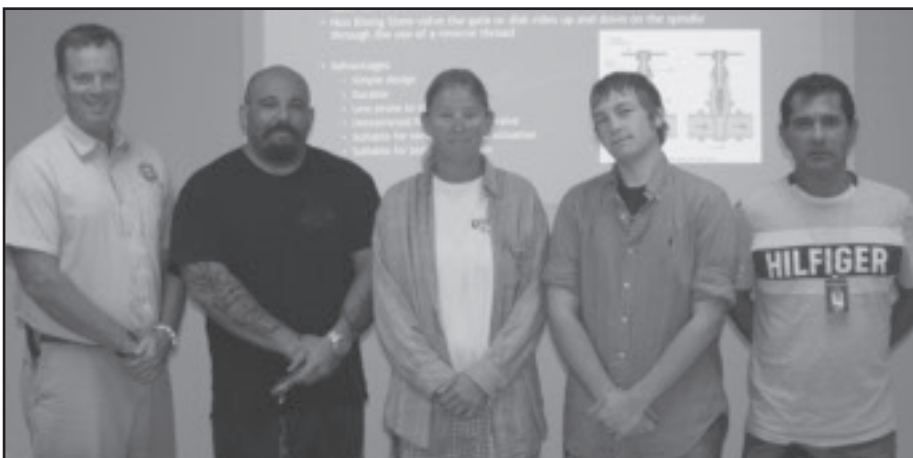


Basic Firefighting – The following upgraders (above, in alphabetical order) graduated from this course Sept. 2: Domingo Mallari Barroga Jr., Andrew Bell III, Prymus Buckholtz, Jose Arnaldo Chumpitaz, James Davis Jr., Jean Favreaux, Lisa Favreaux, Theodore Gonzales, Stephen Herring, Tina Knox, Anecito Taladua Limboy, Raymond Maldonado-Garcia, Anthony Rutland, Milton Sivells and Daniel Tennant. Class instructors John Thomas and Wayne Johnson Jr. are at the far left and far right, respectively. (Note: Not all are pictured.)



Pumpman – Nine Seafarers enhanced their skills by graduating from this course Aug. 5. Finishing their requirements (above, in alphabetical order) were: Dennis Blake II, Allan Bombita, Corey Covington, Randall Craig, Van Dixon, Julio Gomez, Jeremy Jendrusiak, Xavier Donte Normil and Lateef Ojomu Sanusi. Keith Adamson, their instructor, is at the far left.

Basic Firefighting – Seventeen upgraders finished this course Aug. 26. Graduating (photo at right, in alphabetical order) were: Tanya Mae Kealohalohilani Awong, Alba Luz Ayala, Leo De Los Reyes Biemeza, Franklin Valencia Estupinan, Raeleen Geeslin, Louins Johnson, Ricky Langley, Ramon Reyes Lirag, Alfonso Edgardo Marin, Patrick McCarthy, Justo Reyes, Edwin Ruiz Jr., Milton Sivells, Steven Supplee, Juan Jose Vallejo Hernandez, Sandra Vann and Cornelius Watkins. Class instructors John Thomas and Wayne Johnson Jr. are at the far left and far right, respectively.



Tank Barge DL – The following upgraders (above, in alphabetical order) graduated from this course Sept. 2: Chris Badouin, Franklin Valencia Estupinan, Cortney Williams and William Ziadeh. Class instructor Partick Schoenberger is at the far left.



Tankship Familiarization – Nineteen Seafarers completed this course Aug. 12. Graduating (above, in alphabetical order) were: Keondre Bell, Vincente Dunbar, Raymond Fernandez, Brian Fountain, Terry Harmon, Ruben Haynes, Jerome Jordan, Terrence Kane, Kenneth Lockhart, Wilfredo Delgado Lopez, Derrick Lott Sr., Sedell Mitchell Reynolds, Mark Rivers, Manuel Orlando Rodriguez, Stig Sasse Jr., Timothy Sexton, Julius Thomas, Dexter Turija and Cortney Williams. (Note: Not all are pictured.)



Combined Basic & Advanced Firefighting – The following Seafarers (photo at left, in alphabetical order) graduated from this course Sept. 2: Matthew Alexander, Yosluvy Baro Laza, Alex Canada, Kevin Chenault, John Daunoras, Van Dixon, James Fells, Edward McCoy, Valentine Oghenewegba Okei and John Reyes. Mike Roberts, their instructor, is at the far right.



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Tanker Completes Sea Trials



One of the newest ships in the SIU-crewed fleet, the *Magnolia State*, is pictured during sea trials off the West Coast earlier this year. Built at General Dynamics NASSCO, the Jones Act tanker is operated by Intrepid Personnel and Provisioning.

Seafarers March in Solidarity with UMWA During Rally

Event Focuses on Pensions, Health Care

Seafarers were among the more than 10,000 individuals taking part in a rally outside the U.S. Capitol for active and retired members of the United Mine Workers of America (UMWA). The Sept. 8 demonstration, which featured a bipartisan array of senators and congressmen, focused on two labor-backed bills aimed at helping ensure fair treatment of workers (the Miners Protection Act, S. 1714 and H.R. 2403).

In promoting the rally, the UMWA noted, "We must send a message to Congress to keep America's promise to thousands of retirees, spouses, and dependents. Coal miners were promised lifetime retirement benefits by U.S. President Harry Truman in 1946. That promise has been kept up to now. But with the majority of the coal industry in bankruptcy, companies are getting out of their obligations to provide retiree health care benefits and contribute to the UMWA Pension Fund. Retired miners are on the edge of losing everything they have worked for. Congress must act now!"

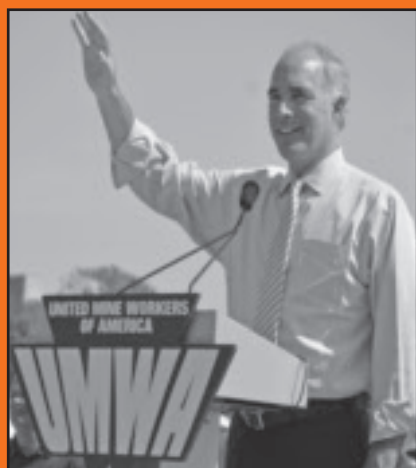
At the demonstration, UMWA President Cecil Roberts stated, "We're here today to demand that the right thing be

done! Keep the promise and pass the bill."

According to news reports and other sources, the fate of pensions for more than 100,000 retired Mine Workers is at stake, along with health care coverage for many of those pensioners and their respective widows.



Sen. Shelly Moore Capito
R-West Virginia



Sen. Bob Casey
D-Pennsylvania



Rep. Bobby Scott
D-Virginia



UMWA President Cecil Roberts (photo above) addresses the gathering (a segment shown in photo below) in Washington, D.C. Seafarers supportively attended the event.

