

SEAFARERS LOG

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

Season's Greetings



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President's Report

We Are Up to the Challenges

The year is winding down with plenty of challenges for our union and our industry, but in the big picture, I believe the SIU is in good shape.

New tonnage is scheduled to continue entering the SIU-contracted fleet for the foreseeable future, which will more than offset the losses we face due to the latest news from Horizon Lines. Nothing bothers me more than when we lose jobs, as is the case with Horizon. But, this is nothing our union hasn't faced and overcome before. As the company sells some of its ships and takes others out of service, we'll continue working to maintain and add jobs elsewhere in the fleet.



Michael Sacco

In the wake of the mid-term elections, we also will remain very busy on Capitol Hill in the weeks and months ahead. This is also nothing new – we're always active in the nation's capital, whether we're educating new members of Congress about the U.S. Merchant Marine or solidifying support from our friends. We're active at the state and local levels, too, because that's what it takes to keep Old Glory flying on the high seas, along the coasts and on our rivers.

As mentioned in our coverage of the elections (and this is old news to our more seasoned members), the SIU doesn't care about party affiliation. We're proud to have friends on both sides of the aisle, and we're proud to work in an industry that is vital to all Americans.

I'll admit it can sometimes become frustrating to fight the same battles over Food for Peace, the Maritime Security Program, and other laws that keep our industry afloat. That's only because it's obvious to us that the U.S. Merchant Marine is nothing short of critical for America's national and economic security. We have to remind lawmakers that the MSP is a huge bargain for the government, while laws like the Jones Act help sustain good jobs, boost our national defense capabilities and aid our economy.

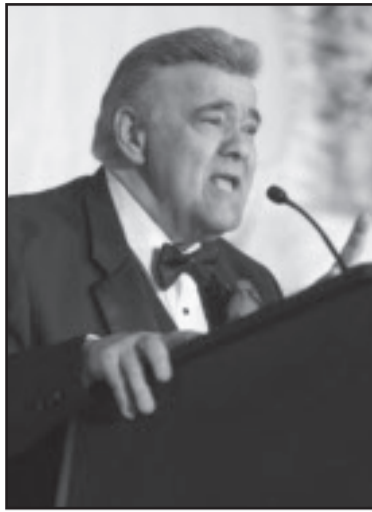
We'll keep delivering those messages and gathering support throughout the New Year.

Meanwhile, I know our members will continue doing exactly what you've always done: answering the call and delivering the goods, no matter the mission. The latest example is Operation United Assistance, in which the Seafarers-crewed *Cape Wrath* and *Cape Rise* are sailing. I'm glad the hysteria about Ebola seems to have subsided in the U.S., but the mission overseas of course remains vitally important. I salute our members for answering the bell, and I know you'll do a great job.

My message this month wouldn't be complete without mentioning the big news from our affiliated school in Piney Point, Maryland. As reported in this issue, very soon, Seafarers will have chances to take advantage of new, state-of-the-art equipment at the Paul Hall Center for Maritime Training and Education. The school is undergoing a multi-million-dollar upgrade, complete with new simulators, bigger classrooms, better accommodations and other improvements. There is no hype here – it's a big deal for everyone involved, including not only the students but also the instructors and staff members and vessel operators who should benefit from the enhanced training environment.

This news alone should tell everyone how confident I am that the SIU and the U.S. Merchant Marine have a strong, bright future of service to our country.

Last but not least, I wish everyone in our SIU family a safe, happy and healthy holiday season. Whether you're at sea or ashore, I wish you all the best and I look forward to working together in the New Year.



SIU President Michael Sacco introduces Steve Cotton at the awards ceremony.



This year's AOTOS honorees are (from left) Fred Harris, Joe Cox and Steve Cotton.

United Seamen's Service Salutes Mariners and Industry Leaders

SIU members were among the honorees at this year's Admiral of the Ocean Sea Awards (AOTOS) event in New York City, hosted by the United Seamen's Service (USS) on Nov. 7. Seafarers from the *Cape Ray* received a "special recognition" award for their role in successfully destroying more than 600 tons of chemical weapons from Syria, while mariners from the *USNS Richard E. Byrd* and *Manukai* were saluted for rescues at sea.

The AOTOS awards were presented to Stephen Cotton, general secretary of the International Transport Workers' Federation (ITF), who was introduced to the audience of several hundred by SIU President Michael Sacco; Joseph J. Cox, president and CEO of the Chamber of Shipping of America

(CSA); and Frederick J. Harris, president of General Dynamics NASSCO and Bath Iron Works. Lt. Gen. Kenneth Wykle, USA (Ret.), president of the National Defense Transportation Association and chairman of the USS AOTOS Committee, also garnered an award thanking him for his years of dedicated service promoting the American maritime industry.

The *Cape Ray*, operated by SIU-contracted Keystone, spent months overseas for its high-profile mission that wrapped up in August. The crew and other shipboard personnel received accolades from the White House, the Department of Defense, and

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Mid-Term Elections Tough for Maritime Labor

Union, Industry Mapping Plans to Promote U.S.-Flag Fleet in New Congress

Democrats during the Nov. 4 mid-term elections suffered historic defeats—losing control of the U.S. Senate, relinquishing more seats in the U.S. House of Representatives and experiencing setbacks in key governors' races across the country.

While the SIU has always had friends on both sides of the aisle, the losses were significant for the union and for American maritime labor as a whole, according to SIU Legislative Director Brian Schoeneman – though not because of party affiliations.

"The 2014 mid-term elections were very difficult for maritime labor," he said. "We lost a number of long-term friends in both the House and Senate, including such stalwarts as U.S. Rep. Nick Rahall (D-WV) and Sen. Mark Pryor (D-AK)."

"At the same time, many of our closest friends, like maritime caucus co-chair U.S. Rep. Mike Grimm (R-NY) overcame difficult odds to prevail," Schoeneman continued. "With Republican control of the Senate, getting legislation passed should be easier with a unified Congress, but that also means we must be even more vigilant because the pace of legislation will move faster and we'll have less time to educate members of the House and Senate before legislation comes up for a vote."

Even with this shakeup in the legislative landscape, Schoeneman remains optimistic about maritime labor's immediate and long-term future. He said that going forward, union officials and maritime industry allies will once again step up to the plate, establish and maintain rapport with lawmakers, and solicit their backing of initiatives and programs that protect national and economic security while promoting American maritime jobs.

"Any new Congress gives us an opportunity to make new friends, educate our representatives on the critical importance of our industry on our country, and continue to protect the Jones Act, cargo preference and the Maritime Security Program," he said. "We're looking forward to working with the new Congress in January."

Similar optimism was expressed by Richard Trumka, president of the nation's largest labor federation, the AFL-CIO. From his perspective, despite some disappointing political results for millions of union members and all working families during the election, the vast majority of Americans

made clear that they want an economy that works for everyone.

"The defining narrative of this election was confirmation, beyond a shadow of a doubt, that Americans are desperate for a new economic life," said Trumka. "But the fact of the matter is that people are disillusioned by endless political bickering and eyed these elections with great despair."

"In way too many elections, they got a false choice. In these very difficult times, they did not get a genuine economic alternative to their unhappiness and very real fear of the future," Trumka added. "But when voters did have a chance to choose their future directly – through ballot measures – their decisions are unmistakable"

Federation sources say an election-night survey conducted by Peter D. Hart Research Associates found that while Republicans won many races on political grounds, voters heavily support working family issues. Voters favor increasing Social Security benefits by 61 percent-30 percent; raising the federal minimum wage by 62 percent-34 percent; taxing American corporations on profits they make overseas by 73 percent-21 percent; and increasing funding for public schools by 75 percent-21 percent. Additionally, voters opposed many traditional conservative issues such as raising the Social Security retirement age (27 percent-66 percent) and raising the Medicare eligibility age (18 percent-76 percent).

Voters sounded the loudest economic message in Alaska, Arkansas, Illinois, Nebraska and South Dakota, where minimum wage increases were overwhelmingly approved. San Francisco and Oakland also will likely raise the minimum wage, and all four ballot initiatives supporting paid sick days passed. Successes such as these pave the way forward for a host of new ideas, ranging from how worker schedules are formulated to living wage legislation, paid sick leave and equal pay.

"It's clear that American workers and their families are way ahead of the political elite when it comes to envisioning the next American chapter," Trumka concluded. "I was out there all fall. I was in almost every contested state. I spoke to hundreds and hundreds of workers. Their desire for bold, comprehensive and lasting economic change is the most real thing I've ever heard."

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



These sketches from Transas offer approximations of how the new full mission bridge simulator (above) and one of the new tugboat simulators will look.



Major Upgrades Coming to Paul Hall Center

Significant upgrades are under way at the SIU-affiliated Paul Hall Center for Maritime Training and Education, highlighted by new, state-of-the-art simulators that should be ready for use in the first quarter of 2015. The ambitious project also includes classroom expansions, hotel improvements, and numerous technological additions that should facilitate learning at the Piney Point, Maryland, campus.

Paul Hall Center Assistant Vice President Bart Rogers said the multi-million-dollar renovation and modernization projects, approved by the school's trustees, are all slated for completion by late spring or early summer of 2015. That includes redoing all roads and walkways at the school, and various improvements at

the library and the apprentice dorms in addition to new bridge, engine, crane and tugboat simulators.

While the work is happening fairly quickly, the planning was in-depth.

"We reached out to SIU-contracted companies, deep sea and inland, to assess their needs," Rogers noted. "We also visited other schools to check out their simulators and compare them. We formed a committee to ensure this was a cooperative effort. The results should be extremely beneficial to the students, the vessel operators, the instructors – everyone involved, really."

Susan Fagan, a Paul Hall Center instructor and lead simulation engineer, pointed out the upgrades will help ensure

that the school's offerings "meet and exceed STCW requirements. This includes gap-closing courses and much more."

She added, "The school has always prided itself on staying ahead of the industry's needs, and these additions really will bring us into the future. It's an exciting time for us, and I think that's partly because the people who work here have been closely involved in the process."

Among the companies hired for various components of the project are Transas, Electric Picture Display Systems, and Kongsberg GlobalSim for the LED simulators, and Great Mills Trading Post for the classroom and building renovations. Overall, the scheduled upgrades and additions include:

- Full mission, 360-degree bridge simulator
- Full mission engine simulator
- Engineering lab
- Liquid cargo handling simulator
- Three auxiliary bridges
- Multiple navigation labs
- Two dedicated tug and towing bridges
- GMDSS simulator upgrade
- Crane simulator

Rogers said another key improvement involves "making the classrooms multi-functional so that, with few exceptions, instructors can more or less walk into any classroom and teach any class. We'll have new projectors and instructor stations. It's going to mean less paperwork and greater efficiency."

SIU Jobs Secure in Tanker Sale

Construction Starts on LNG-Powered Crowley ConRo

Seafarers-contracted Crowley Maritime recently made headlines, first with the start of construction on a new vessel, and then with the sale of two tankers.

The latter announcement happened Nov. 5 and involved the sale of the SIU-crewed *Pennsylvania* and *Florida* to Kinder Morgan Energy Partners, L.P. SIU members will continue sailing aboard both vessels, with no changes in the contract. Crowley will continue to manage the ships, which have been under long-term charter transporting gasoline, jet fuel, diesel and crude oil since entering service in 2012 and 2013, respectively.

"For our crews, it is business as usual," noted SIU Vice President Contracts George Tricker.

"This transaction helps Crowley maintain a healthy balance in our capital program," said Tom Crowley, company chairman and CEO. "We have invested more than \$1.5 billion in new, U.S.-built tank vessels in recent years, giving us a fleet of 17 articulated tug barges (ATBs) and four new 330,000 barrel tankers being delivered in 2015 and 2016. We are committed to continuing to provide safe and reliable petroleum transportation to our customers."

In announcing the sale, Crowley Maritime specifically mentioned both the SIU and the Seafarers-affiliated American Maritime Officers (AMO), which provides the licensed mariners on those ships) and credited them for "safely operating these tankers since their inception."

Meanwhile, in late October, VT Halter Marine, Inc. started construction on the first of two liquefied natural gas (LNG)-powered, combination container-roll-on/roll-off (ConRo) ships for Crowley. A ceremony at the Pascagoula, Mississippi, shipyard included the cutting of the first steel plate.

Both of the ConRo vessels are slated for delivery in 2017, signaling new job opportunities for Seafarers in the Jones Act trade.

"We have waited with great anticipation for the Commitment Class build

program to start," said John Hourihan, Crowley's senior vice president and general manager, Puerto Rico/Caribbean liner services. "These new ships will embody superior technology and construction and we are anxious to get them into service for our partners in Puerto Rico."

"VT Halter Marine is pleased and excited to announce the first steel plate cut which launches the official start of construction for these new LNG ConRo ships. These vessels signify how important the Jones Act is to Americans employed in the marine industry. We are most grateful for Crowley's continued confidence in VT Halter Marine," said Bill Skinner, CEO, VT Halter Marine.

According to Crowley Maritime, the Commitment Class ships "have been designed to maximize the carriage of 53-foot, 102-inch-wide containers, which offer the most cubic cargo capacity in the trade. The ships will be 720 feet long, 105 feet wide, have a deep draft of 10 meters, and an approximate deadweight capacity of 26,500 metric tons. Cargo capacity will be approximately 2,400 TEUs (20-foot-equivalent-units), with additional space for nearly 400 vehicles in an enclosed Ro/Ro garage. The main propulsion and auxiliary engines will be fueled by environmentally-friendly LNG. The ship design is provided by Wartsila Ship Design in conjunction with Crowley subsidiary Jensen Maritime, a leading Seattle-based naval architecture and marine engineering firm."



The *Florida* was one of two Crowley tankers that were sold to Kinder Morgan Energy Partners, L.P.

ACE Recommends 51 PHC Courses for College Credit

Already a popular resource for SIU members, the union-affiliated Paul Hall Center for Maritime Training and Education has even more to offer in the wake of a recent announcement by the American Council on Education's College Credit Recommendation Service (ACE CREDIT®).

Specifically, ACE CREDIT has evaluated and recommended college credit for 51 courses offered at the Paul Hall Center, which is located in Piney Point, Maryland. This means Seafarers may save time and money when they submit their course work from the Paul Hall Center to meet college course requirements.

"This is great news and a very well-earned feather in our cap," said Paul Hall Center Vice President Don Nolan. "ACE is the gold standard for these recommendations, so it reflects very well on the school."

The American Council on Education is regarded as the major coordinating body for the nation's higher education institutions. ACE describes itself as "seeking to provide leadership and a unifying voice on key higher education issues and to influence public policy through advocacy, research, and program initiatives."

ACE CREDIT helps adults gain academic credit for courses and examinations taken outside traditional degree programs. More than 2,000 colleges and universities consider ACE CREDIT recommendations in determining the applicability of coursework and examination results to their courses and degree programs.

The Paul Hall Center courses that have been evaluated and recommended college credit include Able Seafarer – Deck; Advanced Meteorology; Advanced Navigation; Advanced Stability; Automatic Radar Plotting Aids; Basic Firefighting; Basic Meteorology; Basic Shiphandling and Steering Control; Bridge Resource Management – Limited; Bridge Resource Management – Unlimited; Celestial Navigation; Combined Basic and Advanced Fire Fighting; Electronic Chart Display and Information; Emergency Procedures; FOWT; Galley Familiarization; Galley Operations; Global Maritime Distress and Safety System; Junior Engineer; Search and Rescue (Operational); Shipboard Sanitation; Basic Training (STCW); Cargo Handling and Stowage; Certified Chief Cook; Certified Chief Steward; First Aid and CPR; Machinist; Magnetic and Gyro Compasses; Marine Electrician; Pumpman; Radar Observer – Unlimited; Ratings Forming Part of a Navigation Watch; Ratings Forming Part of a Navigation Watch/AB; Ship Construction and Basic Stability; Ship Management; Social Responsibilities; Tank Ship DL PIC with Simulator; Tank Ship Familiarization; Terrestrial and Coastal Navigation; Watchkeeping (Operational); Electronic Navigation; Advanced Refrigerated Container Maintenance; Marine Refrigeration Technician; Physical Education; Vessel Familiarization; Vessel Operations and Maintenance; Water Survival; Welding and Metallurgy; and Advanced Galley Operations.



Seafarers on the *Cape Rise* meet with SIU Assistant VP Jim McGee (right) in Houston. Pictured aboard the *Cape Wrath* in Jacksonville, Florida, (photo at right, front, from left) are Chief Cook Manuel Daguio, GVA Ma Marilyn Nance, (standing) AB Felix Somoroostro, SA Nick Keating, AB Brooke English, QMED Thomas Hawks, QMED Carmus Peet, QMED Archie Eldridge, GVA Eric Johnson, Electrician Bob Opiel, Recertified Bosun Billy Dowzicky, SA Danilo Valencia, AB John Salarda, Steward/Baker Robert Brown and AB Edsel Renegado.



Seafarers Head to Africa to Combat Ebola

Members Mobilize Aboard RRF Ships for Operation United Assistance

The fourth arm of defense is once again extended in an offer of assistance, this time to help medical personnel fight the spread of Ebola in West Africa as part of Operation United Assistance. Both the *Cape Rise* and *Cape Wrath*, SIU-contracted Ready Reserve Force (RRF) ships, are deploying to U.S. installations in Liberia, Sierra Leone and Guinea, which are the areas most affected by the virus. The *Cape Wrath* is operated by Crowley, and the *Cape Rise* is operated by Keystone.

The SIU crew of the *Cape Rise* includes Bosun **Walter Ritvalsky**, ABs **Clay Brown**, **Jonathan Davis**, **Joel Harris** and **Corrie Stockton**, QEE **James Atwell**, Wiper **Olym-**

pia Harley, OMUs **Michael Jones** and **Stravon Jordan**, GVAs **Arthur Bailey** and **Tyree Watkins**, Steward/Baker **Army Leake**, Chief Cook **William Perry**, and SAs **Marsheta Brooks** and **Edward Smigielski**.

Seafarers serving on the *Wrath* include Recertified Bosun **William Dowzicky**, ABs **Aristotle Bone**, **Edsel Renegado**, **Brooke English**, **John Salarda**, **Felix Somoroostro**, **Terry Hester** and **Mariette Wright**, OS **James Porter**, QE4s **Carmus Peet** and **Thomas Hawks**, QE3s **Archie Eldridge** and **Robert Opiel**, GVAs **Eric Johnson** and **Ma Marilyn Nance**, Steward/Baker **Robert Brown**, Chief Cook **Manuel Daguio**, and SAs **Nicholas Ke-**

ating and **Danilo Valencia**.

Before crossing the Atlantic, the *Cape Rise* made port in Beaumont, Texas, to pick up supplies from the U.S. Army's 842nd Division. The cargo included around 1,000 Humvees, dump trucks, forklifts, and other wheeled equipment. This machinery will be used to build hospitals in West Africa.

Meanwhile, in Jacksonville, Florida, the *Cape Wrath* was picking up more than 700 additional pieces of equipment, including water purification trucks, refrigeration, and fuel storage and command and control vehicles. In addition to the equipment, up to 3,000 U.S. troops will deploy to the region from various Army

bases, down from the initial estimate of 4,000. The *Cape Wrath* also got a visit from Rear Adm. T.K. Shannon, commander of the U.S. Military Sealift Command (MSC).

To help clear up any misinformation about what the crews should expect while in West Africa, the MSC provided detailed, precautionary information before the SIU-crewed ships sailed overseas.

The vessels may take up to three weeks to get to West Africa. Gen. Martin Dempsey, chairman of the Joint Chiefs of Staff, has said that the overall mission will likely last 18 months, though it is unknown how long the RRF ships will be involved.

USS Presents Annual AOTOS Awards During Event in NY

Continued from Page 2

the Department of Transportation as the mission ended, and they also were praised at a pier-side ceremony in Portsmouth, Virginia, in September.

The *Byrd*, part of the SIU Government Services Division fleet, rescued survivors from a Yemeni-flagged cargo vessel in the Gulf of Oman in late July, while the Matson-operated *Manukai* saved three people from a disabled sailboat 400 miles northeast of Oahu. The latter rescue happened in mid-August, after the sailboat had been battered by a hurricane.

In announcing the AOTOS honorees, Lt. Gen. Wykle said, "This year's recipients represent greatly diverse sectors of the maritime industry. Stephen Cotton oversees a significant labor group whose mission is the wellbeing and fair treatment of the world's seafarers. Joe Cox is well-regarded in international transportation circles and is greatly involved in safety issues. Fred Harris' company has designed and built innovative tonnage for America's sea-going fleet. We enjoyed a good turnout for these three gentlemen, including a large overseas attendance."

Horizon Lines Announces Sale of Some Vessels, End of Services to Puerto Rico

Horizon Lines issued separate announcements Nov. 11 that affect nine SIU-crewed ships currently sailing in the Jones Act trade. The company is ending its service to Puerto Rico and, pending regulatory approval, plans to sell its Alaska operations to Matson and its Hawaii operations to the Pasha Group.

While the decision about the Puerto Rico run will remove two vessels (*Horizon Navigator* and *Horizon Trader*) from service either by the end of 2014 or in early 2015, the other transactions may take several months or up to one year. Most or all of the seven ships involved in those sales likely will continue sailing in the interim and still will carry at least partial SIU crews afterward.

Horizon's sales also involve other op-

erations and assets. At press time, their effect on SIU shore gangs was still being determined.

As for the vessels, the SIU has contracts both with Pasha and Matson. The union will continue providing mariners in all three shipboard departments of the vessels being acquired by Pasha: the *Horizon Enterprise*, *Horizon Pacific*, *Horizon Reliance* and *Horizon Spirit*. The SIU represents steward department members on Matson ships; Matson is purchasing the *Horizon Anchorage*, *Horizon Kodiak* and *Horizon Tacoma*.

SIU Vice President Contracts George Tricker said in a written communication sent to Horizon ships the union had scheduled a meeting with Horizon Lines "to address all aspects

of this news, including the effects on the membership."

He added, "It is worth mentioning the actions taken by Horizon Lines are not a reflection of any shortcoming in the shipboard or shore-side work performed by the SIU membership. It has been common knowledge that the company has had financial struggles in recent years.... We believe the company would not have been able to sustain operations as long as they did without your skill. We thank you for your professionalism and will keep you updated as the company makes the aforementioned transitions."

In a news release, Horizon Lines said it was ending its Puerto Rico service "due to continuing losses without the prospect of future profitability."

New SIU Jobs Aboard Eagle Ford



SIU-contracted Seabulk Tankers, Inc. has taken over operation of the *Eagle Ford* (formerly the *Kodiak*), signaling new jobs for Seafarers. The vessel, pictured Nov. 10 in Port Angeles, Washington, is sailing in the Jones Act trade. It was built in 1978 and is 869 feet long.

NASSCO Launches Mobile Landing Platform Lewis B. Puller

New jobs are on the way for members of the SIU Government Services Division following the recent float-off and launch of the mobile landing platform *USNS Lewis B. Puller* at General Dynamics NASSCO shipyard in San Diego.

According to the shipyard, the vessel will finish its construction and then go to sea in 2015 "to complete a series of at-sea tests and trials prior to delivery."

The ship's name honors Lt. Gen. Lewis Burwell "Chesty" Puller, a distinguished combat veteran of World War II and the Korean War. Puller is the only Marine to have been awarded the Navy Cross on five separate occasions, according to the U.S. Military Sealift Command.

The vessel is 837 feet long and will be able to sail at 15 knots.



The mobile landing platform *USNS Lewis B. Puller* completes launch and float-off in San Diego. (Photo courtesy General Dynamics NASSCO)

SIU Official Delivers Message of International Solidarity

SIU Secretary-Treasurer David Heindel was a guest speaker Nov. 6 at the annual congress of the All Japan Seamen's Union (JSU) in Tokyo.

Representing both the SIU and the International Transport Workers' Federation (ITF), where he serves as chair of the federation's Seafarers' Section, Heindel stressed the importance of international solidarity for maritime labor. He also commended the JSU on its progress in recent years.

"We all know the JSU is second-to-none when it comes to serving and protecting the interest of seafarers, both domestically and internationally," Heindel said at the convention. "You have made a huge difference not only for your members but also for seafarers

around the world. That was very evident earlier in 2014 when the JSU played a vital role in helping pass important amendments to the Maritime Labor Convention on repatriation and shipowner liability, and also in securing a new International Bargaining Forum Framework Agreement."

Looking ahead, Heindel declared, "One of the most crucial components of every strategy should be solidarity. What has served our organizations well is our support for one another. In the trade union movement, solidarity is our power. Solidarity is our weapon. Solidarity is our edge."

"We all recognize that one of the basic tenets of our movement is strength in numbers," he added. "You have that strength not

just in the JSU but in your association with the ITF. Your struggles are our struggles; your fight is our fight. And when we join together to stand up for seafarers, we do so not as individuals but as the unified voice of 4.5 million transport workers all around the globe."

He concluded, "As I have said on a number of occasions, we, as seafarers, are the engine of this global economy. We have great power – power that we must recognize and refine, power that we must advocate and most of all, power we must respect."

Other guest speakers from the ITF included President Paddy Crumlin, General Secretary Steve Cotton and Maritime Coordinator Jacqueline Smith.

NOTICE

Ensure Your Coast Guard STCW Medical Certificate Is Valid, on File

Earlier this year, 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 earlier this year 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. Check the directory on page 16 of this edition for contact information or visit the SIU website: www.seafarers.org

School Hosts ITF Conference



The SIU-affiliated Paul Hall Center for Maritime Training and Education hosted 28 maritime union women leaders from across the globe Nov. 3-7. The attendees, from more than a dozen different countries, travelled to Piney Point, Maryland, to participate in an International Transport Workers' Federation (ITF) women's conference on leadership, strategic planning, communications and organizing. SIU President Michael Sacco (center) addressed the group, which included SIU Port Agent Tracey Mayhew (in front of Sacco's left arm, behind the projector). Among the other featured speakers was Dr. Elaine Bernard, executive director of the Labor and Worklife Program at Harvard Law School.

Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2013 to December 31, 2013. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$74,684,272 as of December 31, 2013 compared to \$71,895,363 as of January 1, 2013. During the plan year the plan experienced an increase in its net

assets of \$2,788,909. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$63,776,109. This income included employer contributions of \$58,804,868, employee contributions of \$532,900, realized gains of \$1,155,416 from the sale of assets and earnings from investments of \$3,262,050 and other income of \$20,875. Plan expenses were \$60,987,200. These expenses included \$10,769,712 in administrative expenses and \$50,217,488 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on

request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, phone (301) 899-0675.

The charge to cover copying costs will be \$2.40 for the full report, or \$0.15 per page for any part thereof.

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

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2013 to December 31, 2013. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$6,424,979. These expenses included \$1,107,912 in administrative expenses and \$5,317,067 in benefits paid to participants and beneficiaries. A total of 16,045 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$105,243,678 as of December 31, 2013 compared to \$94,367,387 as of January 1, 2013. During the plan year the plan experienced an increase in its net assets of \$10,876,291. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$17,301,270, including employer contributions of \$7,701,148, employee contributions of \$154,784, gains of \$565,168 from the sale of assets and earnings from investments of \$8,880,170.

The plan has a contract with The Prudential Insurance Company of America which allocates funds toward individual policies.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report,

or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of plan assets;
5. Insurance information including sales commissions paid by insurance carriers; and
6. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$3.60 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers International Union AGLIW 401(K) Plan

This is a summary of the annual report for the Seafarers International Union AGLIW 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2013 to December 31, 2013. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,253,635. These expenses included \$66,509 in administrative expenses, \$1,152,408 in benefits paid to participants and beneficiaries and \$34,718 in other expenses. A total of 12,693 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$19,183,095 as of December 31, 2013 compared to \$14,350,918 as of January 1, 2013. During the plan year the plan experienced an increase in its net assets of \$4,832,177. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$6,085,812, including employee contributions of \$2,913,043, other contributions of \$406,026 and earnings from investments of \$2,766,743.

The plan has contracts with Massachusetts Mutual Life Insurance Company, and Ing Life Insurance and Annuity Company which allocate funds toward individual accounts. The total premiums paid for the plan year ending December 31, 2013 were \$0.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$3.30 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2013 to December 31, 2013. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$23,014,812 as of December 31, 2013 compared to \$21,499,319 as of January 1, 2013. During the plan year the plan experienced an increase in its net assets of \$1,515,493. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$65,465,682. This income included employer contributions of \$62,704,827, realized gains of \$570,210 from the sale of assets and earnings from investments of \$2,185,859 and other income of \$4,786. Plan expenses were \$63,950,189. These expenses included \$7,178,799 in administrative expenses and \$56,771,390 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;

2. Financial information and information on payments to service providers;

3. Assets held for investment; and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746 (301) 899-0675. The charge to cover copying costs will be \$9.15 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Beck Notice

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIW assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIW are the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the

development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2013 calendar year, the fee cost associated with this representation amounts to 78.91 percent of the dues amount. This

means that the agency fee based upon the dues would be \$394.55 (three hundred ninety-four dollars fifty-five cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2015 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2014 and November 30, 2015 will have this calculation applied to their 2015 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2016, your objection must be received by December 1, 2015.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2013.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a

previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel
Secretary-Treasurer



Refugees begin to evacuate the doomed riverboat while crew members provide assistance.



The refugees gather for a group photo on board the *LNG Capricorn*, along with members of the crew.

New Feature Spotlights Rescue from 1981

SIU-Crewed LNG Capricorn Dramatically Saved Vietnamese Refugees

All of her life, Minh Vu had been told the story of how she came to live in Australia. Her parents told her they left Vietnam in 1981, in a small riverboat filled with other families. They were helpless at sea, attacked by pirates and desperate to keep the boat afloat for five days, when an American ship rescued the refugees and saved them all from nearly certain death.

But to Vu, it all seemed like a story, a fairy tale told to her as a child. Then she saw the film earlier this year.

She watched as the SIU-crewed *LNG Capricorn* rescued a boat full of refugees, including herself at 2 years old, her brother and parents. A crew member had filmed the entire rescue operation, capturing the lucky escape on tape that until recently had been forgotten. But to the Vu family, the footage was much more than a record of a rescue: It was proof of a miracle.

"The whole rescue was on tape, like a movie. It blew my mind. That fairy tale was real," she said.

Australian broadcaster SBS2 put together a 10-minute feature on the rescue, including the old footage along with recent interviews. It's available on YouTube at: <https://www.youtube.com/watch?v=ZluekjAvDVg> or by searching "refugee rescue SBS2" from the home page.

In the years after the war ended in 1975, thousands of North Vietnamese began fleeing the tyranny of the country. Some of these refugees attempted to travel to Australia, many by small boats that were unfit for ocean travel. The trip was perilous, and it is estimated by the UN High Commission for Refugees that up to 400,000 died attempting the transit.

The trip that the Vu family endured

was filled with hardship. They were robbed by pirates, who took their gold jewelry, money, rice and other belongings. Two refugees were shot in the process. The tiny vessel was in grave need of assistance when the *Capricorn* arrived on the scene.

Ike Isenstadt, an officer aboard the *Capricorn* on that voyage, recalled the rescue: "It looked like a beat up old boat. It wasn't really in good shape. I don't think they would have made it if they'd got caught in a storm."

Isenstadt continued, "There were 47 people on that boat. They were children, infants, youngsters, men and women. And there were three pregnant ladies, and it wasn't easy to get them on ... so our bosun threw a cargo net over the side, we got the ladies into the cargo net, and then we dragged the net up."

The SIU crew included Bosun **William Mitchell**, ABs **George Holland**, **Woodrow Shelton** and **Donald Walsh**, OSs **William Crane**, **Larry Lehner** and **Jamie Miller**, QMs **B. Hirsh**, **Brian Morron**, **Luther Myrex** and **John Quirke**, QEs **Walter Davidson**, **Ole Mortensen** and **Otis Sessions**, Wiper **W. Pender**, Chief Steward **Larry Dockwiller**, Chief Cook **Lawrence Conlon** and UMMs **Joseph Emidy**, **David Fuller** and **Roger Griswold**.

After all of the survivors were on board the *Capricorn*, Isenstadt sent one of the crew members to sink the riverboat by chopping a hole in the bottom with a fire axe. The crew and refugees all gathered on deck to wave goodbye to the doomed craft.

"Bye-bye to my boat, and bye-bye Vietnam," said Mr. Vu, Minh's father.

Hawsepiper Encourages Seafarers To Upgrade, 'Give 110 Percent'

Piney Point Grad Finds Career Rewarding, Worthwhile

Although the maritime industry at times feels like an unintentionally well-kept secret, the U.S. Merchant Marine was no mystery to **Roderick Frazier** when the Florida native was separating from the U.S. Air Force in 1997.

"Being from Jacksonville, I realized the industry and maritime careers are vital to the local economy," Frazier said. "My dad was a 30-year International Longshoremen's Association Local 1408 member, and I have a cousin that sails with the SIU as a chief cook (**Larry Griffin**) who inspired me to join this growing and important industry by way of the SIU."

In an email to the *Seafarers LOG*, Frazier then described his 12 years as an SIU member in Twitter parlance: "#rightchoice"

That experience began in the apprentice program at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Frazier was the chief bosun in his class, and he found the school a solid launching pad for his second career.

"I sailed mostly as an OMU because of my love for steam plants, but I hold a QMED rating as well," he noted. "I enjoyed travelling and building relationships with individuals from different places. Ship life is very diverse."

Frazier, 39, now belongs to the Seafarers-affiliated American Maritime Officers (AMO) and sails as a chief engineer. He is finishing a college degree and developing his own business, but plans to continue sailing.

He also hasn't lost touch with the SIU.

"I still visit the Jacksonville hall because I developed good friendships there," he said. "A lot of guys mentored me through the years; (QMED) **Milton Israel Sr.**, (fellow hawsepipers) **Milton Israel Jr.** and **Tim Stagg** were key in assisting me with career choices, and bosuns from other ports – **Rodney Roberson** and **Lonnie Porchea** – helped make my transition from the Air Force easy by sharing knowledge with me to improve my seagoing skills."

'Learned a Lot'

Asked his opinion of the Paul Hall Center, Frazier pointed out that in addition to completing the apprentice program, he returned in subsequent years for upgrading classes including FOWT, advanced firefighting and others.

"I loved my time at the school," he recalled. "The support of the staff, educators and other personnel was always professional. I learned a lot there about life and about the sea."

His favorite voyage took place aboard the *Cornhusker State* in 2003.

"I was with (OS, now AB) **Brian Kimbrough** and (AB) **Roosevelt Clark**, who were both from the Jacksonville hall," said Frazier, who still lives in Jacksonville but also spends significant time in Atlanta and Jamaica. "We started as trainees together. It was a long trip, but we had fun working and accomplishing the mission."

While Frazier's awareness of the industry already was strong even in his first days as an apprentice, he knows not everyone has the same background. With that in mind, he offered some insight into maritime as well as advice for those just beginning their respective careers.

"First, the maritime industry is arguably the most important one to be employed in, in any capacity," he said. "We depend on the import and export of goods that basically balance the world economies and allow us to help ourselves and other nations. Stop all ships for just one day, or any part of the maritime logistical system, and the world would feel it."

"To those just getting into the industry," he continued, "I'd say give 110 percent to yourself, family and shipmates every day. Upgrade frequently, and if pursuing a license, sail on all QMED ratings working up to third (assistant engineer), different propulsion plants, all for the experience. If joining the deck, learn as much as you can from the mates, especially the second mate: navigation, rules of the road, etc. Get dynamic-positioning certified because we have oil-field union jobs as well."

He concluded, "Give it your best, always be a team player, experience things for yourself and remain positive throughout all situations."



Former SIU member Roderick Frazier enjoyed his years with the union and now sails with the Seafarers-affiliated AMO.

Monthly Membership Meetings Keep Seafarers Informed About Issues Affecting Their Livelihoods

Attending monthly membership meetings is a key avenue through which Seafarers can remain current on news that directly affects them.

Conducted in SIU halls around the country, these forums keep members aware of important union and maritime issues, many of which could affect their livelihood

and those of their family members.

Below is the schedule of meetings which will be held in 2015. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port. Meeting dates also are posted on the SIU website. Meetings start at 10:30 a.m. local time.

2015 Union Membership Meeting Dates

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	5	2	2	6	4	8	6	3	**8	5	2	7
Jersey City	Tuesday after first Sunday	6	3	3	7	5	9	7	4	8	6	3	8
Philadelphia	Wednesday after first Sunday	7	4	4	8	6	10	8	5	9	7	4	9
Baltimore	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Norfolk	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Jacksonville	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
San Juan	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Algonac	Friday after first Sunday	9	6	6	10	8	12	10	7	11	9	6	11
Houston	Monday after second Sunday	12	9	9	13	11	15	13	10	14	***13	9	14
New Orleans	Tuesday after second Sunday	13	10	10	14	12	16	14	11	15	13	10	15
Mobile	Wednesday after second Sunday	14	11	11	15	13	17	15	12	16	14	****12	16
Oakland	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Port Everglades	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Joliet	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
St. Louis	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Honolulu	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Wilmington	Monday after third Sunday	*20	*17	16	20	18	22	20	17	21	19	16	21
Guam	Thursday after third Sunday	22	19	19	23	21	25	23	20	24	22	19	24
Tacoma	Friday after third Sunday	23	20	20	24	22	26	24	21	25	23	20	*****26

*Wilmington changes created by Martin Luther King Day and Presidents' Day, **Piney Point change created by Labor Day, ***Houston change created by Columbus Day, ****Mobile change created by Veterans Day, *****Tacoma change created by Christmas Day.

Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters 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 are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board

by certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate

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

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

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

2015 Seafarers Health and Benefits Plan Scholarship Program

Scholarships totalling \$132,000 are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

Seafarers Scholarships

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

Dependents Scholarships

- A total of five scholarships, each totalling \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.



The Cathedral of Learning
University of Pittsburgh

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Member Benefits tab, navigate to the Seafarers Health and Benefits Plan menu and select Scholarship Booklet 2015 (PDF).

Please send me the 2015 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name.....

Street Address.....

City, State, Zip Code.....

Telephone Number ()

This application is for:

Self

Dependent

Complete and mail form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746



FOR A GOOD CAUSE – SIU boatmen from American Marine in Long Beach, California, recently took part in the 14th Annual Great Tugboat Races benefiting the International Seafarers Center. Pictured above at a subsequent reception on the *RMS Queen Mary* (which employs members of the SIU-affiliated United Industrial Workers) are company official David Shahnazarian and his fiancé holding the awards won by American Marine. The photo at left shows the SIU-crewed *American Spirit* in the foreground, with a Los Angeles Fire Department boat behind it. Seafarers taking part in the race included Sean Pittman, Clint Purdue and Daniel Purdue.

A-BOOK IN OAKLAND – ACU Calvin Williams (left) picks up his A-seniority book at the hall in Oakland, California. Congratulating him on the milestone is Patrolman Nick Marrone II. Williams most recently sailed on the *APL Korea*.

At Sea and Ashore with the SIU



ABOARD APL CHINA – Pictured during a late-October servicing in Oakland, California, (photo at right, from left) are Recertified Steward Suhermadhy Ghani, Patrolman Nick Marrone II and Chief Cook Kathleen Lanahan. The photo above shows off some of the steward department's organizational skills.



ABOARD KIRBY ATBs – Patrolman Joe Zavala submitted these photos of SIU members aboard the former Penn Maritime (now Kirby) articulated tug-barges *Tarpon* and *Skipjack*. Pictured from left to right aboard the *Tarpon* (photo above) are Engineer Anthony McNeil, AB/Tankerman Samson Crocker and AB/Tankerman Jesus Medrano. Pictured on the *Skipjack* (photo at right) are Engineer Thomas Pelfrey, AB/Tankerman Paul Hackney and Mate Scott Cheau.



FULL BOOKS IN PINEY POINT – Two Seafarers recently received their full membership books at the hall in Piney Point, Maryland. Port Agent Pat Vandegrift (right in both photos) congratulates AB Warren Gorman (photo at left) and OMU Grant Simonson.

ABOARD MAERSK MONTANA – Keeping their fellow mariners well-fed are (from left) Recertified Steward Juan Vallejo, SA Marcus Nicholas and Chief Cook Gamal Asaad.

At Sea and Ashore with the SIU



ABOARD NATIONAL GLORY – Pictured from left aboard the Crowley-operated *National Glory* are Electrician Timothy Chestnut, Recertified Bosun Brian Corbett, AB Celso Castro and Oiler Roy Martinez.

BROTHERHOOD IN TACOMA – It's a busy port, but there's still time for an occasional break at the SIU hall in Tacoma, Washington, as reflected by this photo of QEE Robin Bourgeois (left) and Port Agent Joe Vincenzo in late October.



WELCOME ASHORE IN JACKSONVILLE – Longtime engine department Seafarer Dale Beard (right) picks up his first pension check at the hall in Jacksonville, Florida, where he is congratulated by Asst. VP Archie Ware. Beard most recently sailed as an engineer.

GENEROUS DONATIONS – *Maersk Kentucky* vessel master Captain Bill Imken shared this information along with the photo of (from left) Therese Ann Koelmeyer, Pastor Roger and AB Joe Dudas: "Crew members from two Maersk Line, Limited vessels – *Maersk Idaho* and *Maersk Kentucky* – have been collecting and making donations to a children's charity in Colombo, Sri Lanka. This was started several years ago by Captain Paul Wellers on the *Maersk Idaho*, with the *Maersk Kentucky* recently joining in the effort. Our most recent donations are being used to renovate and upgrade the laundry facilities at the ELIM Children's Voluntary Home in Jaffna, Sri Lanka. The clothing and linens for 88 children are currently being hand washed, single-handedly by a volunteer. The charity is run by Director Therese Ann Koelmeyer.... Joe Dudas led the SIU donations of over \$350 in cash this visit alone."

FULL BOOK IN LAUDERDALE – AB Rafael Cortina-Tuells (left) receives his full book at the hall in Ft. Lauderdale, Florida. Cortina-Tuells said he is happy about his membership and added he is excited about job security and the Brotherhood of the Sea. Congratulating him is Port Agent Kris Hopkins.

SIU CIVMARS Support Our Troops

Dry Cargo/Ammo Ship USNS Wally Schirra Delivers



In the East China Sea in mid-April, the Seafarers-crewed *USNS Wally Schirra* (right) conducts an underway replenishment with the amphibious assault ship *USS Bonhomme Richard*. (U.S. Navy photo by Mass Communication Specialist 3rd Class Bradley J. Gee)

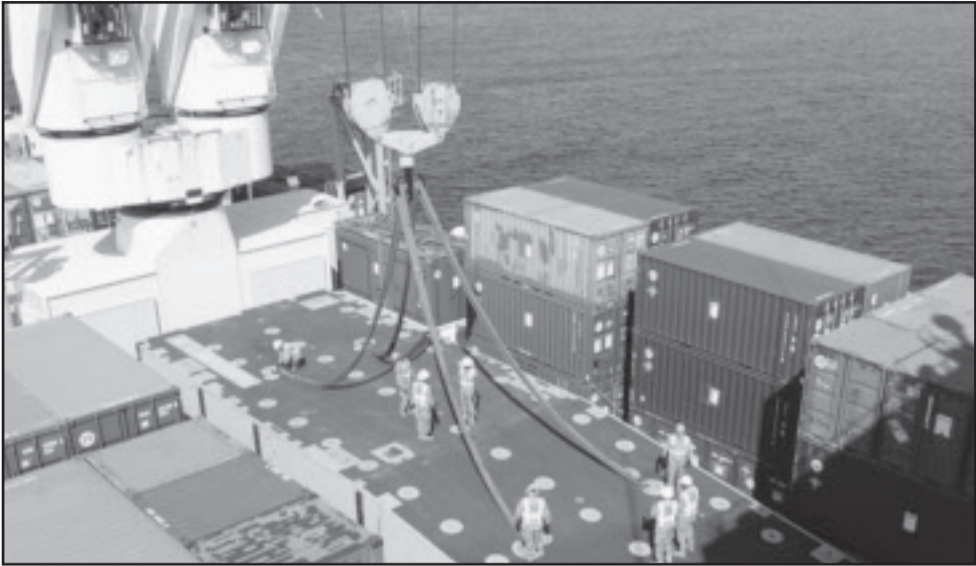
Members of the SIU Government Services Division sail aboard the U.S. Military Sealift Command (MSC) ship *USNS Wally Schirra*, which is part of the agency's fleet of 14 dry cargo/ammunition ships (abbreviated as T-AKE). The photos on this page show operations involving the *Schirra* early this year; with one exception (the captioned image), they were submitted by Electrician **Paul Barbadillo**, who was given wide ac-

cess for the photo opportunities.

Through underway replenishments, the *Schirra* and its sister ships deliver various cargoes to other vessels at sea. According to MSC, the materiel includes ammunition, repair parts, food, and small quantities of fuel.

Each of the 14 T-AKE vessels is 689 feet long, with a 106-foot beam. The ships can sail at 20 knots; they each carry civilian crews of 129.



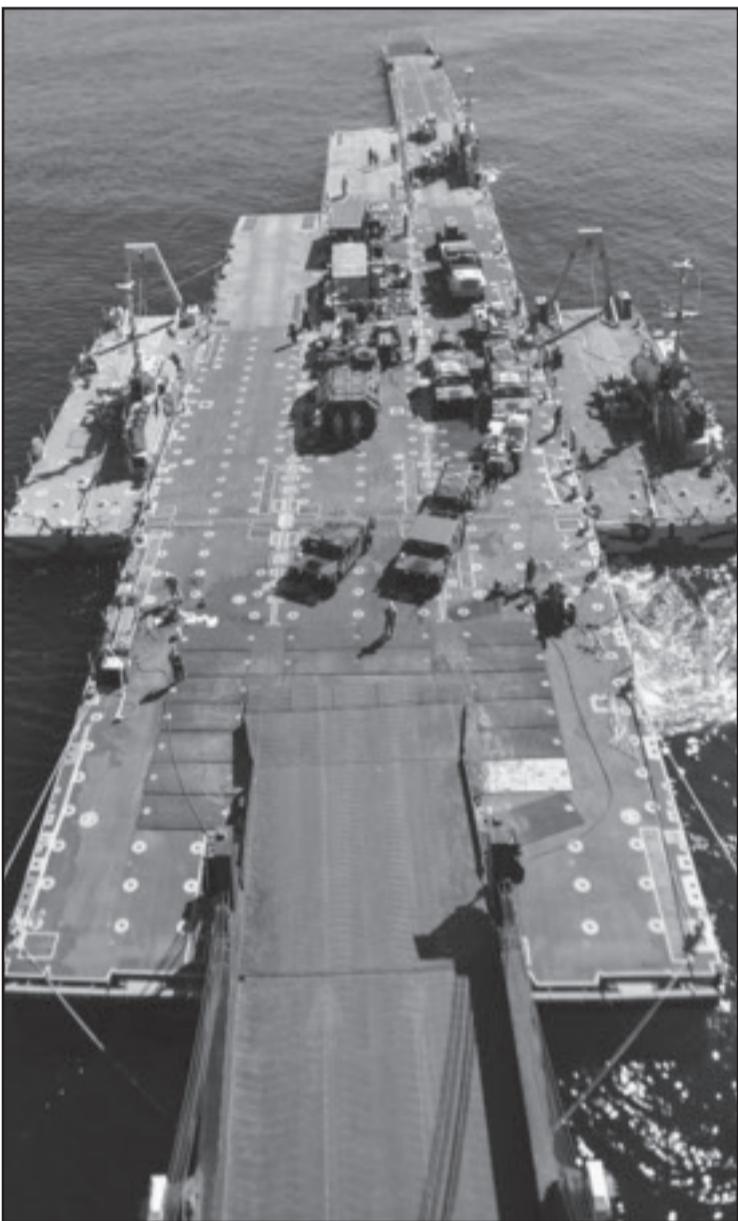


Part of a Navy lighterage system is about to be lifted off the deck of the *USNS Dahl*.



A U.S. Marine directs personnel aboard the *USNS Dewayne T. Williams* to dock with the lighterage system he's standing on.

Seafarers Participate in Exercise Pacific Horizon



Military vehicles are loaded onto the SIU-crewed *USNS Dewayne T. Williams* from a Navy lighterage system. (All photos courtesy of U.S. Navy and its Military Sealift Command)

Fourth Arm of Defense on Display During Military Support Training

The SIU-crewed, U.S. Military Sealift Command (MSC) vessels *USNS Dahl*, *USNS Montford Point* and *USNS Dewayne T. Williams* recently participated in Pacific Horizon 2015, a military support exercise that took place from Oct. 20-28 off the coast of southern California, near Marine Corps Base Camp Pendleton. All three ships are part of MSC's Maritime Prepositioning Force (MPF).

According to MSC, Exercise Pacific Horizon is a series of humanitarian assistance/disaster relief scenarios designed to train the U.S. Navy and Marine Corps in MPF operations. In addition, the *Montford Point* used this opportunity to demonstrate its capabilities as a mobile supply and vehicle depot. Together with the *Dahl*, the ships supplied and delivered five landing craft, air cushion (LCAC) vehicles in a supply demonstration. LCACs are used primarily to access areas where traditional vehicles cannot travel, and do so quickly in adverse situations.

The *Montford Point* is operated by Ocean Shipholdings; the *Dewayne T. Williams* is operated by Maersk Line, Limited; and the *USNS Dahl* is operated by Patriot.

SIU members taking part in the exercise aboard the *Montford Point* included Bosun **William Johnson**, BMs **Timothy McHale** and **Allan Coloyan**, ABs **Harry Borden**, **Jason Bentz**, **Jahn Boman**, **Jason Davis**, **Benjamin Wright**, **Steven Corachan**, **Wil-**

liam McIntyre and **Stephen Amthauer**, OSs **Judith Chatelain**, **Alan Boiser**, **Jon Sunga** and **John Zotti**, QE4 **Noorudin Muthala**, QEP **Patrocio Maglante**, QEE **Jason Powell**, Storekeeper **Gary Bruber**, GUDE **Clark Castrodes**, Steward/Baker **James Brockington**, Chief Cooks **Valerie Russo** and **Arlene Thomas**, ACU **Joey Frederick Lata**, and SAs **Hamid Shahbain**, **Naji Amed** and **Hussein Quraish**.

Sailing aboard the *Williams* were Bosun **Brian Guiry**, ABs **Richard West**, **Fethangest Demoz**, **James Knute**, **Abdoulla Alssoudi**, **Christopher Dionio**, **Kerleen Grenier** and **David Moe**, OSs **Marques Johnson**, **Joseph Eaton**, **Anthony Ellison**, **Ryan Walker** and **Robert Mack**, QEP **Montree Nakwicheh**, QEE **Michael Kelly**, QE4s **Bentley Arrundell** and **Freddie Malbas**, GUDEs **Armando Vicente** and **Eric Waters**, SKE **Joss Zolina**, Chief Cooks **Meili Seegers** and **Deborah Hutchins**, and SAs **Mario Bernardez**, **Robin Majette**, **Me-laethon Silas**, **Joseph Reich** and **Jesus Ortiz-Rivera**.

Seafarers sailing on the *Dahl* included Steward/Baker **James McLeod**, Chief Cook **Terrell McMillian**, SAs **Tiburicio Garcia**, **Michael Gill** and **Linda Rotter**, ACUs **Robin Ballard** and **Lezlie Vehikite**, and SKE **William Fortner**.

1st Lt. Nick Boling, the landing force support party operations officer for Landing Support

Company, 1st Transportation Support Battalion, described part of Pacific Horizon as "a two-ship in-stream offload by using the maritime prepositioning force ships, both the *USNS Dahl* and the *USNS Williams*. We are also using the *USNS Montford Point*, which is a brand new ship that we began testing on for the MPF."

Another simulation involved delivering and setting up a tactical water purification system, which provides clean water for an area affected by a disaster.

"We're providing water for humanitarian assistance and disaster relief operations during [the exercise]," said Chief Warrant Officer 2 Aaron Alcorn, the utilities officer for Marine Wing Support Squadron 373. "It can purify just about any type of water, fresh water, brackish water, even sea water like we're doing here. It takes out all of the impurities and solutes to make potable water."

"This is another great opportunity for MSC to put our new technology to the test in the environment it was designed to operate," said Capt. Michael Taylor, commander of the Military Sealift Command Pacific. "MLP's operational flexibility makes it an invaluable multi-mission support asset for our forward deployed forces across the world. Being able to work with the troops who will conduct real-world operations, from our decks, is invaluable training that we are taking every opportunity to learn from."



The *Williams* (top) is part of MSC's prepositioning fleet, which is vital to U.S. national security.



The SIU-crewed *USNS Montford Point* uses its float-on/float-off capabilities during the exercise.

Your Valued Military Service Can Earn You \$1,000 When You Purchase a New Home



Call 1-866-378-1486 or visit UnionPlus.org/Mortgage to learn more about the Union Plus Mortgage Veterans Grant.

As a Veteran, you've served our country, now we want to serve you by offering a \$1,000 grant when you purchase a home through the Union Plus Mortgage program.

Make your dream of home ownership a reality! The \$1,000 Union Plus Mortgage Veterans Grant makes home ownership more affordable for veterans by helping with expenses for your newly purchased home.



Grant Requirements:

- Open to veterans of all branches of the U.S. military
- Must be an active union member or retiree
- Must apply within 90 days of closing on a Union Plus mortgage

Don't Miss Out! Limited funds are available for this grant. Additional terms and restrictions may apply.



12/14

December 2014 & January 2015 Membership Meetings

Piney Point.....	Monday: December 8, January 5
Algonac.....	Friday: December 12, January 9
Baltimore.....	Thursday: December 11, January 8
Guam.....	* Friday: December 26, Thursday: January 22
Honolulu.....	Friday: December 19, January 16
Houston.....	Monday: December 15, January 12
Jacksonville.....	Thursday: December 11, January 8
Joliet.....	Thursday: December 18, January 15
Mobile.....	Wednesday: December 17, January 14
New Orleans.....	Tuesday: December 16, January 13
Jersey City.....	Tuesday: December 9, January 6
Norfolk.....	Thursday: December 11, January 8
Oakland.....	Thursday: December 18, January 15
Philadelphia.....	Wednesday: December 10, January 7
Port Everglades.....	Thursday: December 18, January 15
San Juan.....	Thursday: December 11, January 8
St. Louis.....	Friday: December 19, January 16
Tacoma.....	Friday: December 26, January 23
Wilmington.....	Monday: December 22, **Tuesday: January 20

* Guam change created by Christmas Day holiday

**Wilmington change created by Martin Luther King Jr. Day

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



"We would prefer an actual mediator for the contract negotiations."

PERSONNEL



"Very impressive! We'd like for you to head up our shipping department."

Dispatchers' Report for Deep Sea

October 16, 2014 - November 15, 2014

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	8	2	15	11	4	3	12	12	1
Anchorage	0	1	0	0	0	0	0	2	4	0
Baltimore	8	2	1	7	0	1	1	7	4	2
Fort Lauderdale	12	17	3	13	7	4	4	22	28	5
Guam	5	1	0	1	3	0	0	9	2	0
Harvey	11	2	2	9	1	1	4	19	4	3
Honolulu	9	4	4	4	2	1	3	20	6	6
Houston	51	4	0	41	13	0	19	79	33	2
Jacksonville	40	16	0	29	11	2	19	69	36	4
Jersey City	38	19	1	31	6	0	10	81	29	6
Joliet	6	2	1	2	1	1	1	5	2	3
Mobile	10	2	2	5	0	1	1	19	4	3
Norfolk	14	17	3	9	13	1	5	33	35	5
Oakland	23	8	0	15	5	0	7	36	17	0
Philadelphia	8	3	0	4	2	0	2	6	8	0
Piney Point	1	2	0	1	1	0	0	3	2	0
Puerto Rico	4	6	3	6	1	0	3	7	9	4
Tacoma	24	11	3	25	4	2	8	71	26	5
St. Louis	2	4	0	2	2	0	0	4	5	0
Wilmington	24	10	3	10	9	1	5	64	35	8
TOTALS	302	139	28	229	92	19	95	568	301	57
Engine Department										
Algonac	3	5	0	3	3	0	0	2	6	1
Anchorage	0	0	0	0	0	0	0	1	0	0
Baltimore	6	6	0	3	7	0	0	5	4	0
Fort Lauderdale	10	4	0	6	0	0	2	21	11	0
Guam	3	0	0	0	0	0	0	3	0	1
Harvey	2	5	0	1	2	0	1	6	5	0
Honolulu	4	7	2	4	3	0	1	18	10	3
Houston	17	9	1	10	5	0	5	25	13	2
Jacksonville	21	10	2	16	5	1	5	40	39	5
Jersey City	16	10	3	15	10	0	5	25	16	4
Joliet	1	1	0	1	1	0	1	3	1	0
Mobile	4	2	1	2	2	2	0	8	3	0
Norfolk	7	13	2	11	9	0	1	22	20	1
Oakland	6	8	1	8	6	1	3	17	10	3
Philadelphia	5	2	2	1	1	1	1	4	3	1
Piney Point	0	4	0	0	1	0	0	0	6	0
Puerto Rico	1	9	2	2	2	0	0	2	15	2
Tacoma	23	6	0	15	5	0	9	29	16	2
St. Louis	1	1	0	1	0	0	0	2	3	0
Wilmington	11	7	3	13	5	0	8	25	21	3
TOTALS	141	109	19	112	67	5	42	258	202	28
Steward Department										
Algonac	3	4	0	2	0	0	0	3	4	0
Anchorage	1	1	0	0	0	0	0	1	1	0
Baltimore	5	0	0	4	0	0	1	5	2	0
Fort Lauderdale	18	5	1	8	2	0	0	18	4	1
Guam	0	0	0	0	0	0	0	0	2	0
Harvey	0	1	1	0	2	1	1	7	2	0
Honolulu	11	4	0	6	2	0	3	24	7	0
Houston	14	6	1	13	2	0	6	30	12	3
Jacksonville	22	10	1	13	3	1	3	39	16	1
Jersey City	9	3	0	14	1	0	4	27	10	1
Joliet	1	1	0	1	1	1	0	1	3	0
Mobile	3	0	0	1	0	0	0	6	2	1
Norfolk	16	7	5	11	6	2	1	23	13	5
Oakland	18	1	1	14	5	1	8	27	2	3
Philadelphia	3	0	0	0	1	1	2	5	0	0
Piney Point	4	2	0	3	0	0	2	4	2	0
Puerto Rico	3	2	0	1	1	0	0	3	3	2
Tacoma	18	1	0	15	2	1	6	30	2	1
St. Louis	1	0	0	1	0	0	0	5	0	0
Wilmington	14	5	0	9	7	0	6	55	9	9
TOTALS	164	53	10	116	35	8	43	313	96	27
Entry Department										
Algonac	4	15	7	3	19	6	3	5	9	10
Anchorage	0	0	0	0	0	0	0	0	2	0
Baltimore	0	2	1	0	0	1	0	0	3	3
Fort Lauderdale	1	3	1	1	1	2	0	1	8	2
Guam	0	1	0	0	0	0	0	0	1	0
Harvey	0	0	2	0	3	0	1	2	1	4
Honolulu	4	8	6	0	2	2	0	6	14	14
Houston	1	13	2	1	11	1	3	4	18	6
Jacksonville	2	13	11	3	6	2	1	4	28	25
Jersey City	5	23	4	1	10	4	2	8	41	15
Joliet	0	1	0	0	1	1	0	0	3	0
Mobile	0	2	0	0	2	0	0	1	4	2
Norfolk	0	4	16	0	8	5	2	2	32	27
Oakland	2	13	3	2	8	2	1	3	18	11
Philadelphia	0	3	1	0	0	2	0	0	4	2
Piney Point	0	0	4	0	0	0	1	1	0	4
Puerto Rico	0	1	0	0	1	0	0	0	0	0
Tacoma	5	7	6	1	4	3	0	14	16	14
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	7	16	8	1	10	2	1	21	29	38
TOTALS	31	125	72	13	86	33	15	72	231	177
GRAND TOTAL:	638	426	129	470	280	65	195	1,211	830	289

Seafarers International Union Directory

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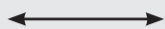
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Santurce, PR 00907
(787) 721-4033

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(314) 752-6500

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

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



Inquiring Seafarer

This month's question was answered by members in Piney Point, Maryland.

Question: What was one of your favorite voyages, and what made it so?



Allan Oyao
Recertified Bosun

My favorite voyage was on the *Horizon Eagle*, a containership I was a day-man on. I had a good bosun and great shipmates. The route took us through Panama, Guam and some ports in China. I had a lot of fun on that tour. It was a great experience, and one I couldn't have had without being a member of SIU.



Victor Cooper
Recertified Bosun

My first ship after joining the union was a stick ship, the *Wilson*. We picked up a load of grain in Houston, Texas, and sailed for West Africa. We made port for 10 days each in Sierra Leone, Conakry, the capital of Guinea and Monrovia, the capital of Liberia. That was a great trip, and the whole crew had a good time.



Greg Jackson
Recertified Bosun

My favorite voyage was on my second ship, the *S.S. Jefferson Davis*, a steamship operated by Waterman Steamship. It was about a five-month trip, departing from New Orleans, Louisiana, to Montreal, Quebec, Canada. From there, we travelled across the Atlantic to St. Petersburg, Russia, and Bremerhaven, Germany, before finally returning to New Orleans. It was my first time overseas, and at the time there were very few ships going to St. Petersburg.



Sanjay Gupta
Recertified Bosun

The *Sealand Independence* was on a shuttle run that I was on in 1998. We sailed between Japan, Korea, Taiwan, Malaysia, Thailand, Sri Lanka, Dubai, Singapore, Hong Kong and South Africa. That's my favorite voyage, because I got to see half the world in one trip! The crew was also very good.



Laurentis Colbert
Recertified Bosun

I was on a trip to Tanzania in 2006, which is definitely my most exciting voyage. To walk on African soil and witness everything I'd only seen in National Geographic, it took me to another place in my soul. I felt connected.



Robert Arneel
Recertified Bosun

My favorite voyage was the South American run on the *Maersk Texas*. We stopped at four different ports in South America, but my favorite was Lima, Peru. There, we went to the Inka Market to buy souvenirs to take home.



Jose Castillo
Recertified Bosun

I don't have a favorite voyage, but every time I get to go to a different country or continent, and learning about that culture is a great experience. It's one of the reasons I love my job.

Pics From The Past



Recertified Steward Hazel Johnson Jr. submitted these snapshots from his days as a trainee in Piney Point, Maryland, in 1978. He's standing second from left in large group photo at top right, taken in front of the *Dauntless*; at right in front of the statue above, with fellow trainee Joe Hastings; and at left in the photo at immediate right, again with Hastings.



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

Welcome Ashore

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



DEEP SEA

MUSAID ABDULLA

Brother Musaid Abdulla, 66, joined the Seafarers in 1969 in New York. He was originally employed on the *Steel Direct*. Brother Abdulla was born in Saudi Arabia and shipped in the steward department. He enhanced his skills in 2001 at the maritime training center in Piney Point, Maryland. Brother Abdulla's most recent ship was the *Comet*. He is a resident of San Francisco.



ADRIANO AGUSTIN

Brother Adriano Agustin, 66, signed on with the SIU in 2001 during the SIU/NMU merger. The engine department member last sailed on the *Lightning*. Brother Agustin was born in the Philippines. He upgraded in 2001 at the Piney Point school. Brother Agustin resides in Naperville, Illinois.



SHAWN CANON

Brother Shawn Canon, 66, became a union member in 1980. A Hawaii native, he first sailed aboard the *Oceanic Independence*. He attended classes often at the Paul Hall Center in Piney Point, Maryland. Brother Canon shipped as a member of the steward department and most recently sailed on the *Horizon Reliance*. He lives Honolulu.



JOSEFINO CASUGAY

Brother Josefino Casugay, 67, began his SIU career in 1968 in the port of New Orleans. A native of the Philippines, Brother Casugay's first ship was the *Hurricane*; his most recent was the *Horizon Pacific*. He was a member of both the deck and steward departments. Brother Casugay upgraded on numerous occasions at the union-affiliated school in Piney Point, Maryland. He settled in Vallejo, California.



CARNAVIUS DAVALIE

Brother Carnavius Davalie, 65, started sailing with the SIU in 1968. He initially sailed aboard the *Oakland*. Brother Davalie frequently enhanced his skills at the Piney Point school. He worked in the steward department and concluded his career on the *Liberty Spirit*. Brother Davalie makes his home in his native state, Louisiana.



FRANCISCO DELGADO

Brother Francisco Delgado, 71, donned the SIU colors in 2001 when

the NMU merged into the Seafarers International Union. He sailed in the steward department. In 2008, Brother Delgado attended classes at the Paul Hall Center. His most recent ship was the *Energy Enterprise*. Brother Delgado calls Pawtucket, Rhode Island, home.



GENNADIY DRAGUNOV

Brother Gennadiy Dragunov, 65, joined the Seafarers in 2003. The steward department member's first trip was aboard the *1st Lt. Jack Lummus*. Brother Dragunov upgraded often at the union-affiliated school in southern Maryland. His most recent trip was on the *USNS Bob Hope*. Brother Dragunov was born in Russia but now makes his home in Peabody, Massachusetts.



DANIEL FOWERS

Brother Daniel Fowers, 68, was born in Honolulu. He signed on with the SIU in 1989. Brother Fowers frequently took advantage of educational opportunities at the SIU-affiliated school in Piney Point, Maryland. He initially sailed aboard the *Independence*. Brother Fowers last shipped on the *Overseas Cascade*, as an engine department member. He lives in Coos Bay, Oregon.

JOHNNY HEYWARD

Brother Johnny Heyward, 65, started sailing with the Seafarers in 1991. He initially sailed aboard the *Cape May*. Brother Heyward enhanced his skills in 2000 at the union-affiliated school in Piney Point, Maryland. He worked in the deck department and concluded his career on the *Green Dale*. Brother Heyward is a resident of North Charleston, South Carolina.

WILLIAM LOWERY

Brother William Lowry, 68, began shipping with the union in 1997. Brother Lowery first sailed aboard the *Lt. Col. Calvin P. Titus*; his most recent ship was the *Sgt. William R. Button*. The deck department member enhanced his skills in 2001 at the Paul Hall Center. Brother Lowery now makes his home in the Philippines.



JOHN QUARTEY

Brother John Quarthey, 67, became an SIU member in 1984. He initially sailed with Delta Queen Steamship. Brother Quarthey worked in all three departments. He upgraded in 2001 at the Paul Hall Center. Brother Quarthey most recently shipped aboard the *Horizon Anchorage*. He is a resident of Tacoma, Washington.



SALEH SALEH

Brother Saleh Saleh, 68, started sailing with the union in 1991. His earliest trip was on the *Producer*. Brother Saleh attended classes in 2007 at the union-affiliated school in Piney Point, Maryland. The steward department member's most recent vessel was the *APL Philippines*. Brother Saleh makes his home in Garden Grove, California.



LEON SATTERTHWAITE

Brother Leon Satterthwaite, 69, signed on with the SIU in 2001 during the SIU/NMU merger. He upgraded in 2001 and 2006 at the Paul Hall Center in Piney Point, Maryland. Brother Satterthwaite's most recent trip was aboard the *Cape Vincent*. He worked in the deck department. Brother Satterthwaite resides in Marksville, Louisiana.



JOHN SATURDAY

Brother John Saturday, 71, joined the Seafarers in 2001. He sailed in deck department. In 2001, Brother Saturday attended classes at the SIU-affiliated school in Piney Point, Maryland. His most recent vessel was the *Washington Express*. Brother Saturday lives in Hot Springs, Arkansas.

HAROLD WARD

Brother Harold Ward, 65, signed

on with the union in 1970. His first ship was the *Steel Voyager*; his most recent was the *ATB Corpus Christi*. Brother Ward sailed in the steward department. He upgraded in 2013 at the Piney Point school. Brother Ward calls Mobile, Alabama, home.



JAMES WRAY

Brother James Wray, 65, became an SIU member in 1976. He initially sailed with H&M Lake Transportation. Brother Wray sailed in the deck department. His most recent voyage was aboard the *Patriot*. Brother Wray was born in Moline, Illinois, and now makes his home in Oldsmar, Florida.



INLAND

JOHN FULLER

Brother John Fuller, 58, donned the SIU colors in 1980. He originally worked with G&H Towing. Brother Fuller shipped in the deck department. He attended classes often at the maritime training center in Piney Point, Maryland. Brother Fuller's most recent trip was with Crowley Towing & Transportation of Jacksonville. He resides in Webster, Texas.



MARK LIGHTCAP

Brother Mark Lightcap, 62, joined the union in 1971 in the port of Philadelphia. He initially sailed on a Meyle Towing Company vessel. Brother Lightcap was born in Pennsylvania. The deck department member's most recent vessel was operated by Taylor Marine Towing Company. Brother Lightcap now calls Woodbury Heights, New Jersey, home.



SCOTT LINSLEY

Brother Scott Linsley, 62, started sailing with the SIU in 1977. He was first employed aboard a G&H Towing Company vessel. Brother Linsley was a member of the deck department. He enhanced his skills often at the Paul Hall Center. Brother Linsley's most recent ship was the *Consumer*. He resides in Idyllwild, California.



TRAVIS WILLIAMS

Brother Travis Williams, 65, signed on with the union in 1977. The Virginia-born mariner originally worked with Express Marine. Brother Williams sailed in the deck department. His most recent trip was aboard a Mariner Towing vessel. Brother Williams settled in Lakeland, Florida.

This Month in SIU History

Reprinted from past issues of the Seafarers LOG

1945

Still another SIU member has been singled out for merit, and joins the ranks of those Seafarers who have been honored for their unselfish disregard of their own life or safety. In recognition of services, Brother Clive C. Boyer, AB, has been awarded the Meritorious Service Medal by the Merchant Marine Decorations and Medals Board. Brother Boyer was sailing aboard the *SS Matt W. Ransom* en route to Casablanca when she was hit in the number one hold by an enemy torpedo. As the ship began to settle, all hands were ordered to abandon ship. After the crew left the vessel, it became apparent that she was settling no further and that there was a possibility of her remaining afloat. As a result of this, the captain called for volunteers to again board the ship, and Boyer was one of the six men selected to accompany him. Steam was then raised, and the skeleton crew proceeded at great risk to navigate the *Ransom* safely into port, with the balance of the crew following in an escort boat.

1955

After a 20-year division in the ranks of organized labor, the AFL and CIO merged into one labor federation this week. The action came after conventions of both the AFL and CIO voted on the merger last week. Attending as SIU delegates to the AFL convention and casting their votes for the merger were SIU of NA president Harry Lundeborg; Paul Hall, SIU A&G secretary-treasurer; Andrea Gomez, SIU of NA vice-president representing fish and cannery workers; John

Fox, president, Inland Boatmen's Union; and Hal Banks, SIU vice president of the Canadian District. The official name of the federation is the American Federation of Labor and Congress of Industrial Organizations. The historic merger meeting brings together in one national federation approximately 16 million union members. It is the largest federation of labor anywhere in the free world. Additional membership is seen in the offing as at least two of the independent rail brotherhoods have indicated a desire to affiliate with the federation.

1965

After a year and a half of hard effort to build a record which would make it plain that the government must take positive action now to restore the merchant marine, the SIU and other maritime unions represented on the Presidents Maritime Advisory Committee scored a significant breakthrough on November 30 when the committee voted by 13-2 to approve a report prepared by three of the public members on the committee and recommended that it be transmitted by the Secretary of Commerce to President Johnson. The lopsided vote—in which only the two runaway-fleet operators on the committee dissented—indicated in effect that the rest of the committee, including the management and public members, recognized that the public interest requires an expanded and improved American-flag merchant marine. This is the point which the unions have been trying to hammer home since the committee was set up by President Johnson in the summer of 1964, following the agreement reached by President Johnson and AFL-CIO President Meany during the beef over the shipment of U.S. wheat to Russia.

Final Departures



DEEP SEA

ROBERT AIR

Pensioner Robert Air, 87, passed away May 19. He became an SIU member in 1951. Brother Air initially worked aboard the *La Salle*. He was born in New York and sailed in the deck department. Brother Air's final trip to sea was on the *Overseas Ulla*. He retired in 1985 and made his home in Denham Springs, Florida.

DAVID BALLARD

Pensioner David Ballard, 66, died May 9. He started sailing with the Seafarers in 1968. The engine department member's earliest voyage was aboard the *Anniston Victory*. Brother Ballard was a native of Charleston, West Virginia. His last ship was the *El Yunque*. Brother Ballard became a pensioner in 2004 and lived in St. Petersburg, Florida.



LEO BOLLINGER

Brother Leo Bollinger, 70, passed away February 20. He joined the union in 1976 in San Francisco. Brother Bollinger was a member of the steward department. He most recently worked with the APL shore gang. Brother Bollinger called Wilmington, California, home.

JOSEPH BONNER

Pensioner Joseph Bonner, 71, died May 17. Brother Bonner began his seafaring career in 1974 in the port of San Francisco. He was originally employed on the *Santa Maria*. Brother Bonner was born in Texas and shipped in the steward department. His last ship was the *Comet*. Brother Bonner went on pension in 1992 and was a resident of Fort Worth, Texas.



JAMES COLLINS

Pensioner James Collins, 72, passed away April 16. Brother Collins joined the SIU ranks in 1989. He initially sailed in the inland division on vessels operated by Hvide Marine. Brother Collins worked in both the steward and deck departments. His final ship was the *Sgt. Matej Kocak*. Brother Collins started collecting his pension in 2006. He continued to reside in his native state, Alabama.



WILLIAM COOPER

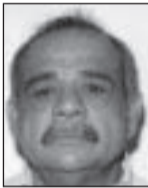
Pensioner William Cooper, 81, died April 16. Brother Cooper signed on with the SIU in 1961 in the port of New York. He initially shipped on the *Hastings*. Brother Cooper was born in Rochester, New Hampshire. The



deck department member concluded his career aboard the *Nedlloyd Holland*. Brother Cooper became a pensioner in 1998 and continued to live New Hampshire.

HUGO DERMODY

Pensioner Hugo Dermody, 65, passed away July 19. He began sailing with the union in 1977. Brother Dermody's first ship was the *Ultramax*; his last was the *Robert E. Lee*. The deck department member was born in Guatemala. Brother Dermody retired in 2002 and called Jefferson, Louisiana, home.



WILLIAM GONZALEZ

Pensioner William Gonzalez, 93, died May 11. Brother Gonzalez donned the SIU colors in 1942 in the port of New York. He originally sailed aboard an AH Bull Steamship Company vessel. Brother Gonzalez shipped in the engine department. His final ship was the *Borinquen*. Brother Gonzalez went on pension in 1976 and made his home in Staten Island, New York.



CAROL GRYCKO

Pensioner Carol Grycko, 60, passed away April 21. Sister Grycko joined the union in 1987 in San Francisco. The steward department member's first trip was on the *LNG Taurus*. Sister Grycko's most recent vessel was the *Maui*. She started receiving compensation for her retirement in 2012. Sister Grycko was born in Denver, Colorado, and most recently resided in McKinney, Texas.

THOMAS MINTON

Brother Thomas Minton, 62, died March 29. He began sailing with the union in 1968. Brother Minton initially shipped aboard the *Asbury Victory*. He was a Florida native and worked as a member of the deck department. Brother Minton was last employed on the *Alliance Fairfax*. He was a resident of Tampa, Florida.



KHALED MUNASSER

Brother Khaled Munassar, 37, passed away February 10. He joined the SIU in 1994. Brother Munassar's first trip was aboard the *Independence*. The deck department member last worked on the *Intrepid*. Brother Munassar called Garden Grove, California, home.

PAUL PITCHER

Pensioner Paul Pitcher, 66, died April 18. Brother Pitcher became an SIU member in 1989. His first trip was on the *USNS Invincible*; his most recent was aboard the *USNS Impeccable*. Brother Pitcher was born in the Dis-

trict of Columbia. He sailed in the deck department. Brother Pitcher retired in 2013 and lived in Cantonment, Florida.



JUAN SANDOVAL

Pensioner Juan Sandoval, 91, passed away April 30. Brother Juan Sandoval signed on with the Seafarers in 1964. His first trip was on the *Bethflor*. A member of the engine department, Brother Sandoval was last employed aboard a Steamship Service Corporation vessel. He was born in Guatemala and went on pension in 1975. Brother Sandoval resided in Jarrettsville, Maryland.



TERRY TOLLEY

Pensioner Terry Tolley, 68, died May 5. He started sailing with the union in 1981. The deck department member initially worked in the inland division with Delta Queen Steamship Company. Brother Tolley was born in St. Louis, Missouri. His final ship was the *Cape Jacob*. Brother Tolley became a pensioner in 2013 and continued to make his home in Missouri.

STANLEY WASHINGTON

Brother Stanley Washington, 58, passed away April 13. He began shipping with the SIU in 1988 in New Orleans. He originally sailed on the *USNS Lynch*. Brother Washington was a steward department member. The Louisiana-born mariner most recently worked aboard the *Benavidez*. Brother Washington was a resident of Houston.

ARTHUR WITHERINGTON

Pensioner Arthur Witherington, 82, died April 23. Brother Witherington joined the SIU in 1952. He sailed as a member of the engine department. Brother Witherington's first trip was on the *Morning Light*. Prior to his retirement in 1996, he worked aboard the *Ogden Challenger*. Brother Witherington called Alabama home.



INLAND

ARTHUR DRING

Pensioner Arthur Dring, 94, passed away May 26. He signed on with the union in 1957 in Houston. Brother Dring primarily worked aboard G&H Towing vessels. He was a Peekskill, New York, native. Brother Dring retired in 1984 and lived in Friendswood, Texas.



THOMAS HUGHES

Brother Thomas Hughes, 21, died

April 16. He donned the SIU colors in 2011. Brother Hughes shipped with Crescent Towing & Salvage of New Orleans. He was a deck department member. Brother Hughes was born in Algiers, Louisiana, and made his home in Marrero.

GORDON RAMEY

Pensioner Gordon Ramey, 86, passed away June 30. Brother Ramey became an SIU member in 1972. His first trip was with RK Davis Transportation. Brother Ramey was born in Virginia and worked in the deck department. He was last employed with Mariner Towing Company. Brother Ramey went on pension in 1991. He was a resident of Milton, Delaware.



PATRICK THOMAS

Pensioner Patrick Thomas, 80, died May 5. He started sailing with the union in 1965. The deck department member initially sailed with Marine Fueling Inc. Brother Thomas was born in Port Arthur, Texas. He was last employed with Moran Towing of Texas. Brother Thomas began collecting his retirement in 1999 and lived in Vidor, Texas.



STEPHEN THOMPSON

Pensioner Stephen Thompson, 61, passed away May 15. Born in Birmingham, Alabama, Brother Thompson joined the SIU in 1974. He first worked on the *Saugatuck*. Brother Thompson sailed in both the deck and steward departments. He most recently shipped with Penn Maritime Inc. Brother Thompson retired in 2011 and resided in Pensacola, Florida.



GREAT LAKES

RICHARD DHOLS

Pensioner Richard Dhols, 74, died May 25. He started shipping with the union in 1971. Brother Dhols was employed with Great Lakes Associates for the majority of his career. He was a member of the deck department and a native of Wisconsin. Brother Dhols became a pensioner in 2005 and called Superior City home.



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

ANKER ALEKSANDERSEN

Pensioner Anker Aleksandersen, 85, passed away March 28. Brother Aleksandersen was born in Norway.

He became a pensioner in 1991 and lived in Brooklyn, New York.

JACK CUNNINGHAM

Pensioner Jack Cunningham, 88, died May 18. Brother Cunningham, a native of Amelia, Ohio, began collecting his pension in 1981. He resided in Little Falls Township, New Jersey.

EMMANUEL MAKEDON

Pensioner Emmanuel Makedon, 74, passed away May 14. He was born in Greece. Brother Makedon went on pension in 1998. He lived in Norfolk, Virginia.

ELVIN MANUEL

Pensioner Elvin Manuel, 92, died April 8. Brother Manuel was born in Louisiana. He retired in 1971 and remained a resident of Louisiana.

ANGELO MISICIO

Pensioner Angelo Miscio, 87, passed away April 21. Born in Philadelphia, Brother Miscio became a pensioner in 1974. He continued to call Philadelphia home.

GILBERT MOORE

Pensioner Gilbert Moore, 91, died April 23. Brother Moore was born in North Carolina. He retired in 1965 and resided in Broadway, North Carolina.

JOSE MOYENO

Pensioner Jose Moyeno, 81, passed away May 1. Brother Moyeno was a native of Puerto Rico. He started receiving his retirement pay in 1990. Brother Moyeno continued to make his home Puerto Rico.

EUGENE NELSON

Pensioner Eugene Nelson, 86, died April 27. Brother Nelson was born in Alabama. He began receiving his pension in 1986. Brother Nelson lived in Mobile.

WALTER PARKHURST

Pensioner Walter Parkhurst, 88, passed away May 8. Brother Parkhurst, a native of Billerica, Massachusetts, started collecting his retirement compensation in 1991. He resided in Concord, New Hampshire.

OLAF RAPPANA

Pensioner Olaf Rappana, 86, died April 13. Brother Rappana was born in Norway. He went on pension in 1987. Brother Rappana made his home in Baltimore.

VICTOR SAMBULA

Pensioner Victor Sambula, 88, passed away May 16. The Honduras native became a pensioner in 1988. Brother Sambula most recently resided in Honduras.

ROGER SILVA

Pensioner Roger Silva, 85, died May 29. Born in Acushnet, Massachusetts, Brother Silva started receiving his retirement compensation in 1995. He lived in Galveston, Texas.

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

MAERSK IOWA (Maersk Line, Limited), August 24 – Chairman **Robert Lindsay**, Secretary **David Johnson**, Educational Director **Eufemiano Gomes**.

Crew asked for direct deposit of vacation checks. Educational director discussed benefits of upgrading at SIU-affiliated school in Piney Point, Maryland, including the regularly scheduled Maersk safety boot camps. No beefs or disputed OT reported. Crew asked for new mattresses, new pillows, new dryer and new microwave. They made suggestions for next contract including increased medical and dental coverage and greater retirement pay.

ENDURANCE (Crowley), September 24 – Chairman **David Denizac**, Secretary **Clarence Oree**, Deck Delegate **Emmanuel Assafuah**, Engine Delegate **Oscar Cordero**, Steward Delegate **Ronnie Newman**. Chairman encouraged all crew members to read president's column in *Seafarers LOG*. Crew requested WiFi in all rooms. Educational director encouraged fellow members to upgrade at Paul Hall Center. No beefs or disputed OT reported, but crew voiced concerns about elevator, linens, and manning scale. Crew discussed importance of supporting the union's leadership and staying current on issues affecting maritime jobs. Bosun thanked crew for hard work. Crew thanked galley gang for good meals. Next ports: Tacoma, Washington; Long Beach, California; and Panama.

ENTERPRISE (Horizon Lines), September 19 – Chairman **George Khan**, Secretary **Raymond Garcia**, Educational Director **Trent Sterling**, Deck Delegate **Wilfredo Caidoy**, Engine Delegate **Thomas White**, Steward Delegate **Joseph Gallo**.

Life Ring Returns Home to Horizon Reliance

It took a while, but a wayward life ring from the SIU-crewed *Horizon Reliance* is back where it belongs.

The saga began on Feb. 8, 2012, when the vessel was involved in an ocean rescue in an area located some 411 nautical miles east of Honolulu. Saved from almost certain death were three Canadian males – ages 33, 29 and 9 years – who constituted the crew of the 33-foot sailboat *Liahona*. The boat was reported to be adrift with sails destroyed and without power. Weather conditions were poor, with winds gusting to 50 knots; sea swells reportedly were in the 30-foot range.

Once on location, *Reliance* crew members threw light-equipped life rings overboard to the ill-fated Canadian boaters.

While several of these rescue devices apparently found their intended targets, one went off course, worked itself loose from the *Reliance* and drifted away.

Months later, the wayward life ring and light washed up on a beach on the island of Kauai, Hawaii, where it was retrieved by locals and returned to the *Horizon Reliance*. The device eventually ended up in the office of Chief Mate Steve Iton. Vessel Captain Jim Kelleher suggested that the life ring and light be mounted and displayed aboard the *Reliance* as a tribute to the unlicensed crew for their heroic effort during the rescue.

Heeding the captain's suggestion, Iton and some of his shipmates formulated a plan, made a mockup and contacted a plaque maker. "We finally mounted the

life ring and light, which still has some salt crystals on it," said Iton. "We had a custom plaque made."

Their final product now has a permanent home on a bulkhead of the *Reliance* crew recreation room. In addition to being mounted on a cherry wood back, the life ring tribute boasts several inscriptions. One recounts the rescue in detail while another contains a quote from one of the rescued individuals. A third engraving contains the names of SIU crew members aboard the *Reliance* at the time of the rescue. Comprising the crew were: Bosun **Anthony Sabatini**, ABs **Ahmed Mohamed Baabbad**, **Rene Rafer**, **Tar Ahmed**, **Julius Udan** and **Aguilo Villena**, Electrician **David Watkins**, Engine Utility **Circio Geonanga Jr.**, Oilers



DEU Adel Irani poses with the life ring and light which was lost Feb. 8, 2012 during an at-sea rescue involving the SIU-crewed *Horizon Reliance*. In addition to his name, the plaque in the center of the life ring features the names of other crew members.

Ricky Arroyo, **Jonas Balangtan Bocaya** and **Mervin Cruzat**, DEU **Adel Behram Irani** and Steward/Baker **Joseph Fabia Laureta**.

Chairman said new mattresses are on order. He reminded everyone to secure rooms and watch watertight door. He asked for ideas on how to spend safety award money. Secretary reminded crew to keep lounge and laundry room clean. Educational director encouraged everyone to keep paperwork and documents up-to-date. No beefs or disputed OT reported. Crew suggested increasing pension benefit. They thanked steward department for good food and good service. Next port: Oakland, California.

GLOBAL SENTINEL (Transoceanic Cable Ship), September 27 – Chairman **Sanyboy Whiting**, Secretary **Vicki Haggerty**, Educational Director **Gregory Thomas**, Deck Delegate **Mohamed Alghazali**, Engine Delegate **Norman Arquil-**

lano, Steward Delegate **Robert Haggerty**. Chairman thanked everyone for working together during dry dock. Secretary recommended upgrading in Piney Point and also discussed various documentation. Educational director talked about importance of all documents including physicals. No beefs or disputed OT reported. Crew talked about using member portal available on SIU website. Steward cleared the air on several topics and encouraged everyone to pull together.

HORIZON KODIAK (Horizon Lines), September 14 – Chairman **Garry Walker**, Secretary **Lovie Perez**, Educational Director **Joie Flesner**, Deck Delegate **Daniel Lovely**, Engine Delegate **Ralph Thomas**, Steward Delegate **Obadi Kassem**. Chairman encouraged everyone to stay

current on dues and also support SPAD. Beware of moose in and around downtown Anchorage, Alaska. Educational director reminded fellow mariners to keep an eye on expiration dates for documents, and also allow for plenty of time when taking physicals. No beefs or disputed OT reported. Communications from headquarters and the Tacoma hall were read. Crew asked for clarifications on what happens if crew member requests hospital slip and also about maintenance and cure. They said they are losing OT due to STCW-mandated rest periods. Next ports: Tacoma, Washington; Anchorage, Alaska; and Kodiak, Alaska.

HORIZON PACIFIC (Horizon Lines), September 11 – Chairman **Glenn Christianson**, Secretary **Robert Mosley**, Educational Director **Samuel Garrett**, Deck Delegate **James Spranza**, Engine Delegate **Charles Turner**, Steward Delegate **Craig Lundberg**. Crew said it is taking too long to process medical appointments. Chairman thanked crew for great job bringing vessel out of shipyard. Secretary asked everyone to keep rooms clean, donate to SPAD and stay current on dues. No beefs or disputed OT reported. Crew gave vote of thanks to SIU President Michael Sacco and his staff for a job well done. Crew made suggestions for third phase of apprentice program at SIU-affiliated school in Piney Point, Maryland. They thanked steward department for keeping ship clean and stomachs happy. Memorial service was conducted for QMED **John Osburn**, who passed away in July. Crew noted, "He will be missed. He was a good person and fun to be around. We all wish his family the very best." Next ports: Tacoma, Washington; Oakland, California; and Honolulu, Hawaii.

MAERSK OHIO (Maersk Line, Limited), September 6 – Chair-

man **Raphael James**, Secretary **Michael Carello**, Educational Director **Mbaerk Nouhairi**. Chairman discussed mailing of *Seafarers LOG*. Secretary talked about methods of submitting OT. No beefs or disputed OT reported. Crew thanked steward department for excellent job.

USNS SGT. WILLIAM BUTTON (Maersk Line, Limited), September 16 – Chairman **Greg Jackson**, Secretary **Wilfredo Espinosa**, Educational Director **Deralle Watson**, Deck Delegate **Michael Ratigan**. Chairman discussed microwaves and washing machines. He talked about Manila amendments to STCW convention. Educational director encouraged fellow mariners to upgrade at Paul Hall Center and mentioned the school's mate program. No beefs or disputed OT reported. Crew discussed importance of SPAD, the union's voluntary political action fund, and why America needs laws like the Jones Act. They talked about physicals and drug screens, crew rotation and health benefits.

LIGHTNING (Maersk Line, Limited), October 5 – Chairman **Rufino Giray**, Secretary **Ernest Polk**, Educational Director **Robert Stafford**, Deck Delegate **Kevin Holston**, Engine Delegate **Hassan Mohamed**. Chairman discussed sailing schedules, upcoming payoff at sea, and benefits of upgrading. Secretary thanked crew for keeping ship clean and for safe voyage. Educational director posted Paul Hall Center course dates in crew lounge and advised fellow members to check document expiration dates. No beefs or disputed OT reported. Crew discussed medical coverage in foreign countries. They would like option of direct deposit for vacation checks. Electrician commended crew in each department for job well done. Next port: Los Angeles.

SIU CIVMARS Perform Unrep



The Seafarers-crewed dry cargo and ammunition ship *USNS Charles Drew* (left) conducts a replenishment at sea with another SIU-crewed vessel, the fast combat support ship *USNS Rainier*, Nov. 6 in the Arabian Gulf. Both ships are part of the SIU Government Services Division fleet. According to the U.S. Military Sealift Command, they were supporting other ships participating in an international mine countermeasures exercise. (U.S. Navy photo by Mass Communication Specialist 1st Class Peter D. Blair)



The photos at left, above and immediately below show some of the merchandise offered by retired Seafarer Alton Hickman Jr.'s full Christian clothing line. Pictured in the next four photos are selected entrees from his Cajun Creole catering business. In the photo at bottom left, Hickman is pictured with his wife, Brenda (a registered nurse), and Amora Smith, their granddaughter.

Hickman Credits SIU for 'Opening Many Doors'

Newly Retired Seafarer Makes Mark as Multifaceted Entrepreneur

After "delivering the goods" for some 22 years for the SIU, retired Seafarer **Alton Hickman Jr.** now is reaping the rewards made possible through the experiences—and financial resources—he gained while sailing as a chief electrician aboard U.S.-flagged vessels.

A New Orleans native, Hickman retired earlier this year. And while he says he misses his shipmates and the rigorous demands of his engine department job, he spends his time these days delivering the goods for his customers and shareholders. Although a relative newcomer to the business world, Hickman is an up-and-coming entrepreneur who appears to be headed for success in his post-Seafaring career.

Already, he is a well-established real estate investor, the president and owner of a full Christian clothing line (Cedar Hill, Texas-based Biblical Art Unlimited, Inc.) and the president of a Cajun Creole catering business located in Desoto, Texas. Additionally, Hickman owns patents for two inventions: a soft pillow prayer rug and a lapel clothing rose holder.

Currently, he is in the process of purchasing his own commercial building in Arlington, Texas, which contains business rental suites as well as other offices. He envisions this facility as his eventual business headquarters which will double as a wholesale operations storefront.

Despite his triumphs to date, Hickman does not regard himself as the lone catalyst for his success. "The SIU has been very good to me economically, financially and from a career perspective," he said. "It has opened many doors for me and the members of my family; I'm forever in its debt."

"I would be remiss if I did not also give credit to family members, friends and acquaintances who believed in me and my vision for success in the business world," he continued. "I especially want to mention QMED **Lonnie Carter**, who still sails with the SIU. He's a very dear friend, my silent business partner and someone who was instrumental in helping me get my businesses off the ground."

A devout Christian, Hickman firmly believes that sharing his good fortune or giving back to individuals and organizations that helped make his success possible in the first place is his duty. "When God blesses you and you begin to obtain money from various sources, it's imperative that you give something back, especially to those who helped you to get there," he said. "Without the union, I would not be in the position that I am now.... I've got to face that reality and do what's right."

In that vein, Hickman in 2015 plans to start a hardship fund to assist union mariners who may be low on funds while waiting for their next jobs. "I plan to donate \$100,000 in order to kick this project off as a resource for mariners," he said. "It would be available for members who are in good standing and up-to-date on their dues but still may need a loan of, say, \$1,000 to hold them over until they get their next ship.... I've got to give something back to the SIU—first to the seaman—and perhaps later on to those who work for the union in other capacities."

Hickman is also reaching out to seamen who may want to start their own businesses. "There are so many programs out there that can help people, especially if they have good credit, and I'm willing to offer my assistance," he concluded. Mariners interested in taking advantage of Hickman's offer may contact him directly at (469) 297-5111 (office); or (972) 322-5858 (cell). His email address is Savedman0424@yahoo.com.

Editor's note: This article is not an endorsement by the union of any religious beliefs expressed therein. The LOG regularly features stories about post-career activities of Seafarers, and does so without discrimination of any kind.



Paul Hall Center Upgrading Course Information

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

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	Start Date	Date of Completion
Deck Department Upgrading Courses		
Able Seafarer-Deck	February 28 April 25 June 20	March 27 May 22 July 17
Lifeboat	January 3 January 31 February 28 March 28 April 25	January 16 February 13 March 13 April 10 May 8
RFPNW	May 23	June 19
Tanker Familiarization DL	April 4	April 17
Engine Department Upgrading Courses		
BAPO	May 23	June 19
FOWT	February 28 April 25 June 20	March 27 May 22 July 17
Junior Engineer	January 10 May 30	March 6 July 24
Marine Electrician	March 21	May 15
Marine Refrigeration Technician	May 16	June 26
Machinist	March 28	April 17
Pumpman	April 18	May 1
Welding	March 7 April 25 June 6	March 27 May 15 June 26
Safety Upgrading Courses		
Advanced Firefighting	February 21	February 27

Title of Course	Start Date	Date of Completion
Advanced Firefighting	June 13	June 19
Basic Firefighting/STCW	January 10 March 28 May 9	January 16 April 3 May 15
Government Vessels #1	January 3 February 28 April 18	January 9 March 6 April 24
Medical Care Provider	June 20	June 26

Steward Department Courses

Galley Ops	January 3 January 31 February 28 March 28 April 25 May 23 June 20	January 30 February 27 March 27 April 24 May 22 June 19 July 17
Advanced Galley Ops	January 17 February 14 March 14 April 11 May 9 June 6	February 13 March 13 April 10 May 8 June 5 July 3
Chief Steward	January 3 February 14 March 28 May 9 June 20	February 13 March 27 May 8 June 19 July 31
Serve Safe	January 17 April 11	January 23 April 17
Steward Recertification	March 14	April 6

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 encour-

aged 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.

UPGRADING APPLICATION

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

If the following information is not filled out completely, your application will not be processed.
 Social Security # _____ Book # _____
 Seniority _____ Department _____
 Home Port _____
 E-mail _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? Yes No
 If yes, class # _____
 Have you attended any SHLSS/PHC upgrading courses? Yes No
 If yes, course(s) taken _____

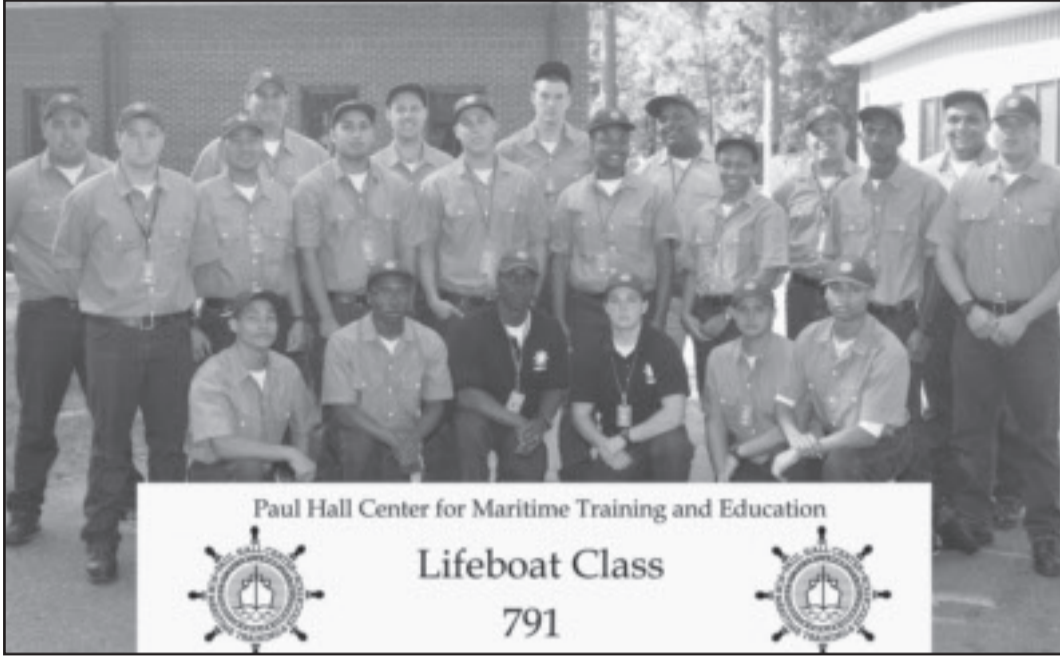
COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities. 12/14

Paul Hall Center Classes



Water Survival Class #791 – The following Phase 1 apprentices (above, in alphabetical order) graduated from this class Oct. 24: Johnathan Blas Irizarry, Oscar Cesena, Tamara Cherry, Monica Cofelt, Jorcell Davis, Jordan Harris, Joshua Hicks, Benjamin Howarth, Chelsey Jackson, Marcel Jubert, Sterling Kirk, Domenick Longmire, Luis Mena III, Jacob Parrilla, Michael Rivera, Valentin Rivera, Kalai Robledo, Stephen Sanchez, Jep Sumpter, Alvin Surrency, and Jeffrey Thomas.



Welding – Two Seafarers finished their requirements in this course Oct. 10. Graduating were Gregorio Orara Jr. (above left) and Gary Witt (center). Their instructor, Chris Raley, is at the far right.



Water Survival – The following upgraders (above, in alphabetical order) graduated from this course Oct. 24: Thyron Dy, Solomon Godwin, Florencio Marfa Jr., and Jason Puliatchk. Class instructor Stan Beck is at the far left.



UA to Able Seaman (Deck) – The following individuals (above, in alphabetical order) graduated from this course Oct. 10: Tinika Anderson, Dalton Artzner, Daniel Briggs, De'Anthony Cole, William Davis, Timothy Dougherty, Jonamie Encarnacion, Nigel Green, Travis Lee, Jamie Merced, Paul Nelson, Peter Plathan, Wrightly Reed Jr., Lawton Sholes, Pharon Simmons, Douglas Vaughn and Ryan Walker. Class instructor Tom Truitt is at the far right.



FOWT – Twenty upgraders completed this course Oct. 24. Graduating (above, in alphabetical order) were: Steven Baker, Allan Bombita, Lyncon Brathwaite, Hector Caballero, Bobby Conner II, Dustin Crutchfield, Tyree Delk, Bobby Dunn Jr., Anthony Fraccalvieri, Domaneeq Guerrero, Ivan Hassan Martinez, Corey Leonard, Joseph Marino, Kyle Miller, Edward Molesky Jr., Hector Morales Ortiz, Peter Morrison Jr., Yuri Oliveros, Khadim Robinson and Jeffrey Thrash. Tim Achorn, their instructor, is at the far left.



ECDIS – The following upgraders (above, in alphabetical order) graduated from this course Oct. 10: Diego Hatch, Jessie Jones, Richard Kresge, Kyle Setta, Joseph Spicciati and Steven Tonn.



RFPNW – Three Seafarers finished their requirements in this course Nov. 7. Graduating (above, in alphabetical order) were: Joey Benosa, Victor Brabble and Craig Nebbia. Class instructor Bernabe Pelington is at the far left.



Government Vessels – Twenty-two Seafarers finished their requirements in this course Oct. 24. Graduating (above, in alphabetical order) were: Jason Albertson, Theodore Butler Jr., Ronald Byrd, Mil Castro, Dean Crisostomo, Leslie Davis, Michael Durago, Solomon Fsaha, Oscar Gomez, Antonio Jones, Antrell Jordan, Dorine Kendall, Mohsen Mohamed, Luisa Oben, Gregorio Orara Jr., Elorde Ramos, Michael Ray, Sedell Reynolds, Charles Rumble, Aldrin Saez, Rosalind Sparrow and Gerald Toledo. Tom Truitt, their instructor, is at the far left. (Note: Not all are pictured.)

Paul Hall Center Classes



Junior Engineer – The following Seafarers (above, in alphabetical order) completed this course Oct. 24: Randy Baggs, Godofredo Banatao, Lakisha Barnes, Darrin Cobb, Randall Craig, Elliot Duncan, Sean Hernandez, Si Hughes, Todd Lander, Joseph Loguidice, Gary Newbegin Jr., Michael Robinson, Lateef Sanusi and Grant Simonson. John Wiegman III, their instructor, is in the front row at the far right.



BST Refresher – Twelve Seafarers completed this course Oct. 15. Graduating (above, in alphabetical order) were: Joel Bell Jr., Theodore Butler Jr., David Callis, Mark Cordova, James Crosby, Jules Delgado, Phillip Inman, Dorine Kendall, Michael Murphy, Edward Parks Jr., Michael Ray and Marc Silvester. Class instructor Tom Truitt is at the far left.



GMDSS – The following upgraders (above, in alphabetical order) completed their requirements in this course Oct. 10: Lindsey Austin, Michael Bell, Arthur Doherty, Brendan O'Brien, Atm Reza, Kreg Stiebben, Mario Torrey, Michael Wilson and Slavi Zahariev.



BST (5-Day) – Nineteen Seafarers completed this course Oct. 31. Graduating (above, in alphabetical order) were: Jason Albertson, Ronald Byrd, Dave Chesson Jr., Justin Hargrave, James Hebert, Gregory Howard, Tony Jenkins, Timothy Laird, James Martin Jr., Jody McDonald, Mohsen Mohamed, Kenneth Moore, Jamie Norsworthy, Luisa Oben, Gregorio Orara Jr., Sedell Reynolds, Aldrin Saez, Charlotte Tuggle and Eric Williams. Class instructor Tom Truitt is in the front, kneeling.



Tankship Familiarization – The following Phase III apprentices (above, in alphabetical order) graduated from this course Oct. 17: Jose Argueta, Roger Attanasio, Dylan Casuga, Clifford Christopher, Edward Copeland, Gideon Decker, Thomas Drummond III, Ryan Drummond, Chad Fiore, Rayshaun Hughes, Taylor Jefferies, Ronald Johnson, Simon Kamau, Jiwoong Park, John Paul, Andrew Petrilli, Dwan Reed, Andruy Rengifo Cira, Joseph Toth, Emory Wheeler, Derrick Williams, Rossitza Zahariev and Stephen Zbornik. Each of these individuals plans to work in the deck department aboard SIU-crewed vessels once they complete the apprentice program.



Tankship Familiarization – Nineteen Phase III apprentices graduated from this course Oct. 17. Completing their requirements (above, in alphabetical order) were: Carlos Amaya-Avila, Michael Banks, Jackson Blaty, Nathan Bryant, Kenneth Cabrera, Jonathan Collier, Calvin Davidson Jr., Christopher Edwards, Cortney Gantt, Cody Higgs, Kalil Hughes, Joshua Kidd, Sutton McDaniel, Kelly Percy, Noel Reyes, Patrick Spark, Gabriel Waiwaiole, Matthew Yowell and William Yowell. All plan to work in the engine department upon their completion of the apprentice program.



Tankship Familiarization – Four Phase III apprentices, each of whom plans to work in the steward department when they finish the apprentice program, completed their requirements in this course Oct. 17. Graduating (above, in alphabetical order) were: Cole Briggs, Brian Dillon, Aquan Jones and Brian Lunsford.



Apprentice Engine – Six Phase III apprentices recently completed their requirements in this course. Graduating (above, in alphabetical order) were: Michael Daly, Richard Kaser, Brandon Mackie, Joseph Parsons III, John Peterson and Cameron Siele.



Steward Department Courses – Four upgraders recently completed steward department courses. Those graduating and the courses they completed (above from left) were: Charles Kent, galley ops; Emelene Garcia, galley ops; Gordon Major, advanced galley ops; and Jesus Rivera, chief cook.



**Paul Hall Center
Class Photos
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SIU Boosts Community Through 'Paint Tacoma Beautiful'

Members Devote Time, Energies to Participate In Annual Endeavor to Help Select Homeowners

For the eighth year in a row, Seafarers in Tacoma, Washington, helped repaint houses in the community as part of a volunteer program called Paint Tacoma-Pierce Beautiful. The project, founded in 1985 by Associated Ministries of Tacoma-Pierce County, organizes volunteer crews to repaint the exteriors of homes of low-income, elderly and disabled homeowners in Tacoma, Lakewood, and communities throughout Pierce County each summer.

As in past years, the SIU effort was headed by Port Agent Joe Vincenzo and Administrative Assistant Brenda Flesner. This year, the SIU crew was also organized in part by Safety Director Ben Anderson. Anderson stopped sailing over a year ago to come ashore, and always expressed a desire to be involved with Paint Tacoma. He was joined by his wife, Dawnia, and their two children, Ben and Ashlynn.

The SIU volunteers were Vincenzo, Flesner, Anderson, retired SIU official Don Anderson, OMU Austin Anderson, ACU Rupert Henry, SA Moain Shaibi, QEE David Levi Kelch, SA Brian Long, SREC Brian Burchette, QEE Robin Bourgeois, GUDE Joseph Ritchey, AB Salah Muthana, AB Samed Kassem, QMED Ryan Palmer, AB Chris Johnson, SA Mused Saleh, GUDE Abdul Alamri, SA Israel Serrano, BREC Salvador Villareal, GUDE Abdulaziz Alsinai, OMU Al Seay, GUDE Rizalito Frigillana, OMU Althea Earhart, AB Marcus Huges and retiree Omar Al-maklani.

Vincenzo noted, "This year, Tacoma's Seafarers took on two separate projects. Having volunteered for much of my adult life, it is always a matter of personal pride for me to see the happiness in the eyes of the homeowners who reach out for a service such as Paint Tacoma. Seafarers and their families have much to be thankful for, and much to be proud of after giving back to their community."

One of the homeowners, Daniel Michalnak, said he is very grateful for the fresh coat of paint. "I was thoroughly pleased with the crew," he stated. "They were all congenial and hard workers – a great group, really seemed enthusiastic about volunteer work."

Michalnak continued, "Everything went smoothly for me. I did most of the prep

work, and then they came in behind me and finished the job."

QEE Bourgeois said, "It was my first year helping out with this great program, and it's nice to help out and give back to the community. I just happened to be on vacation, and was excited for the opportunity to help out on two different homes. We had a phenomenal crew, which helped us paint the houses really fast. We had a pizza party afterwards, and the camaraderie was great."

He added, "If I'm home, I'd definitely like to help out again next year."

ACU Henry summed up the volunteer experience when he stated, "It was a good experience for me, because giving back to the community is a great thing. Whenever I'm not at sea, I jump at the chance to help out with a Paint Tacoma project. I've helped out several times over the years. This year turned out great; we made the houses look nice. They looked beautiful."



SA Mused Saleh



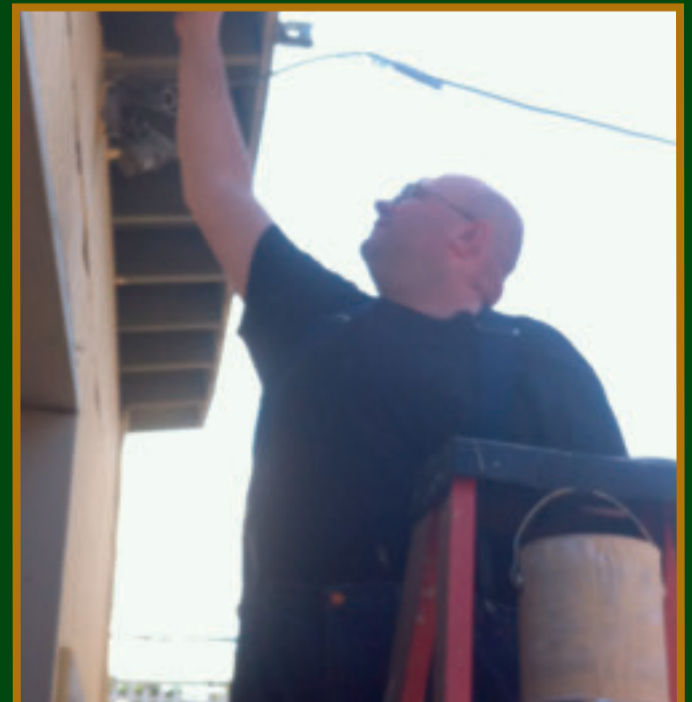
Pictured from left are GUDE Abdulaziz Alsinai, SA Israel Serrano, SA Brian Long, homeowner Daniel Michalnak, OMU Al Seay, Administrative Assistant Brenda Flesner, SREC Brian Burchette, OMU Althea Earhart, GUDE Joseph Ritchey, SA Rupert Henry, Safety Director Ben Anderson and Port Agent Joe Vincenzo.



OMU Austin Anderson



GUDE Abdulaziz Alsinai



QMED/Electrician David Kelch