

SEAFARERS



LOG

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

Union-Affiliated School in Piney Point, Md. Hosts Dedications, Annual Waterfront Classic

Military, Maritime Heavyweights Converge at Paul Hall Center



It would be an understatement to call May 4 - 5 big days at the SIU-affiliated Paul Hall Center (PHC) in Piney Point, Maryland. The first day featured a visit and address from the commanding officer of the U.S. Transportation Command (Gen. Paul Selva, center in photo directly above, flanked by SIU President Michael Sacco and PHC Director of Training Priscilla Labanowski), and from Maritime Administrator Chip Jaenichen plus an auditorium dedication and a gathering of Seafarers and members of the Wounded Warrior Anglers of America. While at the school, Gen. Selva got a call from the White House; a day later he was nominated as vice chairman of the Joint Chiefs of Staff. On May 5, the school hosted the third annual Seafarers Waterfront Classic, benefiting the Wounded Warrior Anglers and the PHC. Taking the top prize was John Fay Jr. (center in photo directly below, with SIU VP Contracts George Tricker, right, and Seafarers Trustee Tony Naccarato). Late that afternoon, the new claims building was dedicated in memory of Tom Crowley Sr. Pictured inside the new facility (photo at right) are Tom Crowley Jr. (left) and President Sacco. Coverage appears on pages 2, 8, 12, 13 and 14.



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President's Report

Inspiring Times in Piney Point

When you really enjoy something it's natural to want to share it with people you care about, and that's how I felt early last month at our affiliated school in Piney Point, Maryland. If it had been possible to transport every Seafarer and retiree and their families to the Paul Hall Center on May 4-5, I'd have done it.



Michael Sacco

As reported throughout this issue, we had a fantastic couple of days at the school, headlined by a visit from Gen. Paul Selva, commanding officer of the U.S. Transportation Command. He was on the stage of our auditorium Monday afternoon when he got the call from the White House telling him to report back to the nation's capital. As many of our members know, the next day, the General was nominated as vice chairman of the Joint Chiefs of Staff.

He remains a great ally and while part of me hates to see his departure from USTRANSCOM, I know he'll continue to be a tremendous advocate for the U.S. Merchant Marine in his new job.

But that was far from the only highlight at the school. The dedications of the recently renovated auditorium and claims building were emotional and heartwarming. The annual Seafarers Waterfront Classic raised funds for two great causes and also offered an opportunity for people from throughout our industry to spend some rare unhurried time together while also getting to know our brothers and sisters from the Wounded Warrior Anglers of America even better. (It wasn't all fun and games, of course. We had various meetings and workshops taking place, too.)

Not to be overlooked were the comments of seven SIU members who graduated from the steward recertification class. Without exception, each talked about the solid career opportunities available through this union and how, as we often say, you can go as far as you want. They described how the Paul Hall Center has been so valuable in helping each of them advance. And you could tell they put a lot of thought into the very useful advice they gave to the apprentices in the audience.

Put it all together and we had an experience that'll be tough to top. We had an experience that reflects the solid partnerships between maritime labor and management – partnerships that are rare in other industries but that are crucial for our survival, as mentioned by Crowley Maritime President Tom Crowley during the claims building dedication. And we had an experience which, in short, lived up to our union's motto: Brotherhood of the Sea.

It's no coincidence it all happened in Piney Point. Believe it or not, we're only two years away from the 50th anniversary of the school's opening – and has it ever come a long way. The latest renovations, which we've extensively reported in recent months, should be a source of pride for everyone associated with the SIU and the Paul Hall Center. It's all truly state-of-the-art.

The new simulators, high-tech classrooms and other steady improvements at the school are critical to our future. Like any organization, we won't last unless we change with the times. In our case, that means meeting the requirements of our contracted operators, and delivering the training Seafarers need to stay on top of their jobs.

Another key piece of the puzzle – one also mentioned by several of the stewards – is political action. Bipartisan outreach isn't optional; it's a mandatory mission as we fight to maintain and revitalize the U.S. Merchant Marine.

That's what we're doing every day, and in conjunction with our work at the school, it's what will help ensure a bright future for the SIU and the American-flag fleet.

Trumka Declares 'Raising Wages' Top Priority for 2016 Elections

AFL-CIO President Richard Trumka recently described the measuring stick organized labor will use for evaluating support for political candidates in next year's federal elections.

Speaking April 28 at AFL-CIO headquarters – two blocks from the White House – before an audience that featured press and representatives from various unions including the SIU, Trumka stated the AFL-CIO would consider supporting candidates who will raise wages, invest in the future and provide an

“authentic voice” for the causes of working people.

“We are not satisfied with words. We want action,” he declared.

Trumka's address was a continuation of the AFL-CIO “Raising Wages” campaign launched in January. That effort also includes the organization's “Common Sense Economics” program, which shows union members and their allies how to fight back against laws and legislation designed to limit the voice of working people.

“Since 1978, CEO pay has increased 1,000 percent. During that same time, for 90 percent of us, pay has gone down. This is a violation of the American Dream,” he stated.

Trumka said workers were “being held down on purpose” as the wealthy have been rewriting laws and regulations that keep wages down while increasing corporate profits.

“Workers are hungry for a path to a prosperous 21st Century. Raising wages is the first step,” he added. “People who do the work should share in the wealth they create.”

He noted the AFL-CIO's doors would be open to any candidate who will work to transform the economy and stand side-by-side with working families: “Workers want to know whose side these politicians are on. We want candidates who will deliver on the American Promise and we won't settle for less.”

Trumka announced the next Raising Wages summit would take place in Iowa in May, with others scheduled later this year in New Hampshire, Nevada and South Carolina – the first four states to host either presidential primaries or caucuses.

In her introduction of Trumka, AFL-CIO Secretary-Treasurer Liz Shuler said, “We have been working too hard for too little for too long.”



AFL-CIO President Richard Trumka identifies “raising wages” as labor's top goal.

Piracy Report Shows Increased Activity

No American-Flag Vessels Attacked in First Quarter of 2015

The latest report from the ICC International Maritime Bureau (IMB) showed an increase in pirate activities compared to the first quarter of 2014, and also found there were no incidents reported involving U.S.-flag vessels.

The report covered the first quarter of 2015. The IMB issues quarterly reports on piracy as well as an annual one.

According to the agency, there were 54 successful attacks reported on private and commercial vessels around the globe from January through March. Incidents that occurred in the waters around Indonesia accounted for more than one-third of the world's piracy, with pirates operating in Southeast Asia accounting for over half of all boardings

and 75 percent of hijackings.

The number of hostages taken during attacks has increased dramatically, from 46 in the first quarter of 2014 to 140 in 2015. Additionally, there has been one reported death, from a Ghanaian-flagged fishing vessel that was attacked off the coast of Ghana.

In a continuing trend, there were zero reported incidents off the coast of Somalia for the period. According to the IMB, “The combined effort of the navies in the region, along with the increased hardening of vessels and [best management practices] compliance, employment of privately contracted armed security personnel, and the stabilizing factor of the central government within Somalia have resulted in

this positive sign.”

Further, the report found that increased military and police patrols resulted in fewer attacks. The report stated that in the 11 designated areas where the Indonesian marine police monitor, attacks have dropped substantially, from 64 in 2014 to only 11 in the first quarter of 2015. One specific area, Bintan Island, has seen zero attacks this year, a stark departure from the 35 separate instances reported in 2014.

While American seafarers have yet to be targeted in 2015, the IMB reminds all mariners to remain vigilant, maintain strict anti-piracy and robbery watches, and to report all suspicious sightings to the local authorities, including the IMB Piracy Reporting Center.

Government Okays Pasha Acquisition Of Horizon Lines Vessels, Other Assets

SIU members will continue sailing aboard four Horizon Lines ships once those vessels are formally obtained by The Pasha Group, following a late April announcement by the U.S. Department of Justice clearing the acquisition.

Pasha reported it expects “final closing” on the acquisition by the end of June. In addition to the ships (*Horizon Enterprise*, *Horizon Pacific*, *Horizon Reliance* and *Horizon Spirit*), The Pasha Group will also acquire Horizon subsidiaries Hawaii Stevedores,

Inc.; the California-based operations of Sea-Logix, LLC, which provides trucking and warehousing services; and Sunrise Operations, a subsidiary that will include Horizon's Hawaii-based employees. After closing, Pasha will partner with Jacksonville, Florida-based Crowley Maritime Corporation – an SIU-contracted company – to provide ship management of the vessels and crew through Crowley subsidiary Marine Transport Management, Inc.

In a news release following the Justice Department's announce-

ment, Pasha indicated it “plans to make significant upgrades to the Horizon fleet.”

“We are excited for the opportunity to welcome Horizon's Hawaii family of employees to the Pasha team,” said George Pasha IV, president and CEO. “I am confident that the combination of our two businesses will allow us to more effectively serve our new expanded customer base. I look forward to working together with all of our customers to assure we deliver solutions that meet and exceed expectations.”

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

New Pasha Vessel Enters SIU-Contracted Fleet

SIU members are sailing aboard Pasha Hawaii's newest vessel, the *Marjorie C*. The combination container/roll-on/roll-off (ConRo) vessel arrived in San Diego early last month from its home port of Honolulu, marking completion of its maiden voyage.

The 692-foot-long ship, operated for Pasha by Tote Services Inc., is sailing in the Jones Act trade. Constructed at VT Halter Marine, the *Marjorie C* has a beam of 106 feet, nine decks, a container capacity of 1,400 TEUs and an automobile capacity of 1,100. It is equipped with onboard cranes and can sail at 21.5 knots.

According to the company, the ship sails

under the name *Marjorie C* in honor of Pasha Hawaii President and CEO George Pasha IV's grandmother, Marjorie Catherine Ryan.

"After more than three-and-a-half years of planning and construction, we are pleased to unveil a ship that has been designed to not only accommodate the varying needs of our customers, but a vessel that minimizes our carbon footprint through extensive fuel consumption efficiencies and other green technologies," said Pasha. "With the addition of *Marjorie C*, we can now offer customers increased service and capacity between the West Coast and Hawaii trade lane on vessels providing superior reliability and cargo protection.

"*Marjorie C* is a magnificent Jones Act vessel that was built on U.S. soil by hundreds of dedicated employees at VT Halter Marine," continued Pasha. "It's important we continue to support our economy and domestic maritime industry. *Marjorie C* is proof we have the technology, expertise and resources to build a superior ship within the U.S."

SIU members also sail aboard the company's 579-foot *Jean Anne*, a RO/RO that entered service 10 years ago. When the *Jean Anne* debuted in 2005, it was named "Ship of the Year" by the American Ship Review.

Since then, the *Jean Anne's* crew and vessel operations have been recognized by the Chamber of Shipping of America with awards for outstanding safety and environmental achievement.

The Jones Act is a vital law (on the books since 1920) that reserves domestic cargo for ships that are crewed, built and owned American. Consistently credited with boosting U.S. national and economic security, the Jones Act helps support nearly a half-million American jobs while pumping billions of dollars each year into the economy.



The *Marjorie C* makes its first voyage to San Diego. (Photo by Nick Souza)



Electrician Michael Papaioannou, GVA Musa Quraish, Bosun Dan Davenport



AB Billy Cooley



Chief Cook Steve Avallone



GVA Lisa Favreaux



BREC Anthony Sabatini, AB Leo Bognoson, OMU Reynaldo Abella, AB Jes-selo Unabia, Bosun Dan Davenport, AB Billy Cooley

Sixth Joint High-Speed Vessel Will Soon Join Armada

Navy Christens USNS Brunswick

The sixth of 10 joint high-speed vessels (JHSV) built for the U.S. Navy – the *USNS Brunswick* – was christened May 9 at the Austal USA shipyard in Mobile, Alabama, signaling new jobs on the horizon for members of the SIU Government Services Division.

Like its sister ships, the *Brunswick* is a 338-foot, shallow-draft aluminum catamaran described by the builder as "a multi-mission, non-combatant transport vessel characterized by its high volume, high speed, and flexibility."

"*Brunswick* displays American values of community, hospitality and resourcefulness at their very best," said Secretary of the Navy Ray Mabus during the ceremony. "I chose to name the joint high-speed vessel after Brunswick to honor those values and the men and women of the city, as well as the state of Georgia."

The new JHSV is the fourth ship named *Brunswick*, after the seaport city located on the southeast coast of Georgia. That city played an important role during World War II as the site of a 435-acre shipyard that employed up to 16,000 workers at its peak. The yard produced 99 Liberty ships by the end of the war.

"*Brunswick* is the result of the successful industry/DOD partnership that has developed between Austal USA, Military Sealift Command, and the Navy," said Craig Percivalle, president of Austal USA.

"We're very excited about how stable and mature the JHSV program has become as we prepare JHSV 6 for trials and delivery in the fall."

He added, "The fast-growing JHSV fleet has proven to be flexible in ways we didn't even consider when this program first started. Without the dedication and pride of the hard-working individuals that make up Austal's awesome shipbuilding team, this program wouldn't be experiencing the success we're celebrating today."

The ship's sponsor, Alma Booterbaugh, joined the office of the Secretary of the Navy in 1999. She is currently the office manager and scheduler for the Secretary of the Navy. Booterbaugh has been a civil servant for more than 30 years with the federal government and is the recipient of the Navy Meritorious Civilian Service Award and three Navy Superior Civilian Service Awards. She was joined on stage by her daughter, the *USNS Brunswick's* maid of honor, Brittany Booterbaugh.

More than 300 naval guests, civic leaders, community members and Austal employees attended the ceremony beneath the hull of the *Brunswick* in the yard's final assembly bay.

According to the Navy, the first *Brunswick* was a lightship that served in the Navy during World War I. The second *Brunswick* was a patrol frigate that escorted convoys



The *USNS Brunswick* is virtually identical to sister ship *USNS Spearhead* (above). (Photo courtesy Austal USA)

across the Atlantic during World War II. The third ship to bear the name was a salvage and rescue tug that served the U.S. Navy from 1972 to 1996.

The newest version and the other JHSVs "are ideal for fast, intra-theater transportation of troops, military vehicles, supplies and equipment," the Navy reported. "These ships are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots with berthing space for up to 104 personnel and airline-style seating for up to 312. JHSVs have a 20,000 square-foot open-mission deck and a flight

deck to support day and night launch and recovery operations, providing U.S. forces added mobility and flexibility. They can operate in a variety of roles to include supporting overseas contingency operations, conducting humanitarian assistance and disaster relief, supporting special operations forces and supporting emerging joint sea-basing concepts."

Upon delivery to the U.S. Navy's Military Sealift Command, the *Brunswick* will have a core crew of 22 civilian mariners with military mission personnel embarking as necessary.

NASSCO Commences Construction of Fourth 'ECO' Tanker for APT

They're on a roll at General Dynamics NASSCO, and as a result, new jobs for SIU members are rapidly approaching.

On May 8, the San Diego shipyard hosted a ceremony signaling the start of construction on the fourth of five "ECO" tankers to be built for an affiliate of American Petroleum Tankers (APT). U.S. Rep. Susan Davis (D-California) pressed a button to cut the first piece of steel for what will be an SIU-crewed ship sailing in the Jones Act trade.

Only a month earlier, the shipyard (a union facility) began construction on the third APT vessel. Deliveries are scheduled to start in the fourth quarter of this year and continue through 2016.

In announcing the May 8 event, the shipyard noted, "Each of the five 50,000 deadweight ton product carriers to be constructed by NASSCO will be LNG-conversion ready and will carry 330,000 barrels of cargo. With a specialized ECO design, the tankers are more energy efficient and incorporate environmental protection features, including a Ballast Water Treatment System."

As previously reported, the five ships will be managed by SIU-contracted Crowley Maritime.

"These Jones Act-qualified tankers are some of the most

energy-efficient, fuel-saving and cost-effective tankers in the world. They are also instrumental in providing high-quality, good-paying jobs," said Kevin Graney, vice president and general manager of General Dynamics NASSCO. "NASSCO is leading the way in America for designing and building new and innovative green ship technologies."

NASSCO began construction on the first tanker under the current contract in September 2014.

"We are very excited to be starting construction on our fourth tanker at General Dynamics NASSCO. We look forward to taking delivery of another highly fuel-efficient and environmentally friendly vessel that will provide first-class service to our customers," said Rob Kurz, president of American Petroleum Tankers.

The Jones Act requires that cargoes moving between domestic ports be carried on ships that are crewed, built, owned and flagged American. Top military leaders and prominent politicians from both sides of the aisle cite the law as vital to U.S. national and economic security.

A comprehensive study by PricewaterhouseCoopers found the Jones Act helps sustain nearly 500,000 American jobs and pumps billions of dollars into the economy each year.



Rep. Susan Davis (D-California) and NASSCO VP/GM Kevin Graney help signal the start of construction on a fourth tanker. (Photo courtesy General Dynamics NASSCO)



Pictured at the awards ceremony are (standing, from left) Michael Sacco, Becky Sleeper, Jack Martorelli, John Stiffler, Jeff Aboussie, (seated) Todd Schnuck, David Cook and Steve Stenger.

Port Council Honorees Pledge Their Unyielding Solidarity

Several hundred union members and their families received an old-fashioned dose of solidarity during the Greater St. Louis Area and Vicinity Port Maritime Council's (PMC) annual dinner-dance on April 25.

The port council – part of the Maritime Trades Department, AFL-CIO, to which the SIU is affiliated – also took time to pay its respect to Richard Mantia, the longtime PMC president who passed away June 4, 2014, by renaming its Labor Man of the Year Award in his memory.

All three of the council's honorees urged union members and supporters to stand together to repel right-to-work (for less) legislation that is being debated in the Missouri state house.

The first Dick Mantia Labor Man of the Year awardee, UFCW Local 655 President David Cook, called on the collective body "to pound their fists against non-union employers. The enemy is exploiting workers and Wal-Mart is the enemy!"

Cook stated the workforce needs to be educated: "We have to change and do things differently."

He thanked the port council for the honor but added, "I don't know if I am deserving. Dick Mantia was a true legend. He saw the future." He also thanked the Mantia family for allowing Dick to devote so much time to help workers.

Introducing Cook was the 2014 Labor Award winner, Jeff Aboussie, executive secretary-treasurer of the St. Louis Building and Construction Trades Council. He cited the strong bond between UFCW Local 655 and the Building Trades, declaring, "We are joined at the hip." He saluted Cook's efforts to turn young union members into "de facto organizers" and applauded his leadership in the fight against so-called right-to-work measures.

Receiving the Management Man of the Year Award was the chairman and CEO of Schnuck Markets – the largest employer of UFCW 655 members – Todd Schnuck.

"I am honored and somewhat embarrassed for (being recognized for) doing the right thing," Schnuck told the crowd upon receiving his ship's wheel. "Why isn't there a bigger effort to support union operators? Union members need to support St. Louis union retail employers. We need to support those who pay higher wages and benefits."

He noted that if union density doesn't increase in the St. Louis region, all workers will suffer.

Schnuck announced the company was preparing for a major construction project and that the union bid was \$900,000 higher, but he would accept that bid "because it is the right thing to do."

PMC Vice President John Stiffler presented Schnuck, noting that every store the company operates across five states is unionized.

St. Louis County Executive Steve Stenger accepted the Able Helmsman Award by thanking labor for its efforts in getting him elected last fall.

"Because of the support of organized labor, I am standing here as county executive. I will always be grateful," he said.

Showing his opposition to right-to-work (for less) legislation, he stated, "We must work together. I will stand with you to fight right-to-work. I have a voice and will make sure it is heard."

MTD President Michael Sacco (who also is president of the SIU) introduced Stenger as friend of working families who grew up in a union household. "He is a leader who brings people together," Sacco stated.

Before the start of the award presentations, PMC President Jack Martorelli spoke about the leadership that had been provided over the years by Mantia to the port council in particular and to the whole St. Louis area labor body. He presented a bouquet of roses to Mantia's widow, Toni, as a small token of the council's appreciation.

Mariners Take Note

Marijuana Still Banned Under DOT Testing

A new bulletin from the non-profit group American Maritime Safety Inc. (AMS) warns U.S. mariners that testing positive for marijuana may derail their careers.

Although nearly half of U.S. states have legalized the use of marijuana for medical purposes and a small but growing number have authorized recreational use, the U.S. Department of Transportation hasn't changed its drug-testing policy for mariners and other transportation workers. That

policy, updated in February 2015, reads in part, "It remains unacceptable for any safety-sensitive employee subject to drug testing under the Department of Transportation's drug testing regulations to use marijuana."

As the article from the AMS put it, "If you have chosen the maritime industry, you have chosen to remain marijuana-free.... It doesn't matter if the jurisdiction in which you lit your joint permits its use. It doesn't matter if you have a pre-

scription. It doesn't matter if any physiological impact dissipated long before you returned to active service. All these defenses have been tried and every one has failed."

The organization further noted that not everyone has gotten the message. According to the AMS, "marijuana positive rates in the maritime industry" have doubled in recent years.

The bottom line for mariners is that marijuana is still banned under federal law.

Garamendi Earns 'Salute to Congress' Award



Congressman John Garamendi
(D-California)

One of the American maritime industry's most outspoken advocates claimed the prestigious Salute to Congress award April 23 in Arlington, Virginia.

U.S. Rep. John Garamendi (D-California) accepted the recognition before a large gathering that included SIU President Michael Sacco, Executive Vice President Augie Tellez, Vice President Contracts George Tricker, Maritime Trades Department Executive Secretary-Treasurer Daniel Duncan plus hundreds of representatives from other segments of the industry. The Propeller Club of the United States has presented the award annually since 1985 in recognition of congressional representatives who support the maritime industry.

"I am deeply honored, pleased and delighted with the honor, but even more so with the opportunity to support, enhance and drive forward the American maritime industry," Garamendi said in his acceptance speech. "That's my goal. Pretty simple, pretty straightforward, and I know we can do it."

He said that although the U.S. Merchant Marine has "a great history," he preferred to "look forward, and I want to look forward to the future of this industry being a whole lot better than it has been in the last 20-30 years. And we can do it."

Next, Garamendi said that any exports of crude oil or liquefied natural gas should be reserved for vessels that are built, flagged and crewed American.

Turning his attention to domestic shipping, the congressman stated, "We need to pay attention to those who say the Jones Act is archaic. No, the Jones Act is absolutely essential for this nation's mariners, for the shipbuilding industry and for all that are involved on the ocean. It is critical in every way."

Later, he spoke about the importance of the Food for Peace program, through which American-grown grain and food products are shipped aboard U.S.-flag vessels to the hungry people across the globe. The program sustains jobs for America's farmers and merchant mariners alike, and provides relief to those in need.

Garamendi said Food for Peace is close to the hearts of him and his wife, Patricia: As Peace Corps volunteers, the Garamendis saw firsthand what food aid deliveries can mean for starving people in Ethiopia and other impoverished nations.

"You bring cash into chaos, and you cannot guarantee that it will be turned into food," he said, referencing recent attempts by the Office of Management and Budget to eliminate Food for Peace in favor of straight cash donations to the affected countries and local nongovernmental organizations. "You can't do it; it doesn't necessarily work. It doesn't work in our own supermarkets, when you have what is known as a food stamp. You expect it to work in those kinds of situations? It's foolish."

He concluded his speech with a call to action for the maritime executives in the audience. "Somewhere, all around this nation, are the people who can pull together to make this (industry revitalization) happen," he said. "And we need to do it this year. We're not going to allow the opportunity to slip by. This is the session of Congress where, if we are successful, we must do it. The LNG industry's moving forward. If we miss that wave, if we're not on it, to get on it is going to be difficult. The entire oil industry is desperate to ship crude oil. That's our opportunity."

Shipbuilders Council of America Promotes Industry in Congress

Group Honors Two Congressmen with Leadership Award

The Shipbuilders Council of America (SCA) organized their annual Fly-In with members of Congress on April 22, as more than 85 SCA representatives used the opportunity to underscore the importance of America's shipbuilding industry.

Advocating not only for domestic shipbuilding but also for the U.S. Merchant Marine, the SCA carried its messages on behalf of workers from across the country. The council has members in 31 states and represents companies that own and operate 85 shipyards, with facilities on all three U.S. coasts, the Great Lakes, the inland waterways, Alaska and Hawaii. The SCA also represents more than 80 affiliate members that provide goods and services to shipyards.

"The strength and value of the shipyard and repair industry is evident through the hundreds of thousands of Americans employed with family-wage jobs in all 50 states," said SCA President Matthew Paxton. "By employing more than 500,000 Americans, our industry pumps \$100 billion into the U.S. economy each year. Moreover, the shipyard and repair industry is proud to play a critical role in bolstering national security. From the mariners who operate the vessels to those who construct them, our industry remains at the ready to arm our defense leaders with the ingenuity they need to keep our brave men and women safe as they defend our borders."

Throughout the day, SCA representatives met with legislators and staff members to discuss the importance of maritime trades, with specific emphasis on the critical role the industry plays in national defense, global and domestic trade, job creation and economic growth. They advocated for the Jones Act, a vital law that requires domestic cargo to be transported on vessels that are crewed, built, flagged and owned American.

Additionally, they warned members of Congress and their respective staffs about the dangers that sequestration poses to the shipbuilding industry, as well as to the strength of the U.S. Navy.

Paxton said, "If naval fleet maintenance were reduced because of spending cuts, private shipyards would lose an estimated \$950 million in contracts and nearly 8,000 jobs. Over the long term, sequestration would cut the overall number of vessels by as many as 30 by 2020."

During the Fly-In, Congressmen Joe Courtney (D-Connecticut) and Rob Wittman (R-Virginia) were presented with the SCA's Maritime Leadership Award, which recognizes individuals who have demonstrated exceptional leadership, dedication and support to the shipbuilding and repair industry.

"I am honored to receive this award and to work alongside the Shipbuilders Council of America to advocate for a strong shipbuilding workforce. America's maritime industry is an integral part of our economy and our national security – without shipbuilders to maintain and modernize our military and commercial fleets, we would lose the longstanding superiority of our Navy, and international commerce would be threatened," said Rep. Courtney. "As ranking member of the (House Armed Forces) Seapower Subcommittee and co-chair of the Shipbuilding Caucus, I am proud to play a leading role in Congress to educate and advocate to members about the importance of maintaining our shipbuilding workforce for the future."

"The efforts of the Shipbuilders Council of America have tremendous implications for the military, merchant marine, industrial base, and for our economy, and I am humbled to receive this honor today," said Rep. Wittman. "To me, working on behalf of our men and women in uniform is a constitutional duty, and it is an honor to serve on their behalf as well as on behalf of the many talented individuals who help to design, construct, and repair and maintain the great ships produced in American shipyards. A vibrant U.S. shipbuilding and domestic maritime industry, underpinned by the Jones Act, is good for our economy and national security."

Paxton called both award recipients "true champions of the maritime industry."



Crowley Honored with Earth Day Award for Environmental Stewardship Initiatives

SIU-contracted Crowley Maritime Corp. has been honored with the 2015 Federal Maritime Commission (FMC) Chairman's Earth Day Award in recognition of the organization's company-wide environmental stewardship initiatives. The announcement was made in late April during a Professional Environmental Management Association luncheon conducted in Seal Beach, California.

FMC Chairman Mario Cordero will present a plaque commemorating the award to Crowley during a future recognition ceremony in Washington D.C.

"Crowley has been chosen for its broad commitment to active environmental efforts across their lines of business and throughout the company," said Cordero. "Crowley's efforts include: ordering two new LNG-powered ships built in Pascagoula, Mississippi; participation in the spill protection program of the State of Washington, Department of Ecology; and its membership in the Trident Alliance, a coalition of shipowners advocating robust enforcement of fuel sulfur restrictions."

Many SIU members employed by Crowley have completed hands-on safety courses at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. In fact, a Crowley-specific curriculum offered at the school includes practical training in personal safety and social responsibilities, personal survival and elementary first aid. Besides meeting STCW requirements, the courses afford Crowley mariners the opportunity to receive additional training and information in other regulatory, health, and safety topics such as spill response, leadership skills, respiratory fitness and others.

"Crowley companies place the highest priority on individual safety, security, prevention of pollution and customer satisfaction," said the company's Charlie Nalen, vice president of safety, security, quality and environmental stewardship policy. "We understand how our jobs may impact the environment and also what we can do to minimize those impacts. Taking the initiative to reduce negative impact not only helps the environment, but also is in the best interest of our customers, the communities in which we work and our employees."

The FMC Chairman's Earth Day Award is given annually and highlights technologies, programs or practices of the maritime transportation industry that, through efficiency or innovation, benefit the environment. The award also looks to emphasize efforts that provide a reduction in environmental harm, emissions or pollutants, and increase the public's awareness of the maritime transportation industry's hard work to protect the environment.

The Federal Maritime Commission is the federal agency responsible for regulating the nation's international ocean transportation for the benefit of exporters, importers, and the American consumer. The FMC's mission is to foster a fair, efficient, and reliable international ocean transportation system while protecting the public from unfair and deceptive practices.



Mothana and his wife travelled on this boat to leave Yemen.

Seafarer and Wife Escape From War-torn Yemen

When AB **Saleh Mothana** travelled to Yemen in January 2015 to join his wife, Zaneb, in taking care of his ailing mother-in-law, he expected delays, customs and the usual security hassles. What the Brooklyn-born-and-raised Saleh didn't anticipate was that he'd find himself trapped in an active war zone, protecting his family and desperate to find a way out.

In September 2014, Houthi rebels took control of the Yemeni capital city of Sanaa in an attempt to oust Yemeni President Abdrabbuh Mansour Hadi. By February 2015, the coup was nearly complete, and in March, ISIS had joined the chaos by sending suicide bombers into the capital. The United Nations warned that Yemen "is on the verge of total collapse."

In the midst of all of this turmoil were Saleh and his pregnant wife, caught in the crossfire between rebel forces and the deposed government troops. But he was determined to escape the violence and return home to New York.

"The SIU helped me with encouragement," Saleh said. "Brother Mark (Patrolman Mark von Siegel) gave me constant support while I was over there."

von Siegel stayed in touch with Saleh during the saga. "We were texting the whole time," said von Siegel. "He had such a sense of hopelessness at times, but I knew he was a resourceful, Brooklyn-born guy, and that his street smarts would help him. And in fact, his street smarts are what helped him the most."

The original plan to depart had been to simply get a flight out of Yemen, so Saleh purchased tickets to leave Aden on March 30. But before that day came, rebels bombed the runways, and that hope was dashed. According to Saleh, "My brother-in-law saw the destruction and said it looked like at least a year's worth of repairs would be needed before any flights would be able to leave. So, we needed a new way to get home."

The couple, staying in Aden, attempted to leave via

an Indian ship that was heading out from near the Port of Aden. The vessel was at anchor but not in port, so small boats were transporting refugees to the ship. However, the rebels were suppressing the harbor with heavy sniper and tank fire, and Saleh wouldn't risk the trip.

A few days later, a Russian ship arrived in Aden. Once that vessel had reached its capacity for refugees, the crew began firing warning shots at smaller boats, and broadcasting, "no more refugees."

After that, information on incoming ships became less reliable.

Saleh said, "It was all hearsay after that. But I didn't want hearsay, I wanted definite."

As the situation kept worsening, Saleh remembered a transit he had been on to Djibouti in 2008. At that time, he was on board the *Maersk Michigan*, and while in Djibouti he had overheard some of the locals talking about a ferry that ran between the Port of Djibouti and the Port of Mocha, in Yemen. Realizing that could be their best bet, the couple headed to Mocha. The trip took five hours, along a side route that avoided most of the heavy bombing on the more direct coastal road.

Once they located the ferry, which turned out to be a small cargo ship, the couple had to negotiate with the captain to smuggle them out of Yemen aboard his rat- and cockroach-infested onion boat. "The boat smelled really bad," said Saleh, "and I smelled like a homeless man afterwards. But they helped load my luggage, and helped my wife up the ladder to get on board." Saleh later said that ladders were the only way to board those vessels, and that they didn't see a proper gangway until arriving in Djibouti.

After a wait of two-and-a-half days aboard the onion boat, which was carrying 60 refugees including Saleh and Zaneb, the ship finally began its 26-hour transit from Mocha to Djibouti. Once they arrived on April 19, representatives from the American embassy greeted them

with open arms, offering up a hotel room and passport assistance. After recuperating from the ordeal for almost a week, Saleh and Zaneb boarded a plane leaving Djibouti and headed for New York through Doha, Qatar. Both were lucky to escape with their lives and glad to be headed home.

When the couple finally arrived back in New York late last month, they were reunited with their children, and headed to an American steakhouse.

"You can't get a steak in Yemen, and my wife really wanted one, so that's the first place we went," Saleh said.



Following the May membership meeting in Jersey City, Port Agent Bobby Selzer (seated) and Patrolman Mark von Siegel (right) posed for this picture with AB Saleh Mothana.

Seafarers Appeals Board Action Number 464

Effective: May 1, 2015

Reciprocity of Seniority Seaside Credit SEATU/NCL Agreement – Cook Asst. Cook and Utility Galley/Asst. Cook

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, By prior action the Board recognized the need for appropriate Shipping Rule adjustments to maintain an adequate supply of qualified and trained personnel aboard various unique vessels; and

WHEREAS, The Board acknowledges the importance proper manning plays in the successful operation of Union affiliated cruise ships, and in this case, those specifically covered under the NCL America, Inc. and Seafarers Entertainment and Allied Trades Union collective bargaining agreement; and

WHEREAS, As incentive to fill vacancies of Cooks, Asst. Cooks and Utility Galley/Asst. Cooks aboard the aforementioned specific cruise ships, the Board wishes to provide reciprocal seniority seatime credit between the SIU and SEATU.

NOW THEREFORE, With the aforementioned in mind, the Board agrees as follows, effective May 1, 2015.

"When seamen are shipped in the capacity of SEATU Cook, Asst. Cook or Utility Galley/Asst. Cook to a cruise ship covered under the SEATU/NCL America, Inc. Agreement, upon completion of their assigned tour of duty, accrued seatime equaling the completed tour of duty may be credited towards SIU seniority."

This SAB action shall remain in full force and effect until modified by future SAB action.

Expanded AB to Mate Program Going Strong

Since late 2013, the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) has offered expanded opportunities for deck department mariners interested in becoming mates. At that time, the Piney Point, Maryland-based school started accepting applications from the general membership for its AB to Mate program – a rigorous string of classes that offer ABs the chance to reach the level of third mate. Previously, the AB to Mate program was only open to mariners who were sponsored by their respective companies.

Under the program, ABs must complete a series of four-week training modules at the PHC that cover everything from advanced firefighting and electronic navigation to shiphandling and meteorology. For most mariners, there are five four-week modules, equaling about five months of total training. Those receiving oceans endorsements are required to take a sixth module on celestial navigation.

While the four-week modules must be completed in a certain order, mariners are not required to complete them back-to-back. That means mariners can carve separate four-week periods of training out of their schedules over an extended period of time.

Here's some additional information about the program:

AB to Mate Prerequisites:

- Must have 125 days sailing in the previous calendar year.
- Must have 1,080 days seatime in deck department, with 180 days holding AB-Limited or Unlimited rating.
- Must have RFPNW and AS-D or AB-Limited.

- Must have three reference letters from Masters within the last two years.
- Must pass aptitude test developed by Paul Hall Center.

Rules:

- Anyone attending the program must take full course and assessments from Paul Hall Center and can't use assessments from other training facilities along with courses taken at Paul Hall Center.
- If a member fails a course within the module they must discontinue from whatever module they are taking and will be sent home at their own expense.
- Before returning to take any additional modules they must show proof of getting academic assistance from home.
- If a member has taken a course at another training facility they must submit the course certificate and assessments prior to arriving at Paul Hall Center to be sure their course meets Paul Hall Center standards.
- Modules must be taken in their entirety and can't be broken up.
- Modules 1-2 are interchangeable.
- Modules 3-5 must be taken in order.
- Module 6 is for oceans endorsements only.

Reimbursement:

- Modules 1-2 are already under full travel reimbursement.
- Modules 3-5 are non-reimbursable.
- Module 6 is already under full travel reimbursement.

Seafarers are encouraged to apply for the course through the admissions office. For more information, call (301) 994-0010.



The newly recertified stewards pose with union and school officials after the membership meeting.

Stewards See School, Union as Gateways to Success

Seven Seafarers Complete Recertification Course at Paul Hall Center

With heartfelt blends of friendly humor and valuable insight, the union's newest group of recertified stewards formally completed their training and received graduation certificates May 4 at the membership meeting in Piney Point, Maryland.

In keeping with tradition, the graduates – **Janice Gabbert, Solomon Darku, Robin Ballard, James Kelly, Dulip Sookhram, Ali Matari and Don Irvine** – capped off their coursework by addressing fellow members, union officials, apprentices and guests. They spent the previous three weeks tackling the top steward department curriculum available at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

The course includes hands-on training, classroom sessions, and meetings with representatives from different departments within the union and the school. While most of the class takes place in Piney Point, it also includes day trips to SIU headquarters (located in Camp Springs, Maryland) and the AFL-CIO building across from the White House. All content is aimed at bolstering shipboard performance and strengthening the American maritime industry.

In their respective speeches, the stewards consistently described the SIU and the school as attractive avenues for career stability and advancement.

Gabbert, who has sailed with the SIU for a dozen years and has upgraded a handful of times at the Paul Hall Center, was first to the podium.

"The most important thing is to say thank you to everyone here," she stated. "This means family, and that's what we are."

Addressing the apprentices in the crowd, she said, "You are beginning a lifelong journey. It will be filled with ups and downs. You will have many experiences that people would be thrilled to have. You will visit many countries and cultures. You can go as far as you want to, and you will learn every day. We are on the edge of new technology, so take the education and use it to better yourselves."

Like most of her classmates, Gabbert also spoke in favor of SPAD, the union's voluntary political action fund. She encouraged all members to donate "to keep the people in Washington knowing what we do."

Darku told a humorous story about his reaction to seeing a photo of SIU President Michael Sacco at a White House dinner featuring the Queen of England. But his message was serious: The union president "has got the juice" to effectively lead the organization.

"Like you always say, Mike, it's all about jobs," Darku said. "I appreciate what you are doing for us and your leadership."

He then offered the apprentices a checklist based on the letters RAAT – which he said stands for respect, attitude, aptitude and training.

"You've got to have self-respect," Darku stated. "Attitude is going to take you more than anything else in this world. Know the chain of command (aboard ship). And your training is what's going to get you ahead in this business. This is the only business that I know where you don't go to the boss and ask for a raise. If you need a raise, you come here and you upgrade."

Ballard said that although the maritime industry isn't for everyone, it's the right fit for him.

"People often ask why I do this," he said. "The answer is simple: I'm a U.S. Merchant Mariner. Whether the call comes from Crowley, TOTE, APL or Maersk, we are there. We are the SIU – brothers and sisters of the sea. We are the brave men and women the military calls on when a helping hand is needed."

He thanked the union's officials and staff in Camp Springs and Piney Point for their behind-the-scenes work and also thanked the instructors.

Ballard also told the apprentices, "The challenges to come will require hard work and dedication. It is these things along with a commitment to excellence that give us the drive and determination to be a merchant

mariner."

Kelly said the recertification course was very worthwhile. "This experience has been great," he stated. "I've enjoyed meeting new people, reconnecting with old friends, and I'm going to take back all the information I've received on this journey."

He continued, "To the apprentices, keep in mind safety first. Work hard, take advantage of everything your department head is willing to teach you, and come back to this great facility to upgrade."

"To the membership as a whole, SPAD is vital to the union."

Kelly also thanked his family – especially his mother, who was in the audience. "I remember you telling me I could be anything I want, as long as I worked hard," he said. "Well, mom, I'm a recertified steward with the SIU."

Sookhram recalled joining the National Maritime Union in 1991 and said the union's eventual merger into the SIU a decade later was a godsend.

"Although I was happy, our NMU officials told us that as a union we were in trouble," he said. "This was in 1997. They said we may merge with the SIU. Two years later they were looking for volunteers to attend the Paul Hall Center. I and three other members took the time to improve ourselves. Coming to this place, which none of us knew at the time, is the best thing that could have happened to us NMU members. When we got here we met Priscilla Labanowski, John Dobson and John Hetmanski. They treated us well and when I went back to the hall, I encouraged my friends to come to Piney Point because this is the way to go. This is the place to improve yourself so you can get better jobs. That is still true today, and it's why I say at every shipboard union meeting, go to the school and upgrade."

He continued, "On a personal note, please take the time to understand our health plan. The coverage is very good when you use doctors in the network. I speak from experience; I'm a cancer survivor and I had

some of the best possible treatment because of our benefits. It was affordable, too. I also applaud the union and the school for the wellness program. It's important for all of us to take care of ourselves."

Matari, another frequent upgrader, said the recertification course "could not have been more beneficial."

Thinking back to when he first signed on with the SIU 15 years ago, Matari said, "I had nothing before I joined the union. Now I have a beautiful family and home and a great life."

He thanked the union's officials "for their hard work on our behalf. They have protected our jobs. And to help them to their jobs, we all need to contribute to SPAD."

Matari went on to thank the instructors and then said to the apprentices, "Study hard while you are here, learn from your instructors, and learn to be a team. When you go to sea, work hard, listen to your supervisor and never be afraid to ask questions. This school really starts you in the right direction."

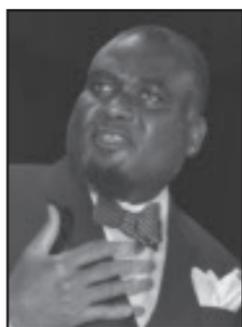
Unruffled by being the final speaker, Irvine described his graduation as the fulfillment of a dream. "Having sailed with the SIU for the past 35 years, this would be the pinnacle of my career," he noted. "I would like to express my gratitude to my family, who have supported and tolerated my occupation; to the various people I've worked with through the years; and to the Seafarers International Union, which has provided me with steady employment and has sustained my family for years."

Irvine added, "As all of you know, it is not easy to be away from loved ones for months while at sea. It is lonely and confining. But knowing that the union is doing its best to ensure that living conditions are comfortable for us gives me assurance and peace of mind every time I sail. That's why I have lasted this long and still going."

He concluded that the chance to sail to different parts of the world "is something that most people can only dream of, and I am very thankful for that."



Recertified Steward
Janice Gabbert



Recertified Steward
Solomon Darku



Recertified Steward
Robin Ballard



Recertified Steward
James Kelly



Recertified Steward
Dulip Sookhram



Recertified Steward
Ali Matari



Recertified Steward
Don Irvine

Officials Dedicate Building in Memory of Tom Crowley Sr.

The legacy of the late Tom Crowley Sr. was honored by the SIU on May 5 with the dedication of the Thomas Crowley Sr. Center for Maritime Services building at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. The new building, which replaces an old structure that once housed trainees in the early days of the school, now bears the name of one of the maritime industry's strongest leaders.

Crowley Maritime President and CEO Tom Crowley Jr. delivered the keynote address, and he emphasized both his appreciation for the tribute to his father and the productive, respectful partnerships that exist between the company, the union and the school.

Seafarers Plans Administrator Maggie Bowen started the ceremony and welcomed the crowd which included maritime executives, SIU executive board members, rank-and-file members, apprentices and other guests.

After an invocation by the Rev. Paul Ngyuen, SIU Secretary-Treasurer David Heindel was next to the podium, offering his remarks on the new building.

Heindel said, "I'd like to join Maggie in thanking the employers and their appointed trustees for making this building a reality. It's through your commitment and continued support that we are gathered here today. I would also like to say thank you on behalf of our rank-and-file members. This new building is going to benefit them, in addition to giving the Seafarers Health and Benefits Plan staff a first-class facility to operate out of."

He continued, addressing the many functions of the new building: "In addition to housing the Seafarers Medical Plan, this building will be hosting our new hiring hall, and our industrial relations classroom, where students will be informed of the history of the maritime industry, the history of the union, as well as keep the abreast of what is trending in the industry."

Next to speak was Seafarers trustee Tony Naccarato, who talked about the transformation of the school. "Those of you who've been around for a while will marvel at what has been accomplished here," he said. "An old military facility has been transformed into a stunning campus that serves as a symbol of hope and achievement for countless men and women who aspire to a better life."

Naccarato also recognized many individuals past and



Guests assemble across from the new building for the ceremony.

present who helped make the school what it is today.

In introducing Tom Crowley, SIU President Michael Sacco spoke about the Crowley family and the outstanding job Crowley has done since taking over the company from his father.

"Tom Crowley Sr. was an effective leader, a maritime visionary, and someone you could always count on to do the right thing. Our next speaker is his own man, but I think it's fair to say the apple didn't fall far from the tree," Sacco stated. "When the torch was passed to Tom Crowley Jr., he took the handoff and successfully built upon the family legacy. Like his father, Tom sees the big picture, and he has done a fantastic job expanding Crowley Maritime's operations. He has proven his mettle many times over, and his commitment to maritime training and education is second to none."

The SIU president also recognized the huge financial in-

vestments made by Crowley Maritime into the American-flag fleet.

Finally, Tom Crowley took the stage to express his gratitude.

"This is truly an honor for me," he said. "Mike said some wonderful things about our family and company, but he also said that my father was a visionary about developing relationships with labor. Well, let me tell you, when there's no relationship on the other side, that's hard to do. But Mike Sacco was there, and I think that the relationship that we've built over the years is special. When I talk to my associates in other companies – in other industries – when they hear about how close management and labor have developed over the years (in maritime), and have created places like Piney Point, they're in disbelief. They don't believe it, and I think until you come down here and see what's been created, and experience the lives that are being changed here, you don't get it. You don't get the fact that our industry really sees the whole chain of events, from the very beginning to the very end, and all the components that make success possible."

He also talked about his family business and what their relationship with the SIU means to Crowley: "We run a business that's very complex, one which requires a tremendous amount of training and skill, as well as the billions of dollars it takes. But this is a tough business, and unless we all pull together to make it happen and to make it successful, there are so many other places where you can fail. The only way that we can succeed and continue to build upon this investment here, the investment in the ships and the investment in the people, is to work together."

Photo albums from both dedications are posted on the SIU website (Gallery section) and on our Facebook page.



From left, SIU Secretary-Treasurer David Heindel, SIU Executive VP Augie Tellez, Tom Crowley, SIU President Michael Sacco, Trustee Tony Naccarato and Seafarers Plans Administrator Maggie Bowen cut the ribbon to open the newly dedicated building.



Union, School Honor Legacy of Late John Fay

The newly refurbished auditorium at the SIU-affiliated Paul Hall Center for Maritime Training and Education has been dedicated in memory of a long-serving, no-nonsense official who worked for decades to improve the lives of all mariners.

Family members cut the ceremonial ribbon May 4 at the John Fay Memorial Auditorium to conclude a brief but uplifting ceremony immediately preceding the monthly membership meeting. Offering remarks were (in order) Paul Hall Center Vice President Don Nolan, SIU Secretary-Treasurer David Heindel, SIU President Michael Sacco and John Fay Jr.

John Fay's SIU career spanned 56 years, the last eight as the union's executive vice president. He died in office in 2005, at age 73. His work in international maritime circles, particularly with the International Transport Workers' Federation, created a legacy as a well-

spected industry leader and a true friend of the world's mariners.

Nolan opened the ceremony when he said, "We're here for a special day, and a special dedication. A few months back, if you haven't seen it, we've done a remodeling and renovation of our auditorium here, and today we're going to dedicate it to a very special individual, John Fay. It's my honor and privilege to announce that."

Heindel, who worked closely with Fay, stated, "John has a special place in the SIU, and we wanted to do his honor correctly. With the work that we've done in the auditorium, we think he'll be very happy knowing that the auditorium is named in his honor. As you know, we named the (school's training) boat after him a few years ago, and it wasn't quite enough because if the boat goes, so does the name. This will be here forever and ever, and we're very happy that we have the opportunity to

again honor John that way."

Sacco shared some personal stories about his work with Fay, whom he described as "a great leader.... I never had a person so close to me that would advise me on a lot of things that I wasn't aware of. And because of John's guidance and his influence on me, a lot of the decisions I made to move this union forward were his decisions. So to you, John – I know you're looking down on us – this is for you."

John Fay, Jr. then said a few words about his father, and shared some humorous memories of ill-fated fishing trips. As the nameplates were revealed over the entrances to the auditorium, guests hurried in to view a memorial plaque placed just inside a doorway, and to pay their respects again.

The auditorium's main interior features brand new carpeting and chairs, plus upgraded sound and projection systems.



Three of John Fay's children cut the ceremonial ribbon (from left): Kelly, John Jr. and Mike.

At Sea and Ashore with the SIU



WELCOME ASHORE IN TACOMA – Recertified Steward Lewis Johansen (left) picks up his first pension check at the hall in Tacoma, Washington. Presenting the check is Port Agent Joe Vincenzo.



ABOARD USNS FISHER – Port Agent John Hoskins sent these photos from a servicing aboard Sealift Inc.'s *USNS Bernard Fisher* in Guam. He is pictured at right in photo left, with Bosun Gill Sickles, and is flanked by Chief Cook Jayson Velez-Cruz (left) and Steward/Baker Isabel Miranda in the photo above.



WELCOME ASHORE IN HOUSTON – AB Vince Anthony Adolph (right) picks up his full book at the Houston hall and is congratulated by Patrolman Joe Zavala.



ABOARD MAUI – ACU Ziyad Omar (left) and Chief Cook Toney Morris are pictured in the spotless galley of Matson's *Maui* on April 14 in Oakland, California.



SPECIAL GUEST ON MAERSK ALABAMA – AB Kevin White (left) and AB Ali Alhamyari (right) welcome the U.S. Ambassador to Papua New Guinea, Solomon Islands and Vanuatu, Walter E. North aboard the *Maersk Alabama* in mid-April in Port Moresby, Papua New Guinea.



ABOARD PENNSYLVANIA – Houston Patrolman Joe Zavala submitted these recent snapshots from the Crowley tanker *Pennsylvania*. Pictured from left in the group photo are Oiler Shaun Castain, Recertified Steward Exxl Ronquillo, OMU Hilario Martinez, Apprentice David Booth, SA Fermín Bernadez and Recertified Bosun Homar McField.



ABOARD EAGLE FORD – There were no April Fools jokes in the report from the Seabulk tanker *Eagle Ford* when Safety Director Osvaldo Ramos (right) met with, among others (from left), GSTU Farook Essa, Recertified Steward Grady Ingram and AB Pedro Ramos for a payoff April 1 in Bayway, New Jersey. The crew thanked the steward department for a job well done and for stripping and waxing the decks. They also thanked SIU headquarters officials for protecting the Jones Act and fighting to keep American jobs where they belong: in the USA.



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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2014. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$36,743 as of July 31, 2014, compared to \$(166,746) as of August 1, 2013. During the plan year, the plan experienced an increase in its net assets of \$203,489. This increase includes unrealized appreciation or depreciation in the value

of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$9,657,702, which included employer contributions of \$9,655,944, realized losses from the sale of assets of \$10, earnings from investments of \$540 and other income of \$1,228. Plan expenses were \$9,454,213. These expenses included \$301,376 in administrative expenses and \$9,152,837 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

An accountant's report;

Financial information and information on payments to service providers;

Assets held for investment; and

Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, California 94107 telephone number (415) 764-4990. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any part thereof.

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

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

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

Summary Annual Report SIU Pacific District Seafarers Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2014. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(155,407) as of June 30, 2014, compared to \$(38,798) as of July 1, 2013. During the plan year, the plan experienced a decrease in its net assets of \$(116,609). During the

plan year, the plan had total income of \$545,976, including employer contributions of \$541,832, earnings from investments of \$73 and other income of \$4,071.

Plan expenses were \$662,585. These expenses included \$184,658 in administrative expenses and \$447,927 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

An accountant's report;

Financial information and information on payments to service providers; and

Assets held for investment.

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

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

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

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

Annual Funding Notice – MCS Supplementary Pension Plan

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2014 and ending December 31, 2014 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2014	2013	2012
Valuation Date	January 1, 2014	January 1, 2013	January 1, 2012
Funded Percentage	159.16%	159.05%	155.24%
Value of Assets	\$6,779,398	\$6,814,098	\$6,911,490
Value of Liabilities	\$4,259,436	\$4,284,318	\$4,452,173

Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2014, the unaudited fair market value of the Plan's assets was \$7,027,933. As of December 31, 2013, the fair market value of the Plan's assets was \$7,079,945. As of December 31, 2012, the fair market value of the Plan's assets was \$6,807,172.

The December 31, 2014 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 768. Of this number, 259 were active participants, 386 were retired or separated from service and receiving benefits, and 123 were retired or separated from service and entitled to future benefits.

Funding and Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for the benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6 percent. To preserve capital, some of the assets are invested in a general account with Prudential Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 30 percent of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

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

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	7
2. U.S. Government securities	5
3. Corporate debt instruments (other than employer securities):	
a. Preferred	14
b. All other	0
4. Corporate stocks (other than employer securities):	
a. Preferred	0
b. Common	31
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	0
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	0
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	2
14. Value of funds held in insurance co. general account (unallocated contracts)	41
15. Employer-related investments:	

a. Employer Securities	0
b. Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

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

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

Despite the special plan reorganization rules, a plan in reorganization nevertheless could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for the plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available financial resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC, by law, will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notification of the insolvency to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected as a result of the insolvency, including loss of a lump sum option. This information will be provided for each year the plan is insolvent.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only vested benefits are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

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

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

Where to Get More Information

For more information about this notice, you may contact the office of the Plan Administrator at: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pb.gc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll-free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

SHBP Offers COBRA Continuation Coverage to Union Members

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

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

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

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

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

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

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

Annual Funding Notice – Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your pension plan ("the Plan") and general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is for the plan year beginning January 1, 2014 and ending December 31, 2014 ("Plan Year").

How Well Funded Is Your Plan

Under federal law, the plan must report how well it is funded by using a measure called the "funded percentage." This percentage is obtained by dividing the Plan's assets by its liabilities on the Valuation Date for the plan year. In general, the higher the percentage, the better funded the plan. Your Plan's funded percentage for the Plan Year and each of the two preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	Funded Percentage		
	2014	2013	2012
Valuation Date	January 1, 2014	January 1, 2013	January 1, 2012
Funded Percentage	132.8%	126.5%	123.1%
Value of Assets	\$1,330,414,329	\$1,161,019,565	\$1,048,823,188
Value of Liabilities	\$1,002,084,254	\$917,691,730	\$851,770,088

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date for the plan year and are market values. Because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values that are designed to smooth out those fluctuations for funding purposes. The asset values below are also market values and are measured as of the last day of the plan year, rather than as of the Valuation Date. Use of the market value of assets for the actuarial value used in the above chart shows a clearer picture of a plan's funded status as of the Valuation Date. The fair market value of the Plan's assets as of the last day of the Plan Year and each of the two preceding plan years is shown in the following table (final year is not audited):

	December 31, 2014	December 31, 2013	December 31, 2012
Fair Market Value of Assets	\$1,435,000,000	\$1,320,000,000	\$1,161,019,565

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

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

Participant Information

The total number of participants in the Plan as of the Plan's valuation date was 20,121. Of this number, 7,532 were active participants, 7,852 were retired or separated from service and receiving benefits, and 4,737 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

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

(b) Investment Policies

Investment objectives:

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

Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees to manage as Plan Asset Manager, such Plan Asset Manager will discharge its responsibilities with respect to the Plan's assets in accordance with the fiduciary responsibilities under ERISA and all regulations thereunder and shall not violate any of ERISA's "prohibited transaction" rules. The Plan Asset Manager shall be a bank (trust company), insurance company, or a registered investment advisor under the Investment Advisers Act of 1940. The Plan Asset Manager shall acknowledge in writing that it is a fiduciary of the Plan within the meaning of Section 3(21)(A) of ERISA and an "investment manager" within the meaning of Section 3(38) of ERISA.

Asset Allocation:

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

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income and Cash equivalents	45%	35% - 55%
Real Estate	5%	0% - 10%

Standards of Investment Performance:

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

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

(c) Under the Plan's investment policy, the Plan's assets were allocated among the following categories of

investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	
2. U.S. Government securities	26
3. Corporate debt instruments (other than employer securities):	
Preferred	12
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	38
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	16
10. Value of interest in pooled separate accounts	0
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0
13. Value of interest in registered investment companies (e.g., mutual funds)	7
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

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

Right to Request a Copy of the Annual Report

A pension plan is required to file with the US Department of Labor an annual report called the Form 5500 that contains financial and other information about the plan. Copies of the annual report are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. For 2009 and subsequent plan years, you may obtain an electronic copy of the plan's annual report by going to www.efast.dol.gov and using the Form 5500 search function. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Individual information, such as the amount of your accrued benefit under the plan, is not contained in the annual report. If you are seeking information regarding your benefits under the plan, contact the plan administrator identified below under "Where To Get More Information."

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans. The plan administrator is required by law to include a summary of these rules in the annual funding notice. Under so-called "plan reorganization rules," a plan with adverse financial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months).

If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The plan is required to furnish this notification to each contributing employer and the labor organization.

Despite these special plan reorganization rules, a plan in reorganization could become insolvent. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see "Benefit Payments Guaranteed by the PBGC", below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

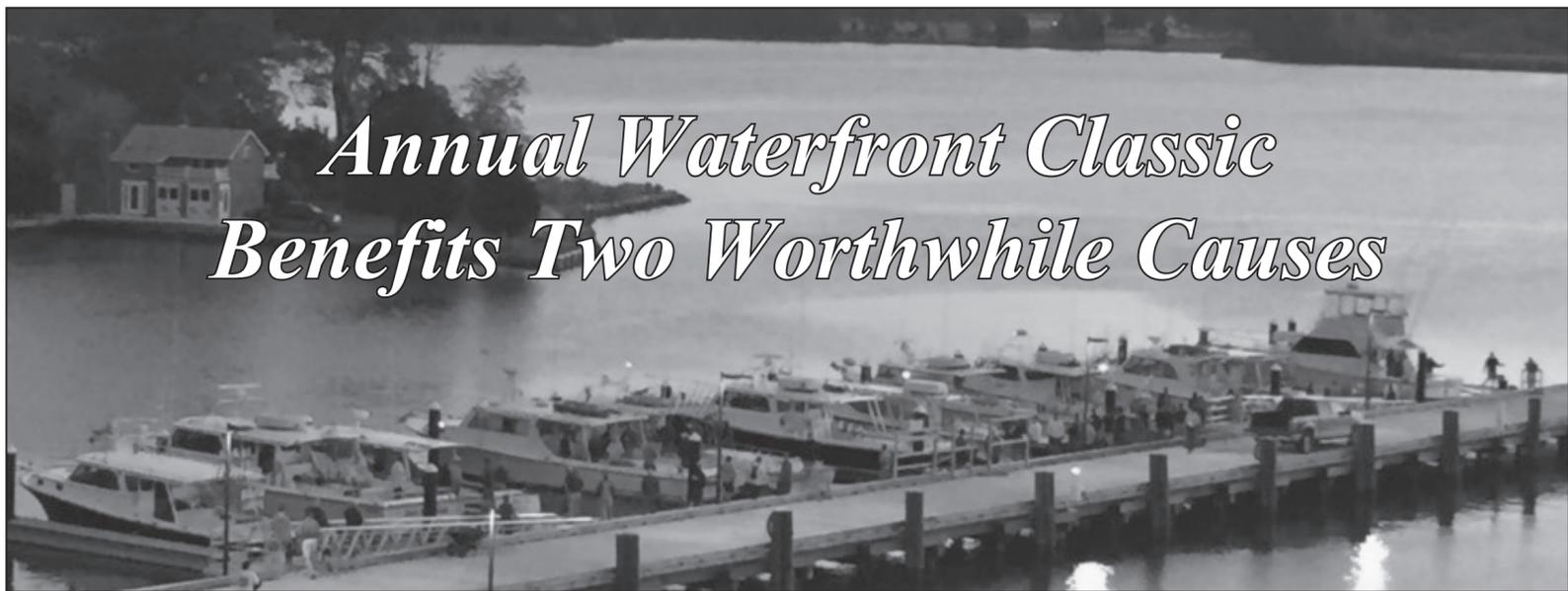
Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$500, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$500/10), which equals \$50. The guaranteed amount for a \$50 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

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

Where to Get More Information

For more information about this notice, or for a statement of your estimated monthly pension benefit payable at retirement, you may contact the Board of Trustees, or the Administrator, at 301-899-0675 or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329 for Seafarers Pension Plan. For more information about the PBGC, go to PBGC's website, www.pbgc.gov.



Annual Waterfront Classic Benefits Two Worthwhile Causes

The third edition of annual Seafarers Waterfront Classic was the best to date, according to participants and event organizers.

Conducted May 5 at the union-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, the event raised funds for both the Wounded Warriors Anglers of America and the Paul Hall Center waterfront project. The classic attracted more than 160 anglers, the largest field to date (the inaugural event in 2013 featured 97 fishermen while last year's drew 96). Included were rank-and-file Seafarers, military veterans, executives from Seafarers-contracted companies, SIU and Paul Hall Center officials and staff, family members and other guests.

Under nearly perfect weather conditions, the anglers took to the waters just after sunrise in search of the day's objective—Striped bass, AKA Rockfish. Competitors were divided into teams which consisted of at least one Wounded Warrior Angler, sponsored operator and union official. They were transported to their respective fishing locations aboard 17 boats.

As a group, the anglers landed some 680 pounds of fish. Their catch was prepared six different ways by chefs from the Paul Hall Center staff and later served to attendees during the classic's awards dinner. John Fay Jr. claimed recognition as the grand prize winner for his catch which weighed in at 28.6 pounds. Fay was in attendance at the school

for the dedication of the John Fay auditorium that was named in honor of his father.

"Although the catch for the day was not as productive as in recent years, the actual turnout was greater," said SIU Vice President Contracts George Tricker, who served as the classic's chairman. "More than 160 anglers left the Piney Point waterfront on a glorious day that yielded enough fresh sea bass to feed everyone in attendance.

"The event once again proved to be a perfect partnership between the Wounded Warrior Anglers and the Seafarers International Union and our contracted operators," he continued. "It afforded much-deserved honor to our wounded warriors and propelled the wonderful relationship that we have to new heights."

Dave Souders, president of the Wounded Warriors Anglers, shared Tricker's sentiments. "I was extremely impressed and blown away with the entire event," he said. "The turnout last year was phenomenal, but this year was even better and went well beyond my expectations.

"Last year's event was great but this one was over the top," he continued. "The weather was so much nicer, there were more boats this time around and far more people were involved ... there were no real hiccups that I saw and everything went really great for us.

"I know our warriors had a fantastic time," Souders concluded.



SIU VP Contracts George Tricker, who also served as the classic's chairman (left), poses with members of the classic's winning team from the *Poor Boy's Lady*. Pictured (from left to right) are Dave Souders, Dale Hoover, Tracy Singleton, Kris Hopkins, Judy Pajeroski, Christine Leddy, Damen Mote, Mike Russo, and Norm Gauslow.

See Page 14 for additional photos from the classic. Still more photos are available in the Gallery Section of the SIU website and on our Facebook page.



Members of the Wounded Warriors Anglers of America "Plus Two" proudly pose with the trophies they were awarded during the classic. From the left are: Damon Zeigler, Brendon Allison, Gary Benanadi, Jake Senatore (a Paul Hall Center dependent), Keith Neal, Joshua Blakeslee, Samuel Wood, Ed Hammond, Ryan Minniear, Dave Souders, Retired Seafarer Jake Joyce, Scott Butkovich, Kevin Kantarze, Tate Hutchinson, and Kevin Purdy.



Seafarers and guests applaud as Gen. Paul Selva, commander, U.S. Transportation Command, heads to the podium.

USTRANSCOM Commander, Maritime Administrator Salute Wounded Warrior Anglers, Merchant Mariners

As kickoffs go, this one will be tough to top.

On the eve of the third annual Seafarers Waterfront Classic, U.S. Transportation Command Commander Gen. Paul Selva and Maritime Administrator Chip Jaenichen addressed a packed auditorium at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland. They handed out plaques honoring the participation of Wounded Warrior Anglers of America in the tournament, and Selva also delivered an inspirational speech thanking SIU members for choosing "a great and noble profession."

Selva and Jaenichen toured the PHC for more than two hours prior to the late-afternoon gathering in the auditorium May 4. They chatted with students at every stop along the way, and tried some hands-on simulator training. (Selva, a four-star general and commanding officer of the U.S. Transportation Command, was called back to the nation's capital that evening and then nominated the following day as vice chair of the U.S. Joint Chiefs of Staff.)

SIU President Michael Sacco introduced Selva to the standing-room crowd, describing him as a leader "who has gone out of his way time and time again to speak out on behalf of our industry – and in particular, on behalf of the men and women of our merchant marine."

After thanking the Wounded Warrior Anglers for their military service, the general focused his comments on the Seafarers and apprentices. "You are the future of this nation," he stated. "The national defense and security of this nation will rest in your hands."

Selva touched on the U.S. Merchant Marine's centuries-long history of service and said he sees the same readiness in today's mariners. "This nation depends on a healthy merchant marine to project American power at any point on the globe we choose," he said. "With you, we are the strongest nation on the planet. Without you, that strength would be called into question."

Jaenichen mentioned his 30 years of service in the U.S. Navy and how it gives him great appreciation for the tournament. He also credited mariners



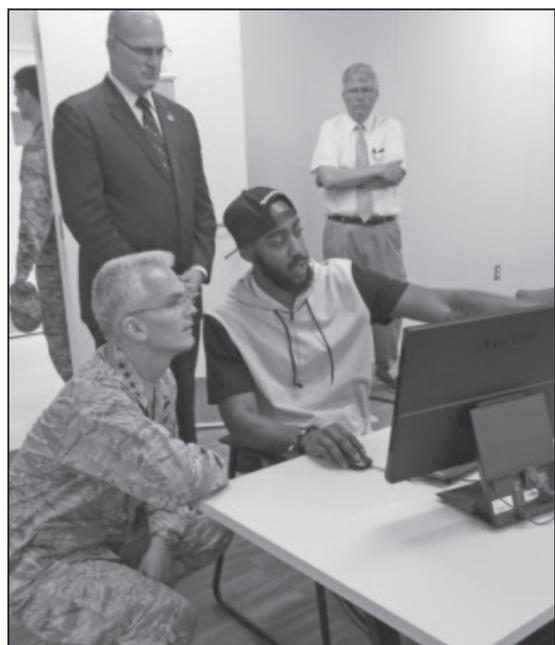
Selva credits mariners with being an indispensable part of America's strength.

for "dedication and sacrifice."

Wounded Warrior Anglers President David Souders thanked the union and the school for the tournament. He said proceeds from the event helped the organization provide 811 veterans with therapy last year, which "would not have been possible without the Seafarers."

Similarly, he said the organization's growth (he and his wife founded it in 2010) "would not have been possible without all of you that are sitting in this room." They have around 1,000 members, Souders noted.

SIU Vice President Contracts George Tricker, the tournament's founder and driving force, stated, "It is such a privilege to be part of this partnership."



Selva (left) and Maritime Administrator Chip Jaenichen (standing at left) show interest in the classwork of GUDE Demarkus McNabb. The impromptu meeting happened during a tour of the school.



Selva (right) and Maritime Administrator Jaenichen (left) helped hand out plaques recognizing Wounded Warrior Anglers (WWA). With them here are WWA President David Souders and his wife, Judy, who co-founded the organization, and Apprentice Simona Evans.



Seafarers Plans Administrator Maggie Bowen (left) wishes good luck to all the anglers, some of whom are pictured directly above. SIU VP Contracts George Tricker (photo at right), who also served as the Waterfront Classic chairman, shows off the first catch registered by his team aboard the *Marauder*. In the background is Julie Duchi, wife of Recertified Steward Carl Poggioli.



The *Poor Boy's Lady* Team



The *Lisa Anne* Team



The *Sea Fox* Team



The *Game Over* Team



Judy Pajerowski of the *Poor Boy's Lady* Team shows off the 25.7-pounder that she landed during the classic.



Members of the *Sea Fox* Team proudly pose with their catch.



Nick Celona and Kevin Kantarze



Brad Bishop and Keith Neal



Tom Crowley

June & July 2015 Membership Meetings

Piney Point.....	Monday: June 8, July 6
Algonac.....	Friday: June 12, July 10
Baltimore.....	Thursday: June 11, July 9
Guam.....	Thursday: June 25, July 23
Honolulu.....	Friday: June 19, July 17
Houston.....	Monday: June 15, July 13
Jacksonville.....	Thursday: June 11, July 9
Joliet.....	Thursday: June 18, July 16
Mobile.....	Wednesday: June 17, July 15
New Orleans.....	Tuesday: June 16, July 14
Jersey City.....	Tuesday: June 9, July 7
Norfolk.....	Thursday: June 11, July 9
Oakland.....	Thursday: June 18, July 16
Philadelphia.....	Wednesday: June 10, July 8
Port Everglades.....	Thursday: June 18, July 16
San Juan.....	Thursday: June 11, July 9
St. Louis.....	Friday: June 19, July 17
Tacoma.....	Friday: June 26, July 24
Wilmington.....	Monday: June 22, July 20

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



Dispatchers' Report for Deep Sea

April 16, 2015 - May 15, 2015

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	16	9	2	10	5	0	1	18	8	4
Anchorage	0	1	0	0	2	1	0	3	0	0
Baltimore	2	4	0	2	4	0	1	5	3	0
Fort Lauderdale	11	13	0	11	9	1	5	25	19	4
Guam	2	0	0	2	1	0	0	3	3	0
Harvey	13	3	0	9	1	0	3	16	5	0
Honolulu	10	3	0	8	8	0	5	17	7	3
Houston	41	13	2	46	8	1	23	82	25	7
Jacksonville	30	13	2	24	14	0	14	73	32	4
Jersey City	36	11	4	28	11	1	18	71	27	4
Joliet	3	0	2	5	1	0	0	2	0	2
Mobile	12	3	0	10	1	0	5	15	8	1
Norfolk	18	8	0	8	13	0	4	29	24	2
Oakland	18	3	0	9	2	0	6	37	11	0
Philadelphia	5	3	0	3	1	0	2	11	6	1
Piney Point	4	1	0	2	0	0	0	3	1	1
Puerto Rico	2	3	1	3	1	0	0	9	8	2
Tacoma	33	6	4	27	8	0	14	61	26	7
St. Louis	1	1	0	2	1	0	1	3	4	0
Wilmington	40	13	0	18	10	0	8	65	42	1
TOTALS	297	111	17	227	101	4	110	548	259	43
Engine Department										
Algonac	1	3	0	3	2	0	0	2	3	0
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	4	2	1	2	3	0	2	3	5	1
Fort Lauderdale	9	5	2	6	2	2	2	19	7	1
Guam	0	0	0	0	2	0	0	0	0	1
Harvey	4	2	0	1	0	0	0	5	6	0
Honolulu	8	8	0	3	4	1	1	22	15	0
Houston	16	6	1	17	5	0	10	30	12	2
Jacksonville	20	13	7	13	9	0	4	49	23	9
Jersey City	16	6	3	17	3	0	3	28	19	7
Joliet	4	1	0	3	3	0	0	2	0	0
Mobile	5	0	0	2	2	0	2	8	4	1
Norfolk	6	14	6	14	10	0	4	18	24	4
Oakland	7	7	0	5	3	0	2	20	18	1
Philadelphia	2	1	0	1	0	0	0	3	1	0
Piney Point	0	2	1	0	1	0	0	0	0	1
Puerto Rico	0	3	1	1	0	0	2	3	7	1
Tacoma	19	9	2	9	6	0	7	28	7	2
St. Louis	1	1	0	1	0	0	0	3	2	0
Wilmington	13	5	0	9	3	0	2	25	17	1
TOTALS	135	88	24	107	58	3	41	269	170	32
Steward Department										
Algonac	2	1	0	1	1	0	0	4	0	0
Anchorage	1	0	0	1	0	0	1	0	0	0
Baltimore	3	1	0	0	2	0	2	7	2	0
Fort Lauderdale	12	3	0	7	0	0	3	15	6	2
Guam	0	0	0	2	0	0	1	0	1	0
Harvey	2	0	1	6	0	0	2	5	3	1
Honolulu	9	2	1	4	4	0	3	23	2	1
Houston	16	7	2	15	2	0	9	40	8	3
Jacksonville	14	6	1	12	3	1	8	29	14	2
Jersey City	14	5	1	8	3	0	5	23	6	4
Joliet	1	1	1	2	0	0	1	0	2	1
Mobile	4	0	0	2	2	0	2	7	2	1
Norfolk	13	5	3	9	6	3	8	26	19	3
Oakland	19	4	1	17	3	0	2	27	8	3
Philadelphia	2	1	0	2	0	0	0	1	1	1
Piney Point	1	2	0	3	1	1	1	4	2	0
Puerto Rico	1	4	1	0	1	0	0	4	7	1
Tacoma	16	1	0	11	3	1	7	23	1	0
St. Louis	1	1	0	2	1	0	1	4	1	0
Wilmington	16	8	1	13	5	1	8	41	12	3
TOTALS	147	52	13	117	37	7	64	283	97	26
Entry Department										
Algonac	1	4	6	1	4	2	1	2	5	11
Anchorage	0	0	0	0	1	0	0	0	1	0
Baltimore	0	2	2	0	1	0	0	0	1	1
Fort Lauderdale	0	4	0	0	3	0	0	1	7	2
Guam	0	0	0	0	0	0	0	0	0	0
Harvey	2	0	0	0	1	0	0	3	1	4
Honolulu	2	4	3	1	8	5	0	2	10	4
Houston	4	12	3	1	10	0	3	8	21	5
Jacksonville	1	8	12	1	4	3	1	3	22	16
Jersey City	2	20	10	1	6	2	0	6	28	10
Joliet	0	2	1	0	2	1	1	0	1	0
Mobile	1	0	0	1	0	0	0	0	3	2
Norfolk	0	10	9	0	7	3	2	1	41	26
Oakland	2	12	1	1	7	1	3	4	21	7
Philadelphia	0	0	2	0	1	1	0	0	2	1
Piney Point	0	1	1	0	0	0	1	0	0	0
Puerto Rico	1	1	0	0	0	0	0	1	0	0
Tacoma	3	8	6	3	8	6	2	7	6	11
St. Louis	0	1	1	0	1	0	0	0	0	1
Wilmington	2	14	6	2	5	5	2	13	28	15
TOTALS	21	103	63	12	69	29	16	51	198	116
Grand Total:	600	354	117	463	265	43	231	1,151	724	217

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 Corgy, *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

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

JERSEY CITY

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

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 SIU members in New Orleans.

Question: What made you look into the SIU, and why have you made it your career?



Paulette Hilliard
Chief Cook

My son's father and his family were all merchant mariners, and I heard that they got to travel the world and experience all kinds of different cultures. One day I asked him, "How do I get involved with that?" And that's how I found out about the SIU. Becoming a mariner has allowed me to see the world and meet all kinds of people, all while getting paid to do it. I've been a member since 1997, and sailing has been a great experience.



Corey Leonard
Oiler

My cousin brought the SIU to my attention in 2006, and I joined in 2007. Since then, I've been around the world, seen amazing things and met amazing people. I've been to so many countries that most people will never have the pleasure of visiting, and witnessed so many different cultures and religions. I've taken advantage of the schooling and education offered by the SIU. I will continue this journey for as long as I can.



Lamar Parker
QMED

The SIU has been a very good [union], with a great avenue for continuing your education in the maritime industry. The Piney Point school is an excellent way to go further in your merchant marine career. Without the opportunities at the Paul Hall Center for Maritime Training and Education, I would not be able to stay up to date with the changing rules and regulations in this industry.



Mariano Martinez
Chief Cook

I started shipping for the great benefits and the opportunity to travel while getting paid for it. I've made shipping my career because I really appreciate the security and assistance that being in a union provides. The money is great, the benefits are excellent... Why would I leave?"



Julious Mizell
AB

I don't remember why I initially looked into joining the Seafarers, but I know that this career has been great. The SIU has been really good to me. I've been able to see the world and experience so many things, and all of those opportunities are why I've made sailing my career.



Joseph LeBeau
AB

I've been with the SIU since 1968. I could list so many reasons why I've made the Seafarers my career, but primarily, I'd say that the benefits of being in the union were enough on their own. The security of having a union support me, in good times and bad, are invaluable. The travel opportunities, the great pay, and so much more!

Pic From The Past



Retired Recertified Bosun Russ Barrack submitted this photo from a mid-1980s around-the-world voyage aboard Waterman's LASH vessel *Sam Houston*.

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

TERRY ABBOTT

Brother Terry Abbott, 66, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. He worked in the engine department, most recently aboard the *El Morro*. Brother Abbott lives in Miami Gardens, Florida.



STEPHEN ARGAY

Brother Stephen Argay, 68, started sailing with the SIU in 1971. He was initially employed on the *Fairland*. Brother Argay is a New York native and he shipped in the deck department. He upgraded on three occasions at the maritime training center in Piney Point, Maryland. His most recent trip was aboard the *Santorini*. Brother Argay is a resident of Hobe Sound, Florida.



JOHNEY AUGUST

Brother Johney August, 53, began sailing with the Seafarers in 1987. His first ship was the *Gus W Darnell*. The deck department member attended classes frequently at the Paul Hall Center in Piney Point, Maryland. Brother August's last ship was the *Liberty Grace*. He resides in Harvey, Louisiana.



LUIS BURGOS

Brother Luis Burgos, 73, donned the SIU colors in 1998. He originally shipped on the *Little Hales*. Brother Burgos enhanced his skills often at the union-affiliated maritime training center. He was born in the Philippines and sailed in the steward department. Brother Burgos' most recent trip was aboard the *USNS Sisler*. He calls Jacksonville, Florida, home.



SUSANNE CAKE

Sister Susanne Cake, 58, joined the union in 1982. The steward department member's first trip was aboard the *Consumer*. Sister Cake upgraded on numerous occasions at the Paul Hall Center. Her most recent trip was on the *Courage*. Sister Cake makes her home in Brandywine, Maryland.

CHAD CHIVRELL

Brother Chad Chivrell, 65, became a Seafarer in 1989. His

first ship was the *USNS Hess*; his most recent, the *USNS Impeccable*. Brother Chivrell enhanced his skills in 1989 at the Piney Point school. He worked in both the deck and steward departments. Brother Chivrell is a resident of Concord, California.



NATHANIEL GATEN

Brother Nathaniel Gaten, 65, signed on with the SIU in 1990. The engine department member first sailed on the *Stonewall Jackson*. Brother Gaten upgraded on three occasions at the maritime training center in Piney Point, Maryland. His last ship was the *Liberty Sea*. He resides in New Orleans.

EZELL JORDAN

Brother Ezell Jordan, 71, started shipping with the union in 1995 in Mobile, Alabama. He initially sailed aboard the *USNS Assertive*. Brother Jordan worked in the engine department and concluded his career on the *Cape Mohican*. He attended classes in 2002 at the Piney Point school. Brother Jordan settled in Alabama.



WILLIE MARSH

Brother Willie Marsh, 62, joined the union in 1975 in Houston. He first shipped in the inland division with G&H Towing Company. Brother Marsh sailed in the deck department. His final trip was on the *Liberty Pride*. Brother Marsh upgraded frequently at the Paul Hall Center. He makes his home in Shamokin, Pennsylvania.



SAMUEL MCDANIEL

Brother Samuel McDaniel, 67, donned the SIU colors in 1997. He originally sailed aboard the *Independence*. Brother McDaniel was born in Detroit and shipped in the deck department. His most recent trip was on the *Green Point*. Brother McDaniel is a resident of Anchorage, Alaska.

HASSAN SALEM

Brother Hassan Salem, 66, began sailing with the Seafarers in 1976. He first shipped aboard the *Inger*. Brother Salem was born in Yemen. In 1985, the steward department member upgraded at the SIU-affiliated school. Brother Salem's most recent voyage



was on the *USNS Petersburg*. He lives in Turlock, California.

MARK SAWIN

Brother Mark Sawin, 58, became an SIU member in 1975. His first voyage was aboard the *Humacao*. Brother Sawin sailed in the engine department. He attended classes on numerous occasions at the Piney Point school. Brother Sawin's most recent trip was on the *Overseas Chinook*. He calls Cantonment, Florida, home.



JEFFERY SMITH

Brother Jeffery Smith, 66, first donned the SIU colors in 1982. He was initially employed aboard the *Independence*. Brother Smith upgraded often at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed on the *Korea*. Brother Smith, who sailed in the steward department, is a resident of Mesa, Arizona.



GERMAN SOLAR

Brother German Solar, 73, signed on with the union in 1990 in Houston. He first sailed aboard the *Independence*. In 1997, Brother Solar took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He last shipped on the *Overseas New York*, as a steward department member. Brother Solar calls Tamarac, Florida, home.

ALVIN THOMPSON

Brother Alvin Thompson, 66, started sailing with the Seafarers in 1990. He initially worked aboard the *PFC Dewayne T. Williams*. Brother Thompson shipped in the deck department and most recently sailed on the *Pacific*. Brother Thompson resides in Honolulu.



INLAND

WILLIAM AMAN

Brother William Aman, 62, began his seafaring career in 1998. He primarily sailed with Great Lakes Dredge & Dock. Brother Aman was an engine department member. He is a resident of LaBelle, Florida.

DALE BEARD

Brother Dale Beard, 65, became an SIU member in 1998. He upgraded in 2001 at the Piney Point school. Brother Beard was first



employed with Riverboat Services. His most recent trip was with Penn Maritime Inc. Brother Beard sailed in the engine department and now makes his home in Tallahassee, Florida.

ROBERT GOULD

Brother Robert Gould, 56, donned the SIU colors in 1977. He worked with Crescent Towing & Salvage Company of New Orleans. Brother Gould was a deck department member. He lives in Belle Chase, Louisiana.



RUBY HOWARD

Sister Ruby Howard, 71, started her seafaring career in 1994. She was mainly employed with Orgulf Transportation Company. The steward department member calls Ledbetter, Kentucky, home.

DANIEL HUGHES

Brother Daniel Hughes, 64, began shipping with the union in 1972 in Norfolk, Virginia. He originally sailed on a Transit Oil Corporation vessel. Brother Hughes enhanced his skills in 1985 and 1993 at the Piney Point school. His most recent vessel was the *Cornhusker State*. Brother Hughes resides Virginia.

JOSEPH LEWIS

Brother Joseph Lewis, 62, became an SIU member in 1991. He shipped with Crescent Towing of Savannah for the duration of his career. Brother Lewis sailed in the deck department. He lives in Georgia.

LOUIS MULLETT

Brother Louis Mullett, 62, was born in New Orleans. He joined the union in 1969, originally sailing in the deep sea division aboard the *Del Oro*. In 1981 and 1983, Brother Mullett attended classes at the maritime training center. He last sailed on the *Boomtown*. Brother Mullett worked in the deck department and settled in Slidell, Louisiana.

SINFORIANO NEGRON-CARLO

Brother Sinforiano Negron-Carlo, 62, started sailing with the SIU in 2003. He was primarily employed with Puerto Rico Towing & Barge as a member of the deck department. Brother Negron-Carlo resides in Boqueron, Puerto Rico.

TEDDY ODOM

Brother Teddy Odom, 62, donned the SIU colors in 1971. He sailed



mostly with Dravo Basic Materials Company. Brother Odom worked in the deck department. He lives in Uriah, Alabama.

JEFFREY SWAIN

Brother Jeffrey Swain, 62, began shipping with the union in 1990 in Philadelphia. He was employed with OSG Ship Management for the duration of his career. Brother Swain often took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He makes his home in Smyrna, North Carolina.

ROBERT TAYLOR

Brother Robert Taylor, 64, was born in Pennsylvania. He originally sailed with Meyle Towing Company. Brother Taylor was a member of the deck department. His final trip was with Taylor Marine Towing Company. Brother Taylor calls Media, Pennsylvania, home.



GREAT LAKES

STEPHEN STROPICH

Brother Stephen Stropich, 63, signed on with the SIU in 1980. He initially worked sailed on the *Barge Buckeye* as deck department member. Brother Stropich attended classes at the union-affiliated school in 1995. He most recently sailed with Upper Lakes Towing Company. Brother Stropich resides in Michigan.



NATIONAL MARITIME UNION

JAMES HOCKING

Brother James Hocking, 65, joined the NMU before the 2001 merger. He is a resident of East Falmouth, Massachusetts.



ANTHONY SQUIRES

Brother Anthony Squires, 65, was an NMU member prior to the 2001 merger with the Seafarers International Union. He calls North Charleston, South Carolina, home.



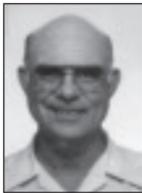
Final Departures



DEEP SEA

JOHN BROWN

Pensioner John Brown, 83, passed away November 19. He became an SIU member in 1988. Brother Brown initially worked aboard the *OMI Dynachem*. He sailed in the deck department. Brother Brown's final trip to sea was on the *USNS Victorious*. He retired in 2002 and made his home in Alpine, Texas.



EMIL COBOS

Brother Emil Cobos, 86, died September 16. He started sailing with the Marine Cooks & Stewards prior to the 1978 merger into the SIU. The steward department member was a native of New York, but called Lebec, California, home.

WILLIAM JACOBS

Pensioner William Jacobs, 69, passed away November 13. He joined the union in 1989. Brother Jacobs was a member of the deck department. He first sailed on the *USNS Contender*. Brother Jacobs concluded his career on the *USNS Loyal*. He began receiving his pension in 2012 and lived in Philadelphia.



CHARLES JOHNSON

Pensioner Charles Johnson, 71, died October 26. Brother Johnson began his seafaring career in 1961. He was originally employed with Moore-McCormack Lines. Brother Johnson was born in Virginia and shipped in the engine department. His last vessel was the *Horizon Producer*. Brother Johnson went on pension in 2008 and was a resident of Brooklyn, New York.



ANDREW MARSHALL

Brother Andrew Marshall, 95, passed away October 4. He joined the MC&S before it merged into the SIU. Born in Massachusetts, Brother Marshall was a member of the steward department. He resided in Los Angeles.

CHARLES ROMANO

Pensioner Charles Romano, 89, died November 18. Brother Romano signed on with the SIU in 1959. He initially sailed with Suwannee Steamship Company. Brother Romano worked in the deck department and concluded

his career aboard the *Pacer*.

Brother Romano became a pensioner in 1990 and lived in Old Bridge, New Jersey.

ROBERT TILLMAN

Pensioner Robert Tillman, 74, passed away November 3. He began sailing with the union in 1964. Brother Tillman's first ship was the *Hudson*; his last, the *Cove Trader*. The deck department member retired in 1990 and called Long Beach, Mississippi, home.

ANTONIOS TRIKOGLOU

Pensioner Antonios Trikoglou, 81, died October 28. Brother Trikoglou donned the SIU colors in 1963. At the start of his career, he sailed with Corsair Transportation Company. Brother Trikoglou was born in Greece and shipped in the deck department. His final vessel was the *Cape Washington*. Brother Trikoglou went on pension in 1998 and made his home in Bel Air, Maryland.



INLAND

THOMAS CROWLEY

Pensioner Thomas Crowley, 84, passed away November 23. He joined the union in 1977. The engine department member's first trip was on the *Aquila*. Brother Crowley's most recent vessel was operated by Crowley Towing and Transportation of Wilmington. He was born in New York and settled in Murrieta, California.



WILBERT DEQUEANT

Pensioner Wilbert Dequeant, 83, died November 10. He began sailing with the union in 1964. Brother Dequeant primarily sailed with Higman Barge Lines. He was a member of the deck department. Brother Dequeant started collecting his retirement compensation in 1993 and was a resident of Elton, Louisiana.



HOWARD GROS

Pensioner Howard Gros, 77, passed away October 26. He joined the SIU in 1970. Brother Gros shipped with Dixie Carriers for the duration of his career. The deck department member began receiving his pension in 1999 and called Westwego, Louisiana, home.



DAVID REGISTER

Pensioner David Register, 75, died November 19. He signed on with the union in 1977 in Norfolk, Virginia. Brother Register worked aboard Cape Fear Towing Company vessels. He retired in 2004 and resided in Wilmington, North Carolina.



FRANCIS WALLACE

Pensioner Francis Wallace, 89, passed away November 11. He started sailing with the SIU in 1969. The engine department member mainly worked with Gulf Atlantic Transport Corporation. Brother Wallace began collecting his pension in 1989. He made his home in Longwood, Florida.

GREAT LAKES

LEONARD BARNARD

Pensioner Leonard Barnard, 84, died November 15. Born in Michigan, Brother Barnard joined the SIU in 1988. He first worked on the *Kinsman Independent*. Brother Barnard sailed in the engine department, and most recently shipped aboard the *Buffalo*. He retired in 1998 and resided in Joyfield, Michigan.



DANIEL MEYERS

Pensioner Daniel Meyers, 80, passed away November 9. Brother Meyers signed on with the SIU in 1966. He was employed with American Steamship Company. The deck department member was born in Ladysmith, Wisconsin. Brother Meyers started receiving his pension in 1995 and settled in Exeland, Wisconsin.



Editor's note: The following brothers, all former members of the National Maritime Union (NMU), have passed away.

ANTULIO CARABALLO

Pensioner Antulio Caraballo, 83, passed away November 14. Brother Caraballo was born in Yauco, Puerto Rico. He became a pensioner in 1986 and lived in Philadelphia.

IGNACIO CARABES

Pensioner Ignacio Carabes, 85, died November 7. Brother Carabes, a native of Muskegon, Michigan, began collecting his pension in 1968.



He resided in Houston.

JOSEPH CLARKE

Pensioner Joseph Clarke, 94, passed away October 9. He went on pension in 1968. Brother Clarke lived in Honduras.

WILLIAM DONOVAN

Pensioner William Donovan, 90, died November 8. Brother Donovan was born in Boston. He retired in 1987 and was a resident of Randolph, Massachusetts.

LENARD EBANKS

Pensioner Lenard Ebanks, 93, passed away October 30. Born in the Cayman Islands, Brother Ebanks became a pensioner in 1984. He called Miami Gardens, Florida, home.

LINWOOD FRANKLIN

Pensioner Linwood Franklin, 83, died November 1. Brother Franklin was born in Norfolk, Virginia. He retired in 2002 and resided in Newport News, Virginia.

WORTHY GASTON

Pensioner Worthy Gaston, 91, passed away November 22. Brother Gaston was a native of Guysville, Ohio. He started receiving his retirement pay in 1988. Brother Gaston made his home in Florida.

CHARLES GUILLORY

Pensioner Charles Guillory, 90, died August 30. Brother Guillory was born in Pine Prairie, Louisiana. He began receiving his pension in 1966. Brother Guillory lived in Louisiana.

CARLOS GUTIERREZ

Pensioner Carlos Gutierrez, 88, passed away November 7. Born in Yabucoa, Puerto Rico, he became a pensioner in 1991 and called New York, home.

LEO JOHNSON

Pensioner Leo Johnson, 87, died November 11. Brother Johnson, a native of Blaine, Washington, began collecting his pension in 1973. He resided in Pennsylvania.

WILLIAM KENNEDY

Pensioner William Kennedy, 88, passed away November 14. Brother Kennedy was born in Florida. He went on pension in 1992. Brother Kennedy lived in Savannah, Georgia.

ROBERT KNIGHT

Pensioner Robert Knight, 73, died November 21. Born in Manchester, Connecticut, Brother Knight retired in 2006. He was a resident of Allentown, New Hampshire.

HURBY OUBRE

Pensioner Hurby Oubre, 89, passed away November 11. He was a Louisiana native and became a pensioner in 1968. Brother

Oubre settled in New Orleans.

NATHAN PARRIN

Pensioner Nathan Parrin, 85, died November 4. Born in New Hampshire, Brother Parrin started receiving his retirement compensation in 1984. He lived in Boston.

RAYMOND PERZ

Pensioner Raymond Perz, 90, passed away November 2. Brother Perz was born in Chicago. He began collecting his retirement pay in 1972 and made his home in Indiana.

NICOLAS RENDON

Pensioner Nicolas Rendon, 88, died November 24. The Puerto Rico native retired in 1991. Brother Rendon called New York home.

GUILLERMO RODRIGUEZ

Pensioner Guillermo Rodriguez, 87, passed away November 1. Born in Puerto Rico, Brother Rodriguez started receiving his pension in 1968. He lived in Lehigh Acres, Florida.

CARLOS ROSADO

Pensioner Carlos Rosado, 75, died October 16. He was born in Puerto Rico and became a pensioner in 2001. Brother Rosado continued to reside in Puerto Rico.

FRANK TUOHEY

Pensioner Frank Tuohey, 88, passed away September 21. Brother Tuohey, a native of Australia, began collecting his retirement pay in 1984. He settled in Savannah, Georgia.

PASTOR VIZCARRONDO

Pensioner Pastor Vizcarrondo, 93, died November 8. Born in Carolina, Puerto Rico, Brother Vizcarrondo went on pension in 1967. He lived in Philadelphia.

CLARENCE WICKER

Pensioner Clarence Wicker, 94, passed away November 11. Brother Wicker was born in Alamance, North Carolina. He started receiving compensation for his retirement in 1978 and made his home in Deerfield Beach, Florida.

RICHARD WRIGHT

Pensioner Richard Wright, 74, died November 23. He was born in Virginia and became a pensioner in 1999. Brother Wright called Rustburg, Virginia, home.

Name	Age	DOD
Bradshaw, William	86	Oct. 19
Brunwasser, Joseph	86	Nov. 3
Gabriel, Frederick	87	Nov. 15
Garcia, Juan	85	Nov. 25
Witushynski, David	81	Oct. 26



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.

HORIZON ANCHORAGE (Horizon Lines), March 29 – Chairman **Daniel Seagle**, Secretary **Amanda Suncin**, Educational Director **Gary Dahl**, Deck Delegate **Tar Ahmed**, Engine Delegate **Jeffrey Murray**, Steward Delegate **Gary Loftin**. Chairman advised checking Coast Guard physical and all documents for expiration dates. Secretary encouraged everyone to upgrade and take care of physical exams as soon as possible, because it is taking longer to make appointments. Educational director also recommended upgrading at SIU-affiliated school in Piney Point, Maryland, as well as contributing to the union's voluntary political action fund. No beefs or disputed OT reported. Crew asked for increased dental benefits. Next port: Tacoma, Washington.

HORIZON KODIAK (Horizon Lines), March 22 – Chairman **Garry Walker**, Secretary **Lovie Perez**, Educational Director **Jonathan Stratton**, Deck Delegate **Dennis Adjetey**, Steward Delegate **Leslie McGirt**. Crew was reminded to keep laundry door open at all times. Chairman reminded everyone to pay dues on time, and mentioned plan for Matson taking over some of Horizon Lines' operations. Educational director said upgrading at Piney Point is a way to boost your income. No beefs or disputed OT reported. Crew asked for clarification concerning eligibility for medical coverage and purpose of working dues. They made suggestions concerning vacation benefits. Next ports: Tacoma, Washington; Anchorage, Alaska; and Kodiak, Alaska.

MAERSK CALIFORNIA (Waterman Steamship), March 1 – Chairman **Billy Hill Sr.**, Secretary **Ibrahim Elsayed**, Educational Director **Aleksander Djatschenko**, Deck Delegate **Eddie Martinez**, Engine Delegate **Greg Alvarez**, Steward Delegate **Enrico LaMarca**. Chairman asked crew to keep rooms and work spaces secured in weather. He said vessel is operating on a very demanding seven-day shuttle from two ports in Turkey and two ports in Egypt. All crew is working safe and well together. Secretary encouraged members to read *Seafarers LOG* to keep up with ever-changing maritime industry. He thanked crew for keeping inside house clean. Educational director encouraged Seafarers to keep the union alive and active by educating younger generation about benefits and pension plan. He advised attending membership meetings at the halls and reading the

contracts to make the membership stronger. No beefs or disputed OT reported. Deck delegate offered reminder about safety gear. Crew read president's column from *LOG* and thanked President Sacco and the vice presidents and staff for all of their hard work. New TV wall mounts are on board and are being installed daily. Crew discussed requirements for medical benefit eligibility.

MAERSK DENVER (Maersk Line, Limited), March 15 – Chairman **Stephen R. Kastel**, Secretary **Peter J. Schmitt**, Educational Director **Herman Castro**, Deck Delegate **Yousry Ibrahim**, Engine Delegate **David Terry Jr.**, Steward Delegate **Alaa Embaby**. Chairman led discussion about medical benefit requirements. Secretary reminded those departing vessel to leave rooms clean for reliefs and return keys to captain. Educational director suggested members upgrade skills at the Paul Hall Center in Piney Point, Maryland. It was also emphasized that all necessary seafaring documents should be kept current. No beefs or disputed OT reported. Suggestion was made to have vacation checks sent to members' homes instead of the ports. Steward department was thanked for a job well done. Next ports: Newark, New Jersey; Charleston, South Carolina; Savannah, Georgia; and Houston.

NATIONAL GLORY (Crowley), March 15 – Chairman **Eugene T. Grantham**, Secretary **Pedro R. Castillo**, Educational Director **Timothy A. Chestnut**, Steward Delegate **Larry Jolla**. Chairman talked about manning levels and other contract issues. Secretary requested slicer, food processor, salad bar and mixer for galley. Educational director encouraged everyone to read the *Seafarers LOG* to keep up with classes available at the maritime training center in Piney Point, Maryland. No beefs or disputed OT reported. Crew would like a new dryer.

ST. LOUIS EXPRESS (Crowley), March 31 – Chairman **Matthew T. Sagay**, Secretary **Marlon A. Battad**, Deck Delegate **Alvin Clark**, Engine Delegate **Michael Warner**, Steward Delegate **John Stephen**. Members were advised to keep documents up-to-date and take advantage of upgrading opportunities available at the Paul Hall Center. No beefs or disputed OT reported. Suggestion was made to purchase new TV for crew state room. Next ports: Charleston, South Carolina and Houston.



Crew members enjoy lunch following the union meeting.

With Seafarers Aboard Montford Point

These photos from the *USNS Montford Point* were taken April 15 in Vallejo, California, before the ship departed for its next mission. The vessel is operated by SIU-contracted Ocean Shipholdings for the U.S. Military Sealift Command.



Chief Steward Julio Marcone, Chief Cook Arlene Thomas



Bosun William Johnson, STOS Alan Boiser and Storekeeper Gary Bruber sign patrolman's and safety reports.

MAERSK ATLANTA (Maersk Line, Limited), April 30 – Chairman **Thomas P. Flanagan**, Secretary **Glenn Williams**, Educational Director **Paul Titus**. Chairman reported a safe, productive voyage and thanked everyone for working well together. He announced payoff

on May 5 in Newark, New Jersey. Crew members were asked to leave rooms ready for new crew and show reliefs around. Educational director urged mariners to attend classes at the Piney Point school. Treasurer reported \$2,545 in ship's fund. No beefs or disputed OT reported. Recommendations were made regarding vacation benefits. All departments were thanked for their hard work. Next ports: Charleston, South Carolina; Savannah, Georgia; Houston; and Norfolk, Virginia.

MAERSK CAROLINA (Maersk Line, Limited), April 5 – Chairman **Laurentis D. Colbert**, Secretary **James A. Kingsley**, Educational Director **Kevin M. Cooper**, Deck Delegate **Carlos Gibbons**, Engine Delegate **James Sieger**, Steward Delegate **Edward English**. Chairman discussed letter pertaining to changes in requirements for health benefits. Payoff in Newark, New Jersey on April 9 was announced. Secretary asked crew departing vessel to leave quarters in clean condition for next members. Educational director reminded mariners to upgrade at their earliest convenience and watch document expiration dates. No beefs or disputed OT reported. Members would like ship fund money spent on satellite TV.

MAERSK PITTSBURGH (Maersk Line, Limited), April 18 – Chairman **Konstantinos Prokovas**, Secretary **Darryl Goggins**, Educational Director **Jan Morawski**, Deck Delegate **Frank Vogler**, Steward Delegate **Gilbert Allende**. Chairman thanked crew for safe voyage. Secretary reminded mariners signing off to make sure rooms are clean and leave fresh linens. Educational director encouraged members to upgrade at SIU-affiliated Paul Hall Center in Piney Point, Maryland. Crew discussed use of SIU website. No beefs or disputed OT reported. Votes of thanks given to all three departments for good work. Crew asked for increased pension benefits and made suggestions concerning deck department OT and requirements for physical exams.

OVERSEAS MYKONOS (OSG), April 4 – Chairman **Albert Mensah**, Secretary **Gerald Hyman**, Steward Delegate **Penny Taylor**. On behalf of crew, chairman expressed appreciation for vessel being a good feeder. He also thanked entire crew for wonderful job. Crew discussed importance of upgrading in Piney Point and making sure all documents are current. No beefs or disputed OT reported. Crew asked for change in requirements for medical benefit eligibility and also made suggestions concerning vacation benefits.

Seafarers Support Our Troops



In this May 9 photo taken in the Gulf of Aden, the Seafarers-crewed *USNS Carl Brashear* (middle) conducts an underway replenishment with the *USS Iwo Jima* (rear) and the *USS Fort McHenry* as part of a multinational exercise named Eager Lion 2015. The *Brashear*, one of the Military Sealift Command's dry cargo/ammunition (T-AKE) vessels, is crewed by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 3rd Class Adam Austin)

'Right to Work' Means Lower Wages

According to a new Economic Policy Institute study, the most recent data confirms what the SIU and other labor unions have always known: In states with so-called right-to-work (RTW) laws, wages are lower than in states without such laws. The study concludes that the relationship between RTW states and lower wages is still statistically significant, even after controlling for various demographic and socioeconomic variables.

RTW laws allow non-dues-paying workers many of the benefits of representation without doing their part to help support the union. That means, for example, a non-dues-paying employee benefits from the same medical coverage negotiated by the union for everyone in the bargaining unit. Similarly, if a worker who doesn't pay dues were to have a grievance, the union would have to take up that beef, using union resources just as they would for a dues-paying member.

There are 25 RTW states, primarily in the mid-west, south and south west.

According to the findings by Senior Economist and Director of Health Policy Research Elise Gould, Ph.D., and Research Assistant Will Kimball, wages in states with RTW laws are 3.1 percent lower than those in non-RTW states. That translates to an average of \$1,558 less per year, but could mean much more in some areas.

As the researchers explain, "In this paper, we update that research [from a 2011 EPI study] and subject the results to a series of robustness tests. We utilize more recent data from the Current Population Survey, and employ a cost-of-living indicator from the Bureau of Economic Analysis that was only made available in the years following the release of [the older study]. Last, we subject our results to various robustness tests as suggested by Sherk (2015) regarding choice of specific explanatory variables. We find that the main results hold under any reasonable alternative specifications. Only extensive data-mining and non-standard specifications of wage equations can move the estimated RTW penalty to statistical insignificance."

The findings also confirm an earlier study that proved the benefits of unions extend beyond their members. On a state-wide level, wages were higher in non-RTW states, and not just for union members. As stated in the report, "Where unions are strong, compensation increases even for workers not covered by any union contract, as nonunion employers face competitive pressure to match union standards. Likewise, when unions are weakened by RTW laws, all of a state's workers feel the impact."

In conclusion, the report found that even after factoring in all reasonably possible outside variables, the correlation between lower wages in RTW states and the law was undeniable.

"It's abundantly clear that right-to-work laws are negatively correlated with workers' wages," says Gould. "Our model uses widely-agreed upon variables, and holds up under a series of tests to ensure that the model is sound and not being skewed by the inclusion or exclusion of particular variables or estimate technique."

The study is part of the Economic Policy Institute's Raising America's Pay project, a multiyear research and public education initiative to make wage growth an urgent national policy priority. Raising America's Pay seeks to explain wage and benefit patterns – and the role of labor market policies and practices in suppressing pay – and identify policies that will generate broad-based wage growth.



Here's one more thing union families can share.



Union Plus delivers summer discounts. Planning anything fun this summer? For Memorial Day, July 4th and Labor Day outings, plus all summer long, union members get special discounts on travel, entertainment and special attractions. Save up to 25% on car rentals and up to \$19 per ticket at theme parks, including Disney. Movie, sports and theater tickets are reduced as well. Let Union Plus ramp up your summer—and your savings.

Union Plus

Save the Union Way at UnionPlus.org/Summer

6/15

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.

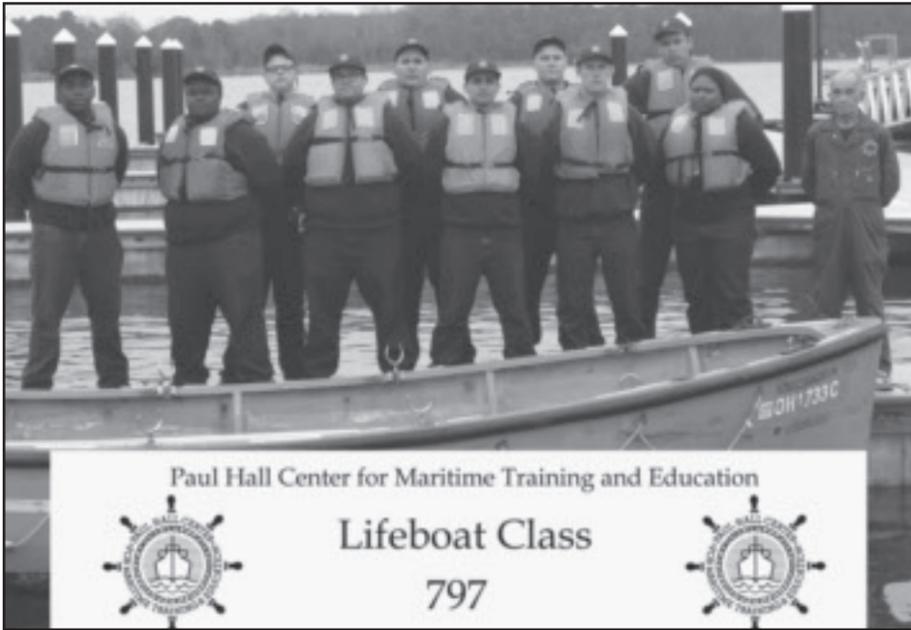
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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 Classes



Apprentice Water Survival Class #797 – Ten Phase I apprentices completed this course April 10. Graduating (above, in alphabetical order) were: Abdulla Alawi, Francois Bonilla, Cameron Cobb, Dominick Corbitt, Hunter Cox, Jennifer Griffin, Walter Lent, Tyler Perry, Gerardo Rosaly Martinez and Kevin Valentin Rivera. Class instructor Bernabe Pelingon is at the far right.



Basic Cargo Handling & Stowage – The following upgraders (above, in alphabetical order) completed their requirements in this course April 17: Seth Davis, Cory Gardner, Kenneth Graybill IV, Kenneth Kuehne, Stephen Morris III, Raymond Oglesby, Morgan Piper and Joseph Tucker. Class instructor Bradley Burkart is at the far right.



ARPA - Six upgraders graduated from this course April 10. Completing their requirements (above, in alphabetical order) were: Cory Gardner, Kenneth Graybill IV, Kenneth Kuehne, Raymond Oglesby, Morgan Piper and Joseph Tucker.



ECDIS – The following individuals (above, in alphabetical order) graduated from this course May 1: David Callis, Michael Daniels, Felix Garcia, Jeffrey Jones, Ryan Kinser and Gil Pruitt. Their instructor, Patrick Schoenberger, is at the far right.



Pumpman – Ten Seafarers completed the enhancement of their skills in the course May 17. Graduating (above, in alphabetical order) were: Edgar Dionio, Tsawang Gyurme, Gregory Howard, Larry Locke Jr., Patrocinio Magliante, Michael Maldonado, William Mercer, Rodolfo Opinaldo, Richard Striverson and Jimmie Williams Jr. Jim Shaffer, their instructor, is at the far right.



Small Arms – Eight upgraders completed their requirements in this course May 1. Graduating (above, in alphabetical order) were: Julian Dingzon, Jr., William Dowzicky III, Brooke English, Rick James, Thomas Moore, Robert Oppel, Jerry Semper Jr., and Gary Torres. Class instructors Robert Springer and Stan Beck are at the far left and far right, respectively.



Water Survival – Upgrader Randy King, above, graduated from this course March 13.



Government Vessels – The following Seafarers (photo at left, in alphabetical order) graduated from this course April 24: Alex Aguinaldo, Kamel Bit, Yancy Cabarrubias, Rafael Cortina-Tuells, Ricardo Ducay, James Fells, Roberto Flores Monge, Vincent Freeman, Andrea Hargrove, Corey Jackson, Eric Lyons, Jesus Martinez Ortiz, Ryan McElroy, Mario Moralita, Rey Robles, Arica Shaw, Emanuel Spain, Michael Vatughan, Wilfredo Velez and Marquise Webb. Mark Cates, their instructor, is at the far right.

Paul Hall Center Classes



Tankship Familiarization – Twenty-one upgraders finished their requirements in this course April 17. Those graduating (photo at left, in alphabetical order) were: Donald Bishop, Kurt Bruer, Yancy Cabarrubias, Rafael Cortina-Tuells, Basil Dsouza, James Fells, Adolfo Figueroa, Roberto Flores Monge, Vincent Freeman, Eddie Hall, Gary Hirsch, James Kayser, Frederick Reich, Rey Robles, Andrezej Tlaka, Enrique Velez, Wilfredo Velez, Paul Wade, Marquise Webb, Fernandez Wilcox Jr., and Carlos Zapata.



Leadership & Management Skills – The following upgraders (above, in alphabetical order) completed this course March 6: Kevin Hale, Steven Haver, Juan Lima, Joseph Mesyna, Oscar Palacios, Keith Pontes, Cle Popperwill, Alexandre Racine, Peter Ranges and Robert Thorne.

Leadership & Management Skills – Six individuals graduated from this course March 13. Completing their requirements (above, in alphabetical order) were: Nicholas Conway, Rick Cristofano, Neal Doucet, James Hoffman, Basil Messer and Michael Schmidt. Bradley Burkart, their instructor, is at the far right.



Leadership & Management Skills – The following individuals (above, in alphabetical order) graduated from this course April 20: Stephen Balzano, Michael Cousin, Robert Eastwood, Joseph Gordon, Kenneth Graybill III, Robert Kieffer, Steven Medina, Mark Miles, James Robinson, Sherman Sakatani, Timothy Smithwick and Alvin York. Their instructor, Bradley Burkart, is at the far right.

Leadership and Management Skills – Twenty-two upgraders finished this course April 27. Graduating (above, in alphabetical order) were: Giacomo Albanese, Joel Anderson, Eric Baggs, Randall Brinza, Charles Donley, William Dubay, Jacob Frisbie, Tony Graves, Andrew Hook, John Howard, Josh Knight, Piotr Kwiatkowski, Keith Langley, William Mertz, Joshua Nedelman, Craig Perry, William Racette, Kevin Samuels, Roger Stewart, Jose Valdez II, Eric Vieira and Jermaine Williams. Bradley Burkart, their instructor, is at the far right. (Note: Not all are pictured.)



Bake Shop - Six steward department upgraders recently finished this course. Graduating (above, in alphabetical order) were: Yvonne Feltham, Tim Heffernan, Esper Jordan, Lamberto Palamos, Patricia Ricks and Joshua Weiner. Their instructor, Jessy Sunga, is at the far left.



Advanced Galley Ops – Two steward department upgraders recently completed their requirements in this course. Graduating were Alex Aguilardo (above, left) and Juan Guanill.



The Seafarers-crewed *USNS Comfort* sits at anchor in the Caribbean in early April. (U.S. Navy photo by Mass Communication Specialist 1st Class Gary Johnson)

Seafarers Sail During ‘Continuing Promise’

Hospital Ship USNS Comfort Delivers Humanitarian Assistance

With a big assist from members of the SIU Government Services Division, the hospital ship *USNS Comfort* is off to a strong start in the humanitarian mission Continuing Promise 2015. Though multi-faceted, the mission mainly is aimed at bringing medical and dental services to those in need in Central America, South America and the Caribbean. Other components include veterinary and engineering support, disaster response, and subject-matter expert exchanges.

The mission began on April 1, and by mid-May the *Comfort* had already made its first three stops: Belize, on April 9; Guatemala, on April 15; and Jamaica, on May 5. In each country, medical staff aboard the SIU-crewed Military Sealift Command vessel provided services for the local community, while engineers assisted with construction and aid projects.

U.S. Surgeon General Matthew L. Nathan offered his thoughts on the mission while he was embarked from April 19-23, during an all-hands meeting aboard the *Comfort*.

“The Navy is unique. We are designed to be out and about – to go where we are needed in a moment’s notice and stay however long it takes,” said Nathan. “We are the world’s 911.

You are working aboard the Navy’s premier 911 vessel. When the world calls, we will answer.”

Nathan also spoke to the crew about the importance of working together to build trusting partnerships in the 11 countries throughout the mission. He explained that operations such as Continuing Promise can change people’s perceptions about the United States.

“You are going to link arms with people out there and work together. You are going to build partnerships on an international level. You are going to change lives, and I hope change your life in the process,” said Nathan.

While the ship was in Guatemala, members of Continuing Promise and Guatemalan medical professionals partnered to conduct nearly 525 dental exams and procedures, more than 1,300 optometry exams and 105 surgeries. They provided care to patients at two different medical sites set up ashore.

Additionally, Seabees assigned to Construction Battalion Maintenance Unit 202 completed 12 renovation and improvement projects at the Domingo Juarros and 15 de Septiembre schools. The work included window replacements, tile repair, electrical upgrades and painting.

Meanwhile, the veterinarian team visited local horse and cattle farms, and other members of the crew participated in community relations (COMREL) projects. The COMREL teams partnered with local non-governmental

organizations to deliver thousands of donated items, including toys, games and coloring books, to orphanages and schools in the area.

The mission tentatively is slated to finish in August.



Lt. Kevin Hoang (photo above), an optometrist stationed at Naval Health Clinic Corpus Christi, conducts an eye exam on a patient aboard the vessel. (U.S. Navy photo by Mass Communication Specialist Seaman Kameron Guy Hodnett) In the photo below, a prescription is filled in Jamaica as part of the humanitarian mission involving the *USNS Comfort*. Those pictured include a U.S. civilian volunteer, a member of the Canadian armed forces and a U.S. Navy hospital corpsman. (Photo by Mass Communication Specialist 2nd Class Derek Paumen)



Mariners perform maintenance checks aboard the *USNS Comfort* during Continuing Promise 2015. (U.S. Army photo by SFC Peter Yokel)

