Seafarers Give Back to Communities

Union’s Winter Holiday Tradition Continues in Tacoma, Ft. Lauderdale

During the winter holidays, SIU members from coast to coast donated time, money and effort to brighten the season for children in their respective communities. In Tacoma, Washington, members participated in the yearly Santa’s Castle project, which benefits American military families, while Seafarers also stepped up in Ft. Lauderdale, Florida, for a toy drive with the community services agency LifeNet4Families. The photos below and at right are from the SIU hall in Tacoma – one showing some of the donations, the other featuring U.S. Army Sgt. 1st Class Hinzman and Capt. Ganoni helping load some of the goodies. Pages 6, 24.

Major Renovations Continue, Remain Ahead of Schedule At Paul Hall Center Campus

The wide-ranging renovation of the SIU-affiliated Paul Hall Center for Maritime Training and Education is rolling along at the Piney Point, Maryland, campus. The multi-million-dollar project features new simulators, classroom expansions and modernization, and much more. These photos show a small sampling of the construction along with a few of the new computers being installed in the classrooms. Story on Page 3, additional photos on Page 23.

Jones Act Updates Pages 2, 4
JHSV Christened Page 3
Tax Tips for Mariners Pages 12-14
The United States Congress in mid-December enacted the strongest statement of support for the Jones Act and the domestic maritime industry in nearly 80 years, according to the powerful coalition American Maritime Partnership (AMP). The measure was included as part of the National Defense Authorization Act, which noted that the national security benefits of the domestic maritime industry and any Jones Act are “unquestioned.”

The bill stated that the Jones Act and the American domestic maritime industry are vital to “the national security and economic vitality of the United States and the efficient operation of the United States transportation system.” The legislation was signed into law Dec. 19.

One week earlier, when the bill was passed by the U.S. House of Representatives, AMP Chairman Tom Allegretti stated, “Today, Congress reaffirmed its support for a strong domestic maritime industry, the Jones Act, and the critical role both play in the national security and economic vitality of our nation. It is hard to imagine a more emphatic and unambiguous statement of support for the Jones Act than this legislation.”

The fact that it originated from both the House and Senate Armed Services Committees is only further evidence of the national security benefits of the Act and the American domestic maritime industry. In fact, this is the strongest Congressional statement of support for the Jones Act since the Merchant Marine Act of 1936.

The SIU is a member of AMP, a coalition of more than 450 organizations from all segments of the U.S. maritime industry. According AMP, the Congressional statement of support for the Jones Act as part of the National Defense Authorization Act specifically states:

- The national security benefits of the domestic maritime industry are such that Congress finds that the Department of Defense depends in part on United States domestic trades’ vessel innovations that transformed world-wide maritime commerce include the development of autonomous, unmanned, and electric-powered maritime systems;... the Department of Defense benefits from a robust commercial shipyard and ship repair industry, and current growth in that sector is particularly important as Federal budget cuts may reduce the number of new constructed military vessels; and
- The Jones Act is required that all cargo moving between domestic ports be carried on vessels that are flagged, flagged, built and owned American.

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Paul Hall Center Upgrades Rolling Along

Major Project Includes New Simulators, Refurbished Classrooms

One of the most comprehensive upgrades in the history of the SIU-affiliated Paul Hall Center for Maritime Training and Education is proceeding slightly ahead of schedule, according to officials at the Piney Point, Maryland, school.

As previously reported, the project features new, state-of-the-art simulators, classroom expansions, hotel improvements, and other technological upgrades throughout the campus. Some of the new simulators were ready for use in mid-January; the remainder are expected to be in place by the end of March. The multi-million-dollar renovation also will include (later this year) redoing all roads and walkways at the school along with various improvements at the library and the apprentice dorms.

Among the work that had been finished by mid-January, the Logan Building reopened with new engine simulators, testing (UNITEST) software, liquid cargo simulation, and new heating and air conditioning. All classrooms were modernized to include LED projectors, and all classrooms are now multi-functional.

Additionally, the main bridge (a full mission bridge simulator) has been built and the 360-degree wall is up and painted; installation of the new bridge simulator was slated to begin around press time.

The progress didn’t end there. The workshop has been equipped with new lathes, and the shipyard annex now boasts new radar/ARPA and GMDSS equipment. Various rooms in the Williams Annex have been primed for installation of two new tug bridges, three upgraded auxiliary bridges, and a full mission engine room.

Renovations were also continuing in the Drozak Building including classroom improvements and installation of a new crane simulator (Haglund Ship Pedestal Crane and Liebherr Mobile Harbor Crane).

The Paul Hall Center—which includes, among other components, the Seafarers Harry Lundeberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School—offers more than 70 U.S. Coast Guard-approved classes, among other components, the Seafarers Harry Lundeberg School of Seamanship and the Joseph Sacco Fire Fighting and Safety School—offers more than 70 U.S. Coast Guard-approved classes, many of which emphasize hands-on training.

Students may have opportunities to receive college credits for more than 50 of those courses.

Navy Christens USNS Trenton in Mobile, Alabama

Progress continued in the Navy’s joint high speed vessel (JHSV) program as the USNS Trenton was christened Jan. 10 at Austal USA in Mobile, Alabama. The Trenton, a 338-foot catamaran, is the fifth of a planned 10-vessel fleet being crewed by members of the SIU Government Services Division.

More than 300 naval and shipyard guests attended the ceremony, which took place alongside the USNS Trenton at the shipyard. The Honorable Ray Mabus, Secretary of the Navy, served as the event’s principal speaker.

“This ship represents the hard-working men and women of New Jersey and the importance of the American cities along the Delaware River,” Mabus said.

“It represents American shipyard, factory, and assembly line workers who have been the backbone of the arsenal of democracy since President Franklin Roosevelt coined the phrase more than seven decades ago. It represents the American spirit of hard work, patriotism and perseverance.

“The USNS Trenton will carry these values and this spirit around the world,” he continued. “It is tailor-made for our 21st century operations and maritime security missions, from the wide expanses of the Pacific to the littorals of Africa.”

According to the Navy, JHSVs “are ideal for fast, intra-theater transportation of troops, military vehicles, supplies and equipment. 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.”

At the christening, Austal USA President Craig Perciavalle stated, “Trenton is a true testament to the successful partnership that has developed between Austal USA, the Military Sealift Command, and the Navy. We’re very happy with how well this program has matured as we prepare our fifth JHSV for trials and delivery in the coming months…. Trenton and her sister ships are innovation ships with incredible amounts of speed, volume and flexibility for their size; capabilities the Navy will be able to leverage for decades to come. The success of the program is the direct result of the hard work and dedication of so many incredible shipbuilding professionals here at Austal – the best I’ve ever worked with.”

Serving as the ship’s sponsor was Virginia A. Kamsky, chairman and chief executive officer of Kamsky Associates, Inc., a strategic advisory firm with offices in Beijing and New York City. A press release from the shipyard pointed out, “Ms. Kamsky is serving under a White House appointment as a member of the U.S. Secretary of the Navy Advisory Panel, an advisory body which provides the Secretary of the Navy with independent advice and recommendations on critical issues facing the Department of the Navy and the Navy Secretariat. Ms. Kamsky is a recipient of the Navy Distinguished Civilian Service Award, which is the highest honorary award the Secretary of the Navy can confer on a Department of the Navy civilian employee.”

The Navy pointed out the newest JHSV is the fourth naval vessel to bear the name Trenton: “The first ship was built following the Civil War and was named to honor George Washington’s Revolutionary War victory on the banks of the Delaware River. Since then, a ship bearing the name Trenton has served during every vital Navy mission until 2007 when the last ship was decommissioned.”

The joint high speed vessel USNS Trenton rolls out in preparation for launch at Austal USA shipyard. (U.S. Navy photo)
Crowley Maritime to Operate Jones Act Vessels

The five-tanker contract will also help sustain NASSCO’s workforce of nearly 3,200 and will add approximately 300 more jobs in the near future. “This second tanker marks another milestone in our fleet expansion adding five state-of-the-art vessels constructed and delivered by NASSCO,” said Rob Kurz, vice president of Kinder Morgan Terminals and president of American Petroleum Tankers, a Kinder Morgan, Inc. subsidiary. “The expansion is a result of the commitment of our customers through their long-term charter support. We look forward to delivery of the vessels in mid-2017.”

The construction and operation of the new vessels are aligned with the Jones Act, requiring ships carrying cargo between U.S. ports to be built, crewed, flagged and owned American. The Jones Act helps sustain around 500,000 American jobs while contributing billions of dollars annually to the U.S. economy. It also helps sustain a pool of reliable, well-trained, U.S. citizen mariners who are available to crew American military support ships in times of war or emergency.

APT Tanker at NASSCO Shipyard

A new-build program calling for five SIU-contracted Jones Act tankers is going strong in San Diego.

In mid-December, the General Dynamics NASSCO shipyard signaled the start of construction of a second “ECO” tanker to be built for American Petroleum Tankers at a steel-cutting ceremony. U.S. Rep. Scott Peters (D-California) marked the beginning of construction by pressing a button to cut the first piece of steel. NASSCO (a union yard) began construction on the first tanker in September 2014.

The five ships (each 610 feet long) will be managed by Seafarers-contracted Crowley Maritime. In a press release about the December ceremony, NASSCO described the new ships as “innovative and increased energy-efficient and fuel-saving products. Each of the five 50,000 deadweight ton product carriers will be LNG-conversion ready and will hold a 330,000 barrel cargo capacity. With a specialized ECO design, the tankers are more energy efficient and incorporate environmental protection features, including a ballast water treatment system.”

A ceremonial steel-cutting marks the start of construction of another Jones Act tanker at NASSCO. (Photo courtesy General Dynamics NASSCO)

Members Meet with SIU President in Lauderdale

The SIU called upon members to ask their senators to oppose the amendment, and Seafarers responded passionately and in large numbers. Rank-and-file comments on the union’s social media pages, in the halls and aboard ship all reflected a solid awareness that any weakening of the Jones Act would wipe out American jobs. The amendment’s fate hadn’t been decided at press time, but all indications were that it had little chance of passing. For that matter, the Keystone bill itself was far from a sure thing, partly because of a veto threat from the White House.

Nevertheless, the domestic maritime industry took the threat quite seriously, both because of the Jones Act’s importance and because the show of strong support for the nation’s freight cabotage law may dissuade other attempts to weaken it.

“This amendment has no place in the Keystone bill or in Congress,” stated SIU President Michael Sacco. “It is just another attack on the Jones Act, one that could cripple the U.S.-flag maritime industry. We need all hands on deck to defeat this amendment.”

Coast Guard Commandant Adm. Paul Zukunft was quoted in a newspaper article as having stated, “If we have foreign-flag vessels doing coastalized trade, what are the safety standards, what are the maritime pollution … standards, how are they in compliance with the same standards that we apply to our U.S. fleet? I think, at the end of the day, it will put our entire U.S. fleet in jeopardy. And then in a time of crisis, who are we going to charter to carry our logistics?”

The Jones Act requires that cargo moving between domestic ports be carried on ships that are crewed, built, flagged and owned American. It has enjoyed strong bipartisan support since its enactment in 1920, and in modern times it helps sustain more than 400,000 American jobs while contributing billions of dollars annually to the U.S. economy.

As U.S. Rep. Duncan Hunter (R-California) put it in a Jan. 15 letter to two Senate committee chairpersons, “The Jones Act keeps jobs, ships and a maritime skill base in the United States – and any effort to diminish this longstanding law is sure to negatively impact America’s maritime industry and its significant contributions to the national economy.”

U.S. Rep. Linda Sanchez (D-California) wrote in The Hill that the amendment “would undermine our domestic maritime industry and threaten the more than 400,000 jobs it supports nationwide. After years of stagnation, the American maritime industry is investing a record amount in new ship construction with American shipyards building many modern state-of-the-art vessels.”

Anti-Jones Act Proposal Draws Ire from Industry
The U.S. Export-Import Bank recently received strong support from the Port of Houston Authority and also got a boost from an annual report that spelled out the enormous benefits directly stemming from the agency. The SIU and other maritime unions have pointed out the Export-Import Bank (often abbreviated as Ex-Im) is crucial for the U.S. Merchant Marine. It’s a steady source of good American jobs in the maritime industry (cargo generated by Ex-Im funding must be transported aboard U.S.-flag vessels) and in other sectors of the U.S. economy.

Following a short-term extension enacted by Congress last fall, the bank’s charter once again will be up for reauthorization in June. In a Dec. 11 letter to U.S. Senators Mitch McConnell (R-Kentucky) and Harry Reid (D-Nevada) and U.S. Representatives John Boehner (R-Ohio) and Nancy Pelosi (D-California), Port of Houston Authority Chairman Janiece Longoria noted, “Federal policies that increase and sustain trade are beneficial for jobs and the economy. The U.S. Export-Import Bank (Ex-Im Bank) provides important opportunities for domestic manufacturers and employers to compete internationally and ship American goods into the global economy. The dynamic and uncertain global marketplace, it is vital for U.S. manufacturers to have reliable and multiple tools to compete effectively.”

According to the United States International Trade Administration, Houston led the nation in exports in 2012, and between 2005 and 2012 Houston exports increased more than 164 percent,” the letter continued. “The Ex-Im Bank plays a vital role in keeping the region globally competitive and is responsible for contributing $4 billion in total export sales in Texas in 2013. The value of foreign trade passing through the Houston region has doubled over the last decade… More than 76 percent of all the Ex-Im Bank support in Texas for 2013 directly benefited the Houston region. These benefits are clear at the Port of Houston, which is the largest port in the U.S. for foreign tonnage, annually generating nearly $5 billion in economic activity and sustaining more than 2 million jobs in the United States.”

Longoria concluded, “There are significant benefits to trade and exports relating to the Ex-Im Bank, and the Port of Houston Authority respectfully requests your support for its reauthorization.”

SIU Vice President Gulf Coast Dean Curley also serves on the Port of Houston Authority. Meanwhile, a week after the letter from Longoria was sent, Ex-Im Bank Chairman and President Fred Hochberg announced publication of the agency’s annual report. He described the bank as “a small agency that exists to help U.S. businesses with the financing tools they need to overcome obstacles and open new markets for their goods and services. We know that when entrepreneurs are empowered to win export sales against their foreign competitors, businesses grow, our economy becomes more durable, and layoffs are replaced with ‘Now Hiring’ signs in communities across our country.”

He added that in 2014 (the program’s 80th anniversary), the bank supported 164,000 American jobs while approximately 90 percent of its transactions directly supported U.S. small businesses. It also supported $27.5 billion in exports at no cost to American taxpayers. The Export-Import Bank was created in 1934 to promote the sale of American-made goods overseas. When it was chartered, President Franklin D. Roosevelt called for the bank to “aid in financing and to facilitate exports and imports and the exchange” of goods between the U.S. and the world during a period of economic distress.

As noted on its website, the bank continues to operate under those goals supporting U.S. manufacturers and exporters in times of economic crisis when limitations on commercial credit arise. It makes and guarantees loans in addition to offering credit insurance to fund American exports.

The SIU and other supporters have pointed out that the Export-Import Bank does not cost American taxpayers a cent. It covers its activities through the fees and interest charged for its services. In fact, it has returned money to the U.S. Treasury that has been used to reduce the national debt.

Port of Houston Authority: Ex-Im Bank Vital for Economy

White House Report Shows Taxpayer-Friendly Program Supports 164,000 U.S. Jobs

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In 2014, all Seafarers who sail internationally should have received communications in the mail from the U.S. Coast Guard’s National Maritime Center (NMC) including a new Coast Guard STCW medical certificate that brings mariners into compliance with the latest international rules.

Any Seafarers who sail internationally but have yet to receive their Coast Guard STCW medical certificate should contact the NMC by phone at 1-888-427-5662 or by email at IAskNMC@uscg.mil. A renewal certificate may be obtained by submitting a valid U.S. Coast Guard physical to a Coast Guard regional examination center (REC). There are no fees for a renewal.

Members who have received their Coast Guard STCW medical certificate but have not had it scanned at an SIU hall are urged to do so as soon as possible. It’s important that the certificate is entered into the Seafarers Management Information System (SMIS) database so members don’t run into roadblocks when it’s time to ship out.

Members also are advised that although the certificate includes three expiration dates, the one on the upper left (“STCW Exp Date”) is the relevant date for international voyages. The other two expiration dates are listed as “National Exp Date” and “Pilot Exp Date.” The certificate itself is supposed to be valid for two years, but some of the ones initially issued in 2014 had shorter expiration dates. Therefore, members are urged to check the STCW expiration date on their respective certificates.

Also, entry-level mariners are reminded that they are required to possess the medical certificate when sailing on STCW-compliant vessels.

Questions may be directed to the NMC, SIU halls or the admissions office at the union-affiliated Paul Hall Center in Piney Point, Maryland.

Mariners’ Coast Guard STCW Medical Certificates Must be Valid, on File in SIU Database

Lauderdale Seafarers Give Back to Community

Members Continue Tradition of Service

Whether they’re voluntarily repairing local homes in the summer or donating toys for kids around the winter holidays, SIU members in Ft. Lauderdale, Florida, have a strong tradition of service.

That legacy remained evident late last year as Seafarers showed their generosity by contributing $1,500 worth of toys to LifeNet4Families of Broward County, a local community services organization. The SIU also teamed up with other affiliates of the Greater South Florida Maritime Trades Council in making a monetary donation to LifeNet4Families.

“The SIU members here really stepped up during the holiday season, as they always do,” said Port Agent Kris Hopkins, who organized the union’s participation. “Both with the toy drive and the donation, I think all the volunteers simply wanted to do something to help those who aren’t as fortunate as we are.”

He added, “We have worked with LifeNet for years and know what a good job it does in the community. They provide meals and a pantry for those in need as well as employment support and family counseling, among other services.”

Hopkins said approximately 50 Seafarers chipped in for the toy drive, and he noted this was the fourth straight year the union participated.

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And I remember that day that my mother, came about that close to losing our home. My daddy had a heart attack. It turned our were all off in the military. My mom was “When I was 12, my three big brothers reflected her history with the struggles of has a shot to do great.”

over the past 30 years: “The trickle-down done to middle- and lower-class families

AFL-CIO President Sees Raising Wages as Federation’s Mission continued from Page 5

ents,” she said.

The senator then spoke about the damage done to middle- and lower-class families over the past 30 years: “The trickle-down experiment that began in the Reagan years failed America’s middle class. Sure, the rich are doing great. Giant corporations are doing great. Lobbyists are doing great. But we need an economy where everyone else has a shot to do great.”

Warren shared a personal anecdote that reflected her history with the struggles of workers. “This is personal for me,” she stated. “When I was 12, my three big brothers were all off in the military. My mom was 50 years old, a stay-at-home mom, and my daddy had a heart attack. It turned our little family upside down. The bills piled up, we lost the family station wagon. We came about that close to losing our home. And I remember that day that my mother,

New ISM Code Changes Became Effective Jan. 1

Changes to the International Safety Management (ISM) Code have been newly implemented, going into effect on Jan. 1. While a few changes have been made, one in particular may mean more jobs for mariners. Amended paragraph 6.2 of the ISM Code, concerning the minimum safe manning levels of all vessels, states: “The Company should ensure that each ship is manned with qualified,

certificated and medically fit seafarers in accordance with national and international requirements; and appropriately manned in order to encompass all aspects of maintaining safe operations on board.”

In other words, operators who only crew a ship to meet the minimum safe manning level will likely have to in-crease that number in order to account for hours of rest rules and additional requirements, as well as potential emergencies and other situations that could arise while out at sea. In determining the minimum safe manning level of a ves-sel, companies are asked to refer to the “Principles of Minimum Safe Manning”, which was adopted by the ISM by resolution A.1047(27).

According to an International Trans-port Workers’ Federation (ITF) press release, “Until now minimum safe man-ning was certified in accordance with company proposals which were then rubber-stamped by the Flag state, and which took into account only the ves-sel’s ability to navigate and manage basic, the panel shared personal triumphs and struggles that they have faced as a re-sult of utilizing or otherwise fighting for workers’ rights.”

To close out the presentations, Trumka lived up to his reputation. After thanking the speakers and panelists, he asked those in attendance and watching the live stream a question. “For office-holders and candidates, it comes down to a very, very basic question: Are you satisfied? Are you satisfied with an America where the vast majority works harder and harder for less and less? Or do you propose to build an America where the people, share in the wealth we create?” This is a big win for mariners,” said SIU Secretary-Treasurer David Heindel, who also chairs the ITF Seafarers’ Section. “Kudos should go out to our representatives at the IMO who worked so diligently over the last several years to see this through.”
LENDING A HAND – Many Houston-area Seafarers pitched in to facilitate the union’s recent move from the old hall on Pierce Street to temporary quarters in a nearby CWA hall. Among those volunteering their time were (pictured with Safety Director Kevin Sykes, third from right) Robinson Eromosele, Francis Ackon, Daniel Ikegwu, Paul Wade, Adams Mohammed, James Van Dyke, Edyson Chaniago, Al Muthanna and Robert Gonzalez.

SOLIDARITY WITH STEELWORKERS – SIU members in Houston took part in a rally supporting members of the United Steelworkers. Altogether, more than 150 Sherwin Alumina workers along with allies from across south Texas demonstrated outside the offices of Sherwin’s parent company, Glencore, calling on the global conglomerate to end a lockout at Sherwin’s Gregory, Texas, facility. The SIU contingent included Safety Director Kevin Sykes, ABs Raphael Dewberry and Mohamed Ghaleb, and Steward Robinson Eromosele.

B-BOOK IN HOUSTON – SA Philomene Lewis (right) picks up her full B-book at the hall in Houston. She is pictured with SIU VP Gulf Coast Dean Corgey.

CELEBRATING IN WILMINGTON – The annual winter holiday feast at the SIU hall in Wilmington, California, was a big hit, as evidenced in part by the two snapshots at left and the one above from the late-December gathering.

ABOARD HORIZON NAVIGATOR – The group photo at left from the Horizon Lines ship includes AB Joel Gonzalez, Chief Cook Ingrid Rosario, AB Noel Otero, and Chief Steward Antonio Mendez Cruz. Otero recently celebrated his birthday aboard the vessel. The photo above shows AB Jose Crespo Jr.

At Sea and Ashore with the SIU
At the Hall in San Juan – In photo at left, QEE Linarys Castillo receives her A-book from Port Agent Amancio Crespo. The port agent also is at far right in photo directly above, with OS Sergio Valentin (center) and his spouse. Valentin is holding a receipt for his voluntary contribution to the Maritime Defense League. The remaining photo shows (from left) Gude Beato Diaz, AB Kemer Rojas and Recertified Bosun Rafael Franco.

Aboard Montford Point – The photo at left and the one above are from a mid-December servicing in Alameda, California. The USNS Montford Point is operated by Ocean Shipholdings for the U.S. Military Sealift Command. SIU Assistant VP Nick Celona is second from left in the group photo, while Patrolman Nick Marrone II is behind the lens.

Aboard Maersk Columbus – Safety Director Osvaldo Ramos (far right in photo at left, far left in photo above) submitted these photos of members from a late-November payoff on the Maersk Columbus in New Jersey. Among those pictured with Ramos are Seafarers Joseph Corr, George DiCanio, Edwin Ruiz Jr., David Arroyo, Benny Samosan, Sherwin Jones, Sean Jones, Kevin Williams and Jimmy Niotis.

Aboard Green Dale – AB Juan Carolos Negron (left) is pictured with Captain Richard Phillips late last year during a trip to northern Europe on the Waterman-operated Green Dale.

B-book in Oakland – AB Carlo Gentile (left) picks up his full B-book at the hall in Oakland, California. Administering the oath is SIU Assistant VP Nick Celona.

Christmas on APL Pearl – These photos were taken on Christmas Day while the APL Pearl was sailing near Al Maghribi, Yemen. Recertified Steward Denis Burke (left) and Chief Cook Radfan Almaklari are shown in the photo above.
Continued from Page 4

The congresswoman further noted, “The Jones Act is an essential pillar of national and homeland security. A strong domestic shipyard base helps support strategic sealift requirement and Navy shipbuilding while ensuring that U.S. ports are free from foreign influence.”

Speaking on the Senate floor on Jan. 16, Sen. Mazie Hirono said, “The Jones Act helps to shore up our national security by providing reliable sealift in times of war. Ensures our ongoing viability as an ocean power by protecting American shipbuilders. As a result, the Jones Act provides solid, well-paying jobs for nearly half a million Americans from Virginia to Hawaii. In short, the Jones Act protects national security and American job creation. Therefore, I am unclear why some of my colleagues are opposed to this common-sense law.”

Many others also reiterated their support of the Jones Act.

From the pages of Maritime Executive, Publisher and Editor-in-Chief Tony Munoz stated in an editorial, “McCain’s laissez-faire sentiments would actually destroy U.S. jobs, lower personal income, devastate U.S. vessel-operating companies and obliterate American shipbuilders, never mind the national security impacts.”

Meanwhile, statistics show that there is a steady loss of blue-collar jobs such as those found in shipyards, contributing to growing income inequality in the U.S. Despite the fact that 63 percent of the jobs lost during the Great Recession have been replaced, middle class incomes have actually declined by 11.6 percent,” added Munoz in his Jan. 15 editorial.

President Thomas Buffenbarger of the International Association of Machinists told senators that “the Jones Act has the strong support of the U.S. Navy and the Department of Defense. Passage of Senator McCain’s amendment would result in the outsourcing of U.S. shipbuilding to foreign nations, which will not only severely damage our defense capabilities, but will also devastate U.S. commercial shipbuilding and lead to a loss of well-paying American jobs.”

Ed Wytkind, president of the Transportation Trades Department, AFL-CIO, challenged the McCain amendment assumption that it would benefit the economy: “This could not be further from the truth. By removing the build provision of the Jones Act, the amendment would eliminate 400,000 U.S. jobs, reduce the GDP by $36 billion, and erase $24 billion of America’s wages and benefits. In fact, the only parties that stand to benefit from this amendment are heavily subsidized foreign shipbuilders’ wages and benefits. The amendment is not subject to U.S. laws, regulations, environmental standards and taxes.”

The head of the key coalition American Maritime Partnership (AMP), of which the SIU is a member, also weighed in.

“The McCain amendment would gut the nation’s shipbuilding capacity, outsource our U.S. Naval shipbuilding to foreign builders, and cost hundreds of thousands of family-wage jobs across this country,” said AMP Chairman Tom Alfregetti. “The shipbuilding requirement, which Senator McCain seeks to eliminate, is in place to ensure that the United States maintains the industrial capacity to build its own ships, so as to protect and defend the American homeland. It is hard to believe that the Congress would endorse a change to the law that would outsource U.S. jobs and reduce national security by effectively creating dependence on foreign countries to build our ships.”

The primary purpose of the Jones Act is to promote national and homeland security.

The Navy’s position is clear – repeal of the Jones Act would “hamper [America’s] ability to meet strategic sealift requirements and Navy shipbuilding.” Similarly, last December, Congress enacted legislation reaffirming the Jones Act and calling a strong commercial shipbuilding industry “particularly important as Federal budget cuts may reduce the number of new constructed military vessels” (see story on page 2). The independent Government Accountability Office, the investigative arm of Congress, said America’s military power is dependent on a strong “shipyard industrial base to support national defense needs.”

The American domestic maritime industry is investing record amounts in new ship construction in virtually every trade, a “tremendous renaissance,” according to Chip Jaenichen, administrator of the U.S. Maritime Administration (MARAD). A recent MARAD study cited the “economic importance” of the American shipbuilding and repair industry, with annual employee compensation of more than 400,000, annual labor income of about $24 billion, and annual gross domestic product of $36 billion.

Also speaking in support of the Jones Act were representatives from the Great Lakes Maritime Task Force (GLMTF), another SIU-affiliated organization.

In a press release, the GLMTF said is “sees no benefit to allowing foreign-built vessels to carry cargo between U.S. ports, but notes that nearly 60,000 jobs in the Great Lakes states will be sacrificed for no good reason if the amendment to the Keystone pipeline bill offered by Senator John McCain is accepted.”

“There is no reason to even consider this amendment,” said John D. Baker, president of the GLMTF. “The vessels built in Great Lakes shipyards are so efficient that year in, year out, they save their customers tens of millions of dollars in freight costs compared to the land-based transportation modes. What shortcoming, what failing can be found there?”

A new rule issued by the National Labor Relations Board (NLRB) is good news for workers, according to the head of America’s largest labor federation.

The NLRB has streamlined the process for resolving representation disputes with the new rule, published on Dec. 15 and taking effect on April 14. This final rule amends the existing representation-case procedures in an effort to simplify the process.

AFL-CIO President Richard Trumka stated, “The modest but important reforms to the representation election process will help reduce delay in the process and make it easier for workers to vote on forming a union in a timely manner. Strengthening protections for workers seeking to come together and bargain collectively is critical to workers winning much-deserved wage gains and improving their lives.”

The SIU is one of the AFL-CIO’s 56 affiliated unions, which collectively represent more than 12.5 million workers. SIU President Michael Sacco is the longest-serving member of the federation’s executive council.

The NLRB defines its role in resolving representation disputes as the following: “Representation petitions are filed by employees, unions and employers seeking to have the NLRB conduct an election to determine if employees wish to be represented for purposes of collective bargaining with their employer. The board will investigate these petitions to determine if an election should be conducted and will direct an election, if appropriate.”

“In most instances, parties agree on the voting unit and other issues. If parties do not agree, the NLRB’s regional office holds a pre-election hearing to determine whether an election should be conducted. The NLRB’s regional office conducts the election and, if necessary, holds a post-election hearing to resolve challenges to voters’ eligiblity and objections to the conduct of the election or conduct affecting the results of the election. Parties can seek board review of regional determinations made before and after the election.”

The board majority opinion was that the rule would modernize the process of administering the National Labor Relations Act, making its procedures more transparent and consistent, while also cutting down on unnecessary litigation and delay. With the passing of this rule, the board will be better able to protect employees’ rights by answering questions of representation fairly and quickly. The final rule was approved by NLRB Chairman Mark Gaston Pearce and Members Kent Y. Hirozawa and Nancy Schiffer. Board Members Harry J. Johnson III and Philip A. Miscimarra had dissenting votes.

Chairman Pearce said, “I am heartened that the board has chosen to enact amendments that will modernize the representation case process and fulfill the promise of the National Labor Relations Act. Simplifying and streamlining the process will result in improvements for all parties. With these changes, the board strives to ensure that its representation process remains a model of fairness and efficiency for all.”

According to the agency, the changes implemented by this rule include:

- Provides for electronic filing and transmission of election petitions and other documents;
- Ensures that employees, employers and unions receive timely information they need to understand and participate in the representation case process;
- Eliminates or reduces unnecessary litigation, duplication and delay;
- Adopts best practices and uniform procedures across regions;
- Requires that additional contact information (personal telephone numbers and email addresses) be included in voter lists, to the extent that information is available to the employer, in order to enhance a fair and free exchange of ideas by permitting other parties to the election to communicate with voters about the election using modern technology; and
- Allows parties to consolidate all election-related appeals to the Board into a single appeals process.

Enjoying the Holidays Ashore and at Sea With Seafarers

The winter holiday season traditionally signals the opportunity – when time permits – for Seafarers to enjoy good food and fellowship at the halls and at sea. As evidenced among those in attendance were (from left) retiree John Cooper, Recertified Bosun Anthony Maben and friends. In the photo at right, Chief Steward Jimmy Williams shows off part of the Thanksgiving feast on the Intrepid Personnel and Provisioning vessel Empire State.
Here’s one more thing Union families can share.

Save with AT&T Wireless and Union Plus. Just because you’re union, you can save 15% on select wireless service from AT&T, the only national wireless provider that’s union—like you. You can save whether you’re already an AT&T customer, or switching to all-union AT&T Plus, if you use a Union Plus Credit Card on qualifying purchases, you’re eligible for up to $250 in rebates. For union members, this is an easy call.

Save the Union Way at UnionPlus.org/ATT

All program plans for new and existing customers may require a new two-year contract. This offer cannot be combined with any other discounts. Qualifying monthly data plan required.
1/22/2015   6:08:07 PM

Capital Gains and Losses

- The EIC is a credit for certain low-income individuals who have earned income. The credit is available to taxpayers with income below a certain amount, and the credit amount may be refundable. The credit applies to the first 4 weeks of earned income and is not subject to any phase-out. The standard deduction is $125,000 for married filing separately and $200,000 for all others.

- The maximum adoption credit has increased to $12,300 in 2014, plus $1,300 for each additional eligible child. The credit is equal to 13% of the first $12,300 of expenses associated with the adoption of an eligible child, or 25% of the amount in excess of $12,300, up to the maximum amount of $12,300. The credit is nonrefundable for expenses before 2013.

- The Pease limitation reduces the value of charitable contributions; the deduction is equal to $3,950 for single individuals, $5,925 for heads of household, $7,900 for married filing jointly, and $16,000 for married filing separately.

- The credit for higher education expenses is limited to $2,500 for each eligible student in 2014, and must be reduced by 20% of the taxpayer's modified AGI. The credit applies to the first 4 weeks of earned income.

- The maximum tax rate for tax-exempt interest on state and local government bonds is 15.3% in 2014.

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- The maximum tax rate for tax-exempt interest on state and local government bonds is 15.3% in 2014.
Various Changes Greet Tax Filers During 2014 Season

HSHB Makes Scholarships Available to Qualified SIU Members, Their Dependents

Each year the SHHB makes scholarships available to SIU employees and their children. This program is available to single and married individuals, and this year, there is no exception.

The 2014 program will offer eight awards totaling $13,000. Three scholarships will be designated for SIU retirees while five will be targeted toward single individuals, and the single-child award is unallocated.

One of the endowments reserved for SIU employees is the Seafarers Children Scholarship, which is intended to help defray the costs associated with attending a four-year, college-level course of study. The maximum award is $6,000 per year, and each are designated for two-year awards for study at a post-secondary vocational school or college community. Each of the five scholarship recipients and spouses and dependents is for $20,000.

To take advantage of this offering, the first step is to obtain a scholarship program application from the SHHB. This package contains eligibility information, procedures for applying for the scholarships, and an application form. Prospective recipients are encouraged to review the eligibility requirements and obtain a complete application form.

To submit an application, please send the completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 520 Aith Way, Camp Springs, MD 20746.

Uniform Definition of a Qualifying Child - To be claimed as a qualifying child, the person must be your child, step child, adopted child, foster child, brother or sister, or a half-brother or half-sister of these (for example, a grandchild or nephew). The person must have lived with you for more than half the year, the person must have the residence as you do.

Relationship - the person must be your child, step child, adopted child, foster child, brother or sister, or a half-brother or half-sister of these (for example, a grandchild or nephew). The person must have lived with you for more than half the year, the person must have the residence as you do.

Age - the person must be under age 19 at the end of the year, or under age 24 and be a full-time student at least five months out of the year, or any age and totally and permanently disabled.

Other - the person did not provide more than half of his or her own support during the year.

Consumer Alert - the IRS warns tax payers to be on the alert for emails and phone calls from scammers who will try to come from the IRS or other federal agencies and which mention their tax refund. These are almost certainly scams whose purpose is to obtain personal and financial information such as social security number, bank account and credit card or even PIN numbers from taxpayers who can be used by the scammers to commit identity theft. The emails and calls usually state that the IRS needs the information to process a tax refund or deposit it into the taxpayer’s bank account. The emails often contain links or attachments that could download a virus to a computer or Website or an IRS “refund application form.” However genuine in appearance, these phony IRS communications have a single purpose: to get the personal information needed to commit identity theft.

You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov, phone toll-free at 1-800-382-1222, or TTY/TDD at 1-800-735-2298. Visit IRS.gov and enter “identity theft” in the search box. You can also forward suspicious emails to the Treasury Inspector General for Tax Administration (TIGTA) at: 7700 McDonnell Boulevard, Room 1100, Saint Louis, MO 63120, phone toll free at 1-800-366-4484 or TTY/TDD at 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov, phone toll-free at 1-800-382-1222, or TTY/TDD at 1-800-735-2298. Visit IRS.gov and enter “identity theft” in the search box. You can also forward suspicious emails to the Treasury Inspector General for Tax Administration (TIGTA) at: 7700 McDonnell Boulevard, Room 1100, Saint Louis, MO 63120, phone toll free at 1-800-366-4484 or TTY/TDD at 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov, phone toll-free at 1-800-382-1222, or TTY/TDD at 1-800-735-2298.
**February & March 2015 Membership Meetings**

- Piney Point: Monday, February 2, March 2
- Algonac: Friday, February 6, March 6
- Baltimore: Thursday, February 5, March 5
- Guam: Thursday, February 19, March 19
- Honolulu: Friday, February 13, March 13
- Houston: Monday, February 9, March 9
- Jacksonville: Thursday, February 5, March 5
- Jolet: Thursday, February 12, March 12
- Mobile: Wednesday, February 11, March 11
- New Orleans: Tuesday, February 10, March 10
- St. Louis: Friday, February 13, March 13
- San Juan: Thursday, February 5, March 5
- Port Everglades: Thursday, February 12, March 12
- Philadelphia: Wednesday, February 4, March 4
- Wilmington: *Tuesday, February 17, Monday, March 16

*Wilmington change created by and President’s Day holiday.

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

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**Dispatchers’ Report for Deep Sea**

**December 15, 2014 - January 15, 2015**

**Total Registered**

<table>
<thead>
<tr>
<th>Port</th>
<th>All Groups</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>Trip Reliefs</th>
<th>All Groups</th>
</tr>
</thead>
</table>

**Total Shipped**

<table>
<thead>
<tr>
<th>Port</th>
<th>All Groups</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>Trip Reliefs</th>
<th>All Groups</th>
</tr>
</thead>
</table>

**Registered on Beach**

| Port          | A | B | C | A | B | C | Trip Reliefs |
|---------------|---|---|---|---|---|---|-------------|------------|

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**Deck Department**

**Engine Department**

**Steward Department**

**Entry Department**

**GRAND TOTAL:**

| Total | A | B | C | A | B | C | Trip Reliefs |
|-------|---|---|---|---|---|---|-------------|------------|

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"TGIF! It means thank the labor for our weekend.”

"We don’t have a gym, but your parking space is twelve miles away.”

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February 2015
Seafarers LOG
Seafarers International
Union Directory

Michael Sacco, President
Augustin Tellez, Executive Vice President
David Heindel, Secretary-Treasurer
George Tricker, Vice President Contracts
Tom Orzechowski, Vice President Lakes and Inland Waters
Dean Corgey, Vice President Gulf Coast
Nicholas J. Marrom, 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., 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 Kalili St., Honolulu, HI 98819
(808) 845-5222

HOUSTON
1730 Jefferson St., Houston, TX 77003
(210) 549-4000

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

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

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

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

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

PHILADELPHIA
2606 S. 4 St., Philadelphia, PA 19148
(215) 336-3818

PORT EVERGLADES
1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 356-9466

PENSACOLA
1057 Fernandez Janos 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

Responding to this month’s question were five members in Ft. Lauderdale, Florida, and one (Charlotte Tuggle) in St. Louis.

Question: What is the most important thing about your job?

Joseph Marino
OMU
The most important thing about my job is it is for the economy of America, for exports and imports so the country’s shelves in stores won’t be empty and gas stations depleted.

Janice Gabbert
Steward/Baker
My son and nephew are merchant mariners thanks to me. One thing people need to realize is how important our job is to national security and trade. Without us, they would have a hard time. I feel like I am giving back to my country and to the veterans when I sail.

Yuri Oliveros
I sailed on the Pride of America and met a lot of people who have enriched my life. I have made a lot of friends and have met people from different nations.

Charlotte Tuggle
Storekeeper
We are a valued support to the military – the fourth arm of defense. We support anything they need to do. We take care of their needs.

Walter Sainvil
AB
Safety is always first. Everything is perfect with safety and with no accidents.

Hipopilita Roches
OMU
Do my job and be safe. Safety comes first.

Pics From The Past

Pensioner Jorge Rodriguez (left in photo at immediate right) submitted these snapshots of car floats from his working days in the mid-1970s. Rodriguez, 94, was a member of the union’s Railroad Marine division. He joined in 1959, retired in 1991, and spent his entire SIU career with Chesapeake and Ohio (C&O) Railway in the Hampton Roads, Virginia, area.

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
Brother James Jackson, 67, signed on with the SIU in 1963. The steward department member first sailed on the Margaret Brown. Brother Jackson was born in New Orleans. He upgraded in 1986 and 2002 at the maritime training center in Piney Point, Maryland. Brother Jackson’s last ship was the Atlantic Forest. He now resides in St. Francisville, Louisiana.

SLANDY KRYSIOSIAK
Brother Stanley Krystosiak, 65, was a deck department member prior to 1998 when he was promoted to the union-affiliated maritime training center in Piney Point, Maryland. He successfully graduated at the Maritime Training Center in Piney Point, Maryland. Brother Krystosiak settled in Spotswood, New Jersey.

BRUCE LANDOS
Brother Bruce Landos, 65, joined the SIU ranks in 1989. He initially sailed aboard the Summit, the first ship in his career. Brother Krystosiak upgraded on two occasions at the Paul Hall Center. Brother Krystosiak settled in Spotswood, New Jersey.

ABDUL MUFILHI
Brother Abdul Mufilhi, 66, became an SIU member in 1981. His first voyage was aboard the Massachusettches, the first ship in his career. Brother Krystosiak upgraded on two occasions at the Paul Hall Center. Brother Krystosiak settled in Spotswood, New Jersey.

MAHAR OMAR
Brother Maher Omar, 68, was an SIU member prior to 2001 when the SIU merged into the Seafarers National Union. He initially sailed on numerous occasions at the Paul Hall Center. His most recent voyage was aboard the Evergreen Trader. He resides in Hartford, Connecticut.

CHRISTOPHER GUTIERREZ
Brother Christopher Gutierrez, 62, began sailing with the union in 1997. He initially sailed on an Albatross Tanker Company vessel. Brother Gutierrez enhanced his skills on numerous occasions at the Paul Hall Center. His most recent voyage was aboard the MS Independence. Brother Gutierrez lives in Laredo, Texas.

GARY HARBINSON
Brother Gary Harbinson, 62, signed on with the SIU in 1975 in Philadelphia. He upgraded at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed as an MDR on the CSSNS Impeccable. Brother Peters was born in Superior, Michigan. He is now a resident of Kingsland, Georgia.

Frank Sanchez
Brother Frank Sanchez, 67, joined the SIU ranks in 2001 when the NMU merged into the Seafarers International Union. His most recent voyage was the Horizon Trader. Brother Sanchez sailed on the NMU department of the National Maritime Union. He resides in Milwaukee, Wisconsin.

James Jackson
Brother James Jackson, 67, signed on with the SIU in 1963. The steward department member first sailed on the Margaret Brown. Brother Jackson was born in New Orleans. He upgraded in 1986 and 2002 at the maritime training center in Piney Point, Maryland. Brother Jackson’s last ship was the Atlantic Forest. He now resides in St. Francisville, Louisiana.

EDITA MIGUEL
Sister Edita Miguel, 65, donned the SIU colors in 1993 in Jacksonville, Florida. She originally sailed on the cruise ship Independence. Sister Miguel enhanced her skills in 2000 at the union-affiliated maritime training center in Piney Point, Maryland. She sailed in the steward department. Sister Miguel’s most recent trip was aboard the USS NY. She now resides in Baton Rouge, Louisiana.

Charles Waller
Brother Charles Waller, 65, donned the NMU colors before 2001 when the SIU and NMU merged. He is a Virginia native and now calls New Orleans home.

Benjamin Monzon
Brother Benjamin Monzon, 67, began sailing with the Seafarers in 2004. He first sailed aboard the Pride of America. Brother Monzon was born in Imus, Philippines. He was a deck department member. Brother Monzon’s most recent voyage was aboard the Empire State. He lives in Norwalk, California.

Abdul Mufilhi
Brother Abdul Mufilhi, 66, became an SIU member in 1981. His first voyage was aboard the Massachusettches, the first ship in his career. Brother Mufilhi most recently worked on the Evergreen Trader. He resides in Hartford, Connecticut.

Mahar Omar
Brother Maher Omar, 68, was an SIU member prior to 2001 when the SIU merged with the Seafarers International Union. He sailed in the deck and engine department and attended classes at the Paul Hall Center. Brother Omar’s most recent voyage was the Mercury. He is a resident of Jersey City, New Jersey.

Timothy Peters
Brother Timothy Peters, 66, first joined the SIU colors in 1989 in Jacksonville, Florida. He was initially employed aboard the USS Asseracite. In 2002, Brother Peters upgraded at the Seafarers-affiliated school in Piney Point, Maryland. He last sailed as an MDer on the CSSNS Impeccable. Brother Peters was born in Superior, Michigan. He is now a resident of Kingsland, Georgia.

Thomas Hughes
Brother Thomas Hughes, 61, was born in New Orleans. He became an SIU member in 1972. Brother Hughes primarily worked with Crescent Towing & Salvage of New Orleans. The deck department member lives in Marrero, Louisiana.

Robert Jackson
Brother Robert Jackson, 62, donned the SIU colors in 1974 in Mobile, Alabama. He was primarily employed with Dravo Basic Materials Company. Brother Jackson was a deck department member. He is a resident of Lerry, Louisiana.

Richard Kirby

David Menzies
Brother Davy Menzies, 64, became a union member in 1992. He mainly sailed with Port Imperial Ferry. Brother Menzies enhanced his skills in 2001 at the Paul Hall Center. He worked in the deck department and lives in Jersey City, New Jersey.

Clarence Smith
Brother Clarence Smith, 62, joined the union in 1986. He was primarily employed with the Association of Maryland Pilots. Brother Smith worked in the deck and engine departments. He resides in Lusby, Maryland.

David Stillis

Mohamed Said
Brother Mohamed Said, 65, was born in Yemen. He signed on with the union in 1989. Brother Said’s first ship was the American Mariner; his most recent, the Adam E. Cornelius. The former engine department member now resides in Dearborn, Michigan.
LARRY THOMPSON
Pensioner Larry Thompson, 76, died June 20. Brother Thompson signed on with the SIU in 1966. He initially shipped with Oceanic Ore Carriers Inc. in 1943. Brother Schroeder was a member of the deep department. He first worked with Waterman Steamship Corporation. Brother Schroeder concluded his career on the Del Mundo. He began receiving his pension in 1982 and called San Diego, California, home.

HERRMIO SERRANO
Pensioner Herrmino Serrano, 79, died June 30. Brother Serrano began his seafaring career in 1964. He was originally employed on the Topa Topa. Brother Serrano was born in New York and shipped in the engine department. His last ship was the Mayaguana. Brother Serrano went on pension in 1995 and was a resident of Puerto Rico.

JAMES STRAIN
Pensioner James Strain, 85, passed away June 3. Brother Strain joined the SIU ranks in 1966. He initially sailed on a vessel operated by Atlantic Carriers Inc. Brother Strain worked in the deep department. His final ship was the Overseas Alaska. Brother Strain started collecting his pension in 1994. He continued to reside in his native state, Texas.

TERRY TVEIT
Pensioner Terry Tveit, 68, passed away July 25. He began sailing with the union in 1965. Brother Tveit’s first ship was operated by Alcoa Steamship Company; his last was the Great Land. The deep department member retired in 2011 and called Shore Line, Washington, home.

GERALD VAN EPS

THOMAS WRIGHT
Pensioner Thomas Wright, 83, passed away June 16. Brother Wright joined the union in 1960. The engine department member’s first trip was on the Arizona. Brother Wright’s most recent vessel was the Ambassador. He started receiving compensation for his retirement in 1990. Brother Wright was born in Savannah, Georgia. He lived in Lake Mary, Florida.

INLAND

BETTY ADAMS

JOHN BROOKS
Pensioner John Brooks, 77, passed away July 17. He donned the SIU colors in 1975. Brother Brooks initially shipped with Allied Towing. He was a deep department member. Brother Brooks’s final boat was operated by Crowley Towage & Transport of Wilmington. He became a pensioner in 1982 and made his home in Wellston, Ohio.

FRANKLIN HOLDER
Pensioner Franklin Holder, 71, died July 17. Brother Holder became an SIU member in 1982. He was primarily employed with CG Willis Inc. Brother Holder worked in the deck department. He went on pension in 2005. Brother Holder was a resident of Jacksonville, Florida.

ORRIN SMITH
Pensioner Orrin Smith, 85, passed away July 23. He started sailing with the union in 1964. The engine department member mainly worked with Eric Lackawanna Railway Company. Brother Smith was born in Brooklyn, New York. He began collecting his pension in 1990 and continued to live in New York.

PHILLIP YEOMANS

HAROLD AL-GAZZALY
Pensioner Harold Al-Gazzal, 80, passed away April 13. Brother Al-Gazzal was born in Yemen. He became a pensioner in 1993 and continued to live in Yemen.

ARMENIO ALVAS

CIRACIO BONILLA
Pensioner Ciracio Bonilla, 73, passed away June 21. He was born in Honduras. Brother Bonilla went on pension in 2009. He lived in Houston.

DONALD BOUTIN
Pensioner Donald Boutin, 86, died June 21. Brother Boutin was born in Waterville, Maine. He retired in 1996 and was resident of River Road, Louisiana.

THOMAS CASEY

EDWIN COLO
Pensioner Edwin Colón, 81, died July 10. Brother Colon was born in Brooklyn, New York. He retired in 1972 and continued to reside in New York.

MIGUEL CRUZ
Pensioner Miguel Cruz, 85, passed away July 23. Brother Cruz was a native of Puerto Rico. He started receiving his retirement pay in 1987. Brother Cruz made his home in Bronx, New York.

CHARLES CZARNOWSKI

JOSÉ FERREIRA
Pensioner José Ferreira, 87, died June 24. Brother Ferreira went on pension in 1982. He made his home in Portugal.

HUBERT FLEMING

ANTONIO FUENTES

FELICIANO GOMEZ
Pensioner Feliciano Gomez, 95, passed away June 20. Brother Gomez was born in Honduras. He became a pensioner in 1990 and settled in New Orleans.

FRANK HAMILTON

EDWARD JONES

MOHAMMED KALAZ

FREDERICK KILLINGBECK

RAFAEL LLANOS

NATHAEL MOULTRIE
Pensioner Nathael Moultrie, 71, passed away June 29. Brother Moultrie was a native of South Carolina. He started receiving his retirement pay in 1998. Brother Moultrie made his home in North Charleston, South Carolina.

CARLOS NUÑEZ

CARMelo RICCI

INES RODRIGUEZ

JASPER SCHIELD

VICTOR STRICKLAND

ARLINGTON THOMAS
Pensioner Arlington Thomas, 84, passed away June 27. Brother Thomas was born in Virginia. He began collecting his pension in 1993 and made his home in Hampton, Virginia.

LEANDER WILSON
Pensioner Leander Wilson, 92, died June 29. Born in Jamaica, Brother Wilson started receiving his pension in 1969. He lived in Grand Bay, Alabama.

Name  Age  DOD
Aguirre, George 92  June 11
Claybourne, Ira 88  May 14
Hanna, Isiah 90  July 16
Jackson, Fae 91  July 15
Moore, Patrick 67  July 1
Tanner, Raymond 66  July 1
Tanner, William 92  May 27
Troy, Perry 92  July 9

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AMERICAN SPIRIT (American Steamship Co.), October 27 – Chairman Paul Gohs, Secretary Joyce Sudak, Educational Director Michael Kruse. Report from union was read to crew and posted. Copies of Seafarers LOG were distributed. List of upgrading class dates also posted. Educational director encouraged all members to use winter layup to upgrade in Piney Point, Maryland, or renew credentials. No beefs or disputed OT reported. Crew discussed various requirements for shipping and also talked about STCW regulations. They talked about constant need for safety, especially with winter approaching – use extra caution when walking on deck, especially at night.

HORIZON ANCHORAGE (Horizon Lines), November 2 – Chairman Daniel Seagle, Secretary Amanda Suncin. Educational Director Gary Dahl, Deck Delegate James Grubbs, Steward Delegate Gary Loflin. Chairman reported vessel should be at the dock November 5 at 08:30. New recliner chairs have been purchased for all rooms. Crew expressed concern for member who left vessel due to death in family. Secretary reminded everyone to check all shipping documents and keep them current. Also recommended allowing plenty of time for renewals and for scheduling physical exams. No beefs or disputed OT reported. Crew suggested increasing dental coverage. They expressed concern about medical staff in Florida. No beefs or disputed OT reported.

HORIZON RELIANCE (Horizon Lines), November 9 – Chairman Abdullah Algham, Secretary James Cameron. Educational Director Michael Lau, Deck Delegate Waleed Mohsin, Steward Delegate Mohamed Noman. Chairman reported about upcoming elections and urged fellow members to vote for pro-maritime candidates. He reviewed shipboard safety tips and also touched on eligibility requirements for health benefits. Secretary encouraged members to read Seafarers LOG, the union’s official publication. Educational director recommended upgrading at SUI-affiliated school in Piney Point, Maryland. Crew discussed stress and the need for documentation and communication on deck. Engine delegate reminded everyone to help keep laundry room clean, and to clean lint trap after using dryer. Steward delegate reminded everyone to help keep crew mess organized and clean.

HORIZON KODIAK (Horizon Lines), November 16 – Chairman Garry Walker, Secretary Lovie Perez, Educational Director Christopher Earhart, Deck Delegate Peter Bean, Steward Delegate Obadi Kassem. Chairman announced payoff at sea. He said USCG drills would take place in three days, and all hands are required to be on the end. He reminded everyone to pay dues on time and recommended always contributing to SPAD. Educational director reminded fellow mariners to check documents for expiration dates, especially the Coast Guard medical certificate. No beefs or disputed OT reported. Crew proposed substantial base pay increase. They discussed penalty time for deck watchstanders in lieu of rest period on day of arrival when docking between midnight and 0800. They recommended a substantial pension increase for retirees and also suggested various transactions related to shipping and registration that could be done online. Next ports: Tacoma, Washington; and Anchorage, Alaska.

SEALAND LIGHTNING (Maersk Line, Limited), November 16 – Chairman Manolo Delos Santos, Secretary Ernest Polk. Educational Director George Rose, Deck Delegate Kevin Holston, Engine Delegate Hassan Mohammad, Steward Delegate Jimmy Williams. Chairman reminded everyone to keep documents up-to-date, and he also thanked crew for safe voyage. Secretary thanked crew for assisting in keeping vessel clean. Educational director encouraged everyone to go to Piney Point “and enjoy upgrading your skills as soon as possible.” No beefs or disputed OT reported. Crew thanked steward department for great meals. Next port: Las Vegas.
With Seafarers Aboard Horizon Trader

SIU Assistant VP Archie Ware submitted these photos from the Horizon Trader in early January, during what was expected to be the vessel’s last stop in Jacksonville, Florida. As previously reported, Horizon Lines is ending its service to Puerto Rico.

EU Lazaro Rivera, GUDE Rafael Leon and two of the engineers
AB Luis Ramos, AB Benny Perez, Bosun Isaac Vega, AB Pat Ray, QEE Thomas Flynn

Chief Cook Anthony Hanrell
Steward/Baker Kevin Dougherty
The vessel docks in Jacksonville, Florida, early last month.

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 District/NMU 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 rights 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 Telles, 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 has been denied the equal rights to which he or she is entitled, he or she should immediately notify union headquarters.

SPAD 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
The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry. Please note that this schedule may change to reflect the needs of the membership, the maritime industry and - in times of conflict - national security.

Students attending any of these classes should check in the Saturday before their course’s start date. The courses listed here will begin promptly on the morning of the start dates. For classes ending on a Friday, departure reservations should be made for Saturday. Students who have registered for classes, but later discover - for whatever reason - that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

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

### Title of Course

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<thead>
<tr>
<th>Course</th>
<th>Start Date</th>
<th>Date of Completion</th>
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<tr>
<td><strong>Deck Department Upgrading Courses</strong></td>
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<tr>
<td>Able Seafarer-Deck</td>
<td>February 28</td>
<td>March 27</td>
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<td>April 25</td>
<td>May 22</td>
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<td>June 26</td>
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<td>Lifeboat</td>
<td>February 28</td>
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<td>Fast Rescue Boat</td>
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<td>May 8</td>
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<td>May 30</td>
<td>June 5</td>
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<td>RFPNW</td>
<td>May 23</td>
<td>June 19</td>
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<tr>
<td>Tanker Familiarization DL</td>
<td>April 4</td>
<td>April 17</td>
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<tr>
<td><strong>Engine Department Upgrading Courses</strong></td>
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<td>BAPO</td>
<td>May 23</td>
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<td>FOWT</td>
<td>February 28</td>
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<td>June 20</td>
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<td>Junior Engineer</td>
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<td>Marine Electrician</td>
<td>March 21</td>
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<tr>
<td>Marine Refrigeration Technician</td>
<td>May 16</td>
<td>June 26</td>
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<td>Machinist</td>
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<td>Welding</td>
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<td>April 25</td>
<td>May 15</td>
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<td>June 6</td>
<td>June 26</td>
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<td><strong>Safety Upgrading Courses</strong></td>
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<tr>
<td>Advanced Firefighting</td>
<td>February 21</td>
<td>February 27</td>
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### NMC Website Provides Useful Mariner Resources

The National Maritime Center (NMC), the licensing authority for the U.S. Coast Guard, offers a comprehensive website covering mariner credentialing, medical guidelines and much more. The site features a wide range of applications and forms, deck- and engine-department exam information, lists of Coast Guard-approved courses and more. Seafarers are encouraged to check out the site at: www.uscg.mil/nmc/. Mariners may call the NMC at 1-888-IASKNMC (1-888-427-5662). Operational hours are 8 a.m. to 8 p.m. EST, Monday through Friday. (The NMC is closed for all federal holidays.) Various email forms also are available through the NMC website.

### Important Notice

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

### UPGRADE APPLICATION

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<th>Telephone (Home)</th>
<th>(Cell)</th>
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<th>Deep Sea Member</th>
<th>Lakes Member</th>
<th>Inland Waters Member</th>
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If the following information is not filled out completely, your application will not be processed.

Social Security #: Book #: Seniority: Department:

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<th>Home Port</th>
<th>E-mail</th>
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<tr>
<th>Endorsement(s)</th>
<th>License(s) now held</th>
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Are you a graduate of the SHLSS/PHC trainee program?  Yes  No

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<tr>
<th>If yes, class #</th>
<th>Have you attended any SHLSS/PHC upgrading courses?  Yes  No</th>
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With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seaward for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seafore for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

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Paul Hall Center Classes

Apprentice Water Survival Class #793 – The following Phase I apprentices (above, in alphabetical order) graduated from this course Dec. 19: Jarion Andrews, Hollis Burton III, Ryan Cameron, Kayla Doiron, Tanisha Edwards, Krystal Glenn, Henry Green, Brandon Hamilton, Brandon Harvel, Jack Hufford, Rayshaun Hughes, David Kessler, Ian McDonough, Tasha Pauley, Dymond Roberts, Christopher Savage, Zachary Savasuk, Daqwan Wallace and Brett Whealh. Class instructor Ben Cusic is standing at the far left. (Note: Not all are pictured.)

Welding – Three upgraders finished their requirements in this course Dec. 19. Graduating (above, in alphabetical order) were: Dwight Cherry Jr., Cricco Geonanga Jr., and Antonio Perez. Their instructor, Chris Raley, is at the far left.

GMDSS – The following upgraders (above, in alphabetical order) finished their requirements in this course Dec. 12: Jason Brown, Oleg Derun, Ryan McElroy, Jose Mendez and Emmanuel Wilson. Class instructor Dan Landgrebe is at the far left.

Apprentice to Able Seafarer (Deck) – The following individuals (above, in alphabetical order) graduated from this course Dec. 5: Brandon Aguigui, Joseph Bowen, Edwin Bunda, Sean Cavanaugh, Alexander Franklin, Andrew Graham, Sterling McGlash, Craig Nebbia, Michael Pinnisi, John Reyes, Benjamin Rodriguez III, Ryan Snow, Nicholas Turano, Curtis Walker and James Wilder. (Note: Not all are pictured.)

BST (5-Day) – Nine upgraders graduated from this course Dec. 12. Completing their requirements (above, in alphabetical order) were: Jason Billingsley, Steven Bowmer, Mark Brownell, Vanessa Fickel, Corey Leonard, Jamie Maddox, Hussain Nagi Ali, Clayton Walker and Duane Whitter. Patrick Schoenberger, their instructor, is at the far left.

Government Vessels – The following Seafarers (photo at right, in alphabetical order) graduated from this course Dec. 5: Brandy Baker, Mark Brownell, Martin Buck, Jorge Coriales Barrantes, Tyrone Delk, Fidel Dipasupil, Kelly Doyle, Thyron Dy, Vanessa Fickel, Dale Hamson, Lennie Jones Jr., Corey Leonard, Brian Lusk, Eduardo Meregillano, Hussain Nagi Ali, Harry Phillips, Omar Rodgers and Lamont Stewart II. Mark Cates, their instructor, is at the far left. (Note: Not all are pictured.)
Paul Hall Center Classes

Chief Cook - A pair of steward department Seafarers completed this course recently. Graduating were Edwin Sebastian (above, left) and William Grow.

Chief Steward – Four upgraders, each of whom works in the steward department, finished their requirements in this course recently. Graduating (above, from left) were: Timothy Laird, Frank Ramones, JonDa Tanner and Charles Rumble.

Chief Cook – Two members of the steward department recently graduated from this course. Completing the enhancement of their skills in this class (above, from left) were Keyon Gregory and Matthew Conyac.

Renovations Move at Speedy Pace at Paul Hall Center

As reported on Page 3 of this edition of the Seafarers LOG, the SIU-affiliated Paul Hall Center for Maritime Training and Education currently is undergoing one of the most comprehensive upgrades in its storied history. The following photos provide an overview of some of the work being done at the Piney Point, Maryland-based school.

One of four new simulators takes shape.

Classroom improvements include new computer hardware (photos above and below) at all work stations.

Major internal renovations are underway in the Drozak Building (above) and the Logan Building (below left).

The new Claims Building is nearing completion.
Seafarers Joyously Donate to Military Families

Annual Santa’s Castle Project a Hit in Pacific Northwest

For SIU members in the Pacific Northwest, giving back to the community is a way of life—and that’s never more evident than during the winter holiday season, when they take part in an annual toy drive benefitting U.S. military families.

The all-volunteer project is called Santa’s Castle, and SIU participation has steadily grown for the last several years. Through Santa’s Castle, Christmas gifts are donated to families of enlisted military personnel (primarily E-4 and below) who are experiencing financial hardship.

During the most recent holidays, Tacoma Seafarers donated more than $7,000 worth of toys for military kids ranging in age from newborn to late teens. The SIU also hosted military personnel from nearby Fort Lewis and Santa’s Castle officials for a hearty luncheon at the union hall that was attended by more than 120 people.

The Seafarers are one of the most generous groups we deal with,” said Lisa Bennett, president of Santa’s Castle. “We really appreciate how they come out every year and show us so much love and support. They are a wonderful group of people.”

She added that when she first met Port Agent Joe Vincenzo and the other local SIU officials, employees and members five years ago, she wasn’t sure what to expect. “But then you get there and it’s so moving,” Bennett said. “They’re good people and their hearts are really in it. I could give the Seafarers love all day long.”

Anita Vargo, who’s in charge of purchasing for Santa’s Castle (they receive cash donations in addition to toys), also commended the SIU’s efforts. “I thought they did an amazing job, as always,” she stated. “Every year they do a great job supporting the troops and their families. The parents are very appreciative and the people at the luncheon are really nice—I like talking to them.”

Vincenzo, who spearheads the SIU’s participation, said the most recent effort went especially well. “Having volunteered at various points throughout my adult life, heading up our toy drive and hosting our annual holiday party is an honor and a privilege, especially because it benefits lower ranking enlisted military personnel,” he said. “It’s our chance here in Tacoma to say thank you to the men and women in uniform and to tell them how proud we are of their service.”

The port agent said this year’s donations included 20 bicycles, dozens of remote-controlled cars and helicopters, a dozen more musical instruments including guitars and keyboards, dolls, board games, books, snow shoes and trekking poles, and much more.

After the luncheon (which featured a wide range of goodies including ham, turkey, stuffing, mashed potatoes, sweet potatoes and cranberries), Vincenzo introduced the guests and briefly spoke about the U.S. Merchant Marine’s support of U.S. military efforts around the world.

He also credited the many SIU participants including Administrative Assistant Brenda Flesner, Safety Director Ben Anderson, Patrolman Warren Asp, SA Rupert Henry, Chief Cook Sal Deguzman, and DEU Hamid Shahbain.

“I’m happy to be a part of it and glad we do it every year,” said Deguzman. “It’s a great thing that we’re able to give something to the kids, especially during Christmas. We make them happy also.”

Chief Cook Gary Loftin said he noticed an outstanding amount of participation this year. “Everybody really chipped in,” he said. “I’m really impressed with how well it went, and I’m already looking forward to next year’s Santa’s Castle. I live in a military community, and they appreciate all this stuff. The gratitude is evident.”

AB Dana Cella, another regular participant, said, “I think it went fabulously, as it has every year. It’s great for the kids, and what better cause can you have?” He added, “Joe puts forth a big effort for this project. He’s a stand-up guy and he’s behind it all.”

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