Federal Mariners Help Recover Missing Aviator Following Crash

CIVMARS Aid in Navy Helicopter Recovery

The USNS Grasp, a Military Sealift Command vessel crewed with members of the SIU’s Government Services Division, was assigned to search the waters near Virginia Beach after the January crash of a MH-53E Sea Dragon helicopter. The Navy’s search team recovered the body of a missing Navy aviator and salvaged 95 percent of the wreckage.

The crash occurred during a routine training mission Jan. 8 in a location approxi-
mately 20 miles off the Virginia coast. Five crew members were aboard the helicopter at the time of the crash and four of them were found shortly afterward. The four crew members were taken to Sentara Norfolk General Hospital, where two of them later died. The two survivors were released from the hospi-
tal.

The body of missing crew member, Lt. Sean Christopher Snyder, was recovered Jan. 9. His family released a statement shortly after his body was recovered thanking those who helped find him.

Adm. Bill Gortney, commander of the U.S. Fleet Forces Command, praised the crew and service members for their work in the salvage and recovery operation. Thanks to their hard work, he said, Snyder’s family has peace of mind.

“Thanks for helping us find the ‘what happened’ on the helicopter, and from the family: ’thanks for bringing him home,’” Gortney said, according to a Navy report.

“We can find out what it was, and put in place mechanisms to prevent it from hap-
pening again.”

Gortney added the crew of the Grasp and its 26 CIVMARS should know their hard work isn’t going unnoticed and that the Navy does pay attention to CIVMAR efforts.

“If you think we don’t pay attention,” he said. “We do.”

The Grasp is one of four Navy rescue and salvage ships operated by MSC and crewed by SIU CIVMARS. The other ships include the USNS Grapple, USNS Safe-

Coast Guard Keeps Marijuana Prohibited

While laws concerning recreational and medicinal marijuana are changing throughout the country, the marijuana policy for mariners is remaining the same.

The U.S. Coast Guard issued a no-
tice in January to all mariners and ma-
rine employers informing them that the use of marijuana is prohibited for those serving in safety-sensitive posi-
tions in the maritime transportation industry. That prohibition stands for everyone, whether marijuana is legal to consume in their jurisdictions or not.

“It is important to note that mari-
juana remains a drug listed in Schedule I of the Controlled Substances Act,” read the Coast Guard’s notice. “It re-
mains unacceptable for any safety-sen-
tive employee serving in the maritime industry and subject to drug testing under the Department of Transporta-
tion’s drug testing regulations to use marijuana. The Department of Trans-
portation’s Drug and Alcohol Testing Regulation ... does not authorize the use of Schedule I drugs, including mari-
juana, for any reason.”

The Coast Guard added that it will not verify a drug test as negative due to an employee having a medicinal pres-
scription or if the employee lives in a state where marijuana is legal for rec-
reational use.

Marijuana laws have changed greatly in recent years, with two states – Colorado and Washington – voting to legalize marijuana for recreational use. Another 18 states and the District of Columbia allow for medical marijuana.

For more information regarding the Department of Transportation’s mari-
juana policy, visit www.dot.gov/odapc, which has specific notices regarding medicinal and recreational marijuana.
Michael Sacco
Asst. Vice President Government Services

Defense Secretary Praises SIU Crew Of MV Cape Ray for Syrian Mission

With praise and encouragement from Defense Secretary Chuck Hagel himself, the SIU crew of the MV Cape Ray dove into the first part of its three-month mission to destroy parts of Syria’s chemical weapons stockpile. The Keystone-operated Cape Ray departed from Portsmouth, Va., Jan. 27 to take part in an historic mission to eliminate nearly 700 tons of chemical weapons at sea, in international waters. Sailing as a Military Sealift Command vessel, the 648-foot Cape Ray has a crew of 35 seamen, more than 60 U.S. Army chemical specialists, a security team and representatives from U.S. European command. Members of the Machinists Union are on board, too.

In a statement released as the Cape Ray left for its mission, Hagel commended the crew for “accomplishing something no one has tried” and helping to make the world safer.

“As you all know, your task will not be easy. Your days will be long and rigorous. But your hard work, preparation and determination will make the world safer and protect the crew during the neutralization process.”

Inside, the system uses water and a chemical cocktail to break down the weapons.

Once that process is complete, the crew will have approximately 6,600 tons of waste that will be transported and eliminated elsewhere. The entire process is expected to take 90 days and will not dump any waste into the ocean.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.

The SIU crew aboard the Cape Ray includes: Bosun William Lima, Alts Walter Ott, Jonathan Davis, George Phillips, Mark Brownell and Shawn George. So far, the crew had been out at sea for nearly three months.

In a press conference aboard the Cape Ray prior to its departure, Undersecretary of Defense for Acquisition, Frank Kendall, explained why the weapons were being destroyed in international waters.

“The main reasons have to do with safety and international law.”

“The ‘This avoids having to put these materials on somebody’s territory, where you have to deal with all the political and environmental conditions associated with doing that under local law,’” he said.
For federal mariners who will be eligible for an annuity for the government, one of the most important decisions you will need to make is whether to elect a survivor benefit. This benefit is available to mariners under both the Civil Service Retirement System (CSRS) and Federal Employees Retirement System (FERS) programs.

A survivor benefit is a portion of the annuity that you earned while you were employed as a federal employee. It may be provided to your spouse (including same-sex spouses), a former spouse or your eligible child upon your death. The survivor annuity is payable should you die in the performance of your duties and it is also payable after you retire, but only if you elect this type of benefit.

The survivor’s benefit election decision has many important consequences for you and your family members. Be sure to talk about this with anyone you may be considering about this choice so you can effectively evaluate your options and make the best decision possible for you and your family.

When you select a survivor benefit your annuity amount after you retire is reduced by a certain percentage. This allows your spouse or your child to receive an annuity after your death. CSRS and FERS each have different types of survivor annuities that may be selected.

More information about the percentages which apply to reduce your annuity and the amount of money your beneficiary will receive can be found at the resource links below. Information about the requirements (ie: length of time in federal service, length of time you must be married, when benefits begin, how long they last and how a dependent child may receive benefits) can also be found in the resources below.

Important factors to consider when making this election include whether you believe your spouse or dependent children would have enough financial security and are able to rely on it or not. Determine your income or part of your income to meet your current daily expenses.

Another important factor in the decision about whether to select a survivor benefit is whether your spouse or dependent children may be able to keep their coverage under the Federal Employee Health Benefits (FEHB) program. In many cases, if a survivor benefit is not elected, health benefits may not be available to your spouse or your eligible children in the event of your death. If you and your spouse are considering the purchase of the federal long-term care insurance benefit offered by the federal government, this decision may also be impacted by whether you elect a survivor annuity.

The decision to select a survivor benefit is a big one. Make sure you have all the information you need to make the right decision. Take the time to understand this benefit as completely as you can. In addition to the factors noted above, it is important to understand how much of your annuity coverage you may have acquired to provide for your spouse or dependents.

For more information on how to elect survivor benefits, you can check out: • 2014 Federal Retirement Handbook at: www.federalhandbooks.com If you participate in CSRS and have already elected a survivor benefit, provide a copy of this pamphlet to your family: • Information for Survivor Annuitants which can be found at: www.opm.gov/Blogs/Retire/ • For information under CSRS: www.opm.gov/retirement-services/csrsservice/ • For information under FERS: www.opm.gov/retirement-services/fers-information/ Additionally, helpful information and resources on retirement planning in general can be found at AARP.com.

SIU Helps Workers Caring for Parents, Children

Older workers have increasingly found themselves as caregivers for both their parents and adult children and grandchildren, according to several recent studies. And the need to support those family members is often delaying retirement and keeping older workers in the workforce.

In a recent survey of older adults, AARP found the need to support family members was a major reason for continuing to work for 53 percent of men and 38 percent of women. The number of older adults reporting caregiving duties has also become quite large.

Knowing that so many employees are affected by this situation, the SIU has advocated for mariners who have been disciplined for failing to maintain a regular work schedule due to caregiving responsibilities. The union has also helped mariners navigate the complicated maze of paperwork associated with this issue. The SIU has recommended that the Department of Labor consider adopting a one-time, tax-free, job-related rollover from a retirement plan to help workers meet the financial obligations associated with caregiving responsibilities.

Deciding to use the Family Medical Leave Act or other state-specific types of leave can be a complex decision. Through union representation, federal mariners are able to receive assistance by reaching out to the correct agency representatives and using the appropriate services and resources to meet the demands of being a caregiver.

To find out more information about how to get started, call the Sloan Center on Aging and Work, more than 26 percent of workers 45 and older care for one or more children, 18 percent provide care for a spouse and more than a third reported being responsible for the care of a parent. It also found that one in seven cares for both an adult and a child.

This is affecting the careers of older workers. A Hartford study found 68 percent of older workers said they missed work due to caregiving duties within the last six months. Nearly half of those surveyed by the Hartford cited caregiving as their number one concern, while many also said they were most concerned about postponing retirement due to their role as a caregiver.

That was a topic addressed by the Sloan report, as well. “Many older adults desire to remain in the workforce in order to help provide financial support and/or care for parents, children and grandchildren. However, their caregiving responsibilities may affect the need for flexibility in their work schedules,” the Sloan report read. “Some older adults postpone retirement because of financial responsibilities for family members who are dependent on their support, while others cut back their hours or leave the workforce earlier than expected because of their caregiving responsibilities.”

The federal mariners who have received help from the union have reported the efforts made a positive difference during a difficult time. Such work, however, couldn’t happen without the dues paid by the union’s rank-and-file members. Time and again members have found that the services provided by the union have been essential to getting the most out of their careers.
Fleet XO Conference in Virginia Beach, Va.

Ship with the organization. From topics like wages and sick
tendance spent four days with NOAA and SIU personnel,
just a myriad of different employment issues. They go over
seminar itself focused on a variety of different things. It was
ing very seriously.

tended the meeting, said those topics are very important to
administration of collective bargaining agreements.

O NAS chief bosun. Representatives from the SIU were also
in attendance and took part in the portion of the conference
that dealt with labor and personnel matters. One of the main
topics of discussion during the labor portion was the admin-
istration of collective bargaining agreements.

UO Government Fleet Representative Kate Hunt, who at-
tended the meeting, said those topics are very important to
mariners. NOAA, she added, knows this and takes the meet-
ing very seriously.

“This is just part of what NOAA does,” Hunt said. “The
seminar itself focused on a variety of different things. It was
just a myriad of different employment issues. They go over
all sorts of different things with this event.”

Hailing from ports around the country, the mariners in at-
tendance spent four days with NOAA and SIU personnel,
discussing issues that directly impact their working relation-
ship with the organization. From topics like wages and sick
leave, to disciplinary actions and safety policies, nearly every
aspect of their work life was addressed.

“There was also a day that was a discussion of a lot of
collective bargaining issues. It was good to meet with man-
agement to present the interpretations of the contract on both
sides,” Hunt said. “And that’s what our union does. We are
there to talk about our agreement.”

She added such events, which typically occur once a year,
are important for a variety of reasons. Not only are the mariners able to voice their concerns
and have their questions answered, but they also have the
chance to spend time with their union brothers and sisters
from different parts of the country.

“It was a really good opportunity – a great opportunity,”
Hunt said. “It is just so rare to get all of those folks together
like that in one place. And they all had questions and got the
chance to have their questions answered, but they also have the
opportunity to spend time with their union brothers and sisters
from different parts of the country.

“It was a really good opportunity – a great opportunity,”
Hunt said. “It is just so rare to get all of those folks together
like that in one place. And they all had questions and got the
chance to have their questions answered.”

As a fleet representative, Hunt said such comprehensive
gatherings are a valuable tool for her as well. It helps her
gauge the members’ views on different subjects and effec-
tively work with them to address those needs.

“I’ve seen all of them individually on their ships, but I’ve
never had them all in the same room together like this,” Hunt
said. “It’s a great opportunity for everyone involved.”

How to Become An SIU Member

Joining the SIU is easy. The union’s website – www.seafarers.org – includes
printable PDF versions of forms that
mariners may use to request and autho-
rize payroll deductions for labor organi-
sation dues. The forms are posted at:
www.seafarers.org/memberbenefits/
civmar.asp

Forms are also available under “union
forms” in the SIU membership tab.

Contact Information

Asst. Vice President Government Services Chet Wheeler:
Phone: (510) 444-2360, ext. 17
Email: cwh@seafarers.org

Government Services Fleet Representative
Kate Hunt:
Phone: (718) 499-6600, ext. 223
Email: khunt@seafarers.org

For contact with SIU:
siu@seafarers.org

Find us on Facebook:
Click on icon at www.seafarers.org

Find us on Twitter:
www.twitter.com/seafarersunion

CIVMARS Meet With MSC Commander

Resa Adm. Thomas K. Shannon, commander of the Military Sealift Command (center), visits with ABS Andrew Vogelheim
and James Coakley, who are both CIVMARS serving on the USS Mount Whitney. Shannon is in the process of gathering
data to help define the state of MSC. (U.S. Navy photo by Meghan Patrick Henderson)

NOAA Mariners Gather for Conference

Virginia Meeting Covers Topics Important to Members, Union

SIU members working for the National Oceanic and At-
mospheric Administration (NOAA) gathered in Virginia re-
cently to trade ideas and discuss issues important to mariners.

Held in Virginia Beach, Va., in December, the NOAA
Fleet XO Conference brought together senior NOAA man-
agement officials (both shipyard and shore-side) and every
NOAA chief bosun. Representatives from the SIU were also
in attendance and took part in the portion of the conference
that dealt with labor and personnel matters. One of the main
topics of discussion during the labor portion was the admin-
istration of collective bargaining agreements.

UO Government Fleet Representative Kate Hunt, who at-
tended the meeting, said those topics are very important to
mariners. NOAA, she added, knows this and takes the meet-
ing very seriously.

“This is just part of what NOAA does,” Hunt said. “The
seminar itself focused on a variety of different things. It was
just a myriad of different employment issues. They go over
all sorts of different things with this event.”

Hailing from ports around the country, the mariners in at-
tendance spent four days with NOAA and SIU personnel,
discussing issues that directly impact their working relation-
ship with the organization. From topics like wages and sick
leave, to disciplinary actions and safety policies, nearly every
aspect of their work life was addressed.

“There was also a day that was a discussion of a lot of
collective bargaining issues. It was good to meet with man-
agement to present the interpretations of the contract on both
sides,” Hunt said. “And that’s what our union does. We are
there to talk about our agreement.”

She added such events, which typically occur once a year,
are important for a variety of reasons. Not only are the mariners able to voice their concerns
and have their questions answered, but they also have the
chance to spend time with their union brothers and sisters
from different parts of the country.

“It was a really good opportunity – a great opportunity,”
Hunt said. “It is just so rare to get all of those folks together
like that in one place. And they all had questions and got the
chance to have their questions answered, but they also have the
opportunity to spend time with their union brothers and sisters
from different parts of the country.

“It was a really good opportunity – a great opportunity,”
Hunt said. “It is just so rare to get all of those folks together
like that in one place. And they all had questions and got the
chance to have their questions answered.”

As a fleet representative, Hunt said such comprehensive
gatherings are a valuable tool for her as well. It helps her
gauge the members’ views on different subjects and effec-
tively work with them to address those needs.

“I’ve seen all of them individually on their ships, but I’ve
never had them all in the same room together like this,” Hunt
said. “It’s a great opportunity for everyone involved.”

Reopen the harbor is very important
because it’s the livelihood of commerce in the
region;” New York District Deputy Chief Op-
erations John Tavolario told the Army. “The
“things we need to run on a daily basis, most
of that comes by water.”

Much of their work focused on survey mis-
sions designed to support the massive debris
removal around the region’s ports and water-
ways. Throughout it all, the Caven Point per-
sonnel were able to get the job done, despite
some difficult conditions.

“They do a lot of important work and they
are proud to be able to do it,” Hunt said. “These
are the guys who did a lot of work with 9/11
and the Sandy rescue. They are an essential
part of New York harbor.”

The contract negotiations are expected to
begin soon. Check back for more information
in future editions of the Federal Mariner.

How to Become An SIU Member

Joining the SIU is easy. The union’s website – www.seafarers.org – includes
printable PDF versions of forms that
mariners may use to request and autho-
rize payroll deductions for labor organi-
sation dues. The forms are posted at:
www.seafarers.org/memberbenefits/
civmar.asp

Forms are also available under “union
forms” in the SIU membership tab.

Contact Information

Asst. Vice President Government Services Chet Wheeler:
Phone: (510) 444-2360, ext. 17
Email: cwh@seafarers.org

Government Services Fleet Representative
Kate Hunt:
Phone: (718) 499-6600, ext. 223
Email: khunt@seafarers.org

For contact with SIU:
siu@seafarers.org

Find us on Facebook:
Click on icon at www.seafarers.org

Find us on Twitter:
www.twitter.com/seafarersunion

How to Become An SIU Member

Joining the SIU is easy. The union’s website – www.seafarers.org – includes
printable PDF versions of forms that
mariners may use to request and autho-
rize payroll deductions for labor organi-
sation dues. The forms are posted at:
www.seafarers.org/memberbenefits/
civmar.asp

Forms are also available under “union
forms” in the SIU membership tab.

Contact Information

Asst. Vice President Government Services Chet Wheeler:
Phone: (510) 444-2360, ext. 17
Email: cwh@seafarers.org

Government Services Fleet Representative
Kate Hunt:
Phone: (718) 499-6600, ext. 223
Email: khunt@seafarers.org

For contact with SIU:
siu@seafarers.org

Find us on Facebook:
Click on icon at www.seafarers.org

Find us on Twitter:
www.twitter.com/seafarersunion

How to Become An SIU Member

Joining the SIU is easy. The union’s website – www.seafarers.org – includes
printable PDF versions of forms that
mariners may use to request and autho-
rize payroll deductions for labor organi-
sation dues. The forms are posted at:
www.seafarers.org/memberbenefits/
civmar.asp

Forms are also available under “union
forms” in the SIU membership tab.

Contact Information

Asst. Vice President Government Services Chet Wheeler:
Phone: (510) 444-2360, ext. 17
Email: cwh@seafarers.org

Government Services Fleet Representative
Kate Hunt:
Phone: (718) 499-6600, ext. 223
Email: khunt@seafarers.org

For contact with SIU:
siu@seafarers.org

Find us on Facebook:
Click on icon at www.seafarers.org

Find us on Twitter:
www.twitter.com/seafarersunion

How to Become An SIU Member

Joining the SIU is easy. The union’s website – www.seafarers.org – includes
printable PDF versions of forms that
mariners may use to request and autho-
rize payroll deductions for labor organi-
sation dues. The forms are posted at:
www.seafarers.org/memberbenefits/
civmar.asp

Forms are also available under “union
forms” in the SIU membership tab.

Contact Information

Asst. Vice President Government Services Chet Wheeler:
Phone: (510) 444-2360, ext. 17
Email: cwh@seafarers.org

Government Services Fleet Representative
Kate Hunt:
Phone: (718) 499-6600, ext. 223
Email: khunt@seafarers.org

For contact with SIU:
siu@seafarers.org

Find us on Facebook:
Click on icon at www.seafarers.org

Find us on Twitter:
www.twitter.com/seafarersunion