



SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION – ATLANTIC, GULF, LAKES AND INLAND WATERS, AFL-CIO

New Ship Joins Waterman Fleet



The SIU recently helped welcome the *M/V Green Ocean* (background in photo above) into the Seafarers-crewed fleet. The roll-on/roll-off newbuild, operated by Waterman, is part of the U.S. Maritime Security Program. Pictured in Baltimore following a late-March ceremony commemorating the ship are SIU members and officials including President David Heindel (far right), Exec. VP Augie Tellez (far left) and Port Agent John Hoskins (second from right). *Page 24 (back page).*

SIU Delivers Pro-Maritime Message Annual 'Sail-In' Promotes Seafarers in Nation's Capital



Widely regarded as a vital day of grassroots action for the U.S. Merchant Marine, the annual Maritime Congressional Sail-In for 2024 took place April 10 – and it featured a solid SIU contingent, as usual. Union personnel (members and officials) took part in dozens of meetings with senators, congressional representatives and staff members, always with the aim of promoting Seafarers, domestic shipbuilding and other crucial parts of the industry. Gathering for a snapshot before the all-day outreach are (from left) Chief Mate Lindsey Austin, President David Heindel, VP Bryan Powell, AB Jimmy Hargrove, Asst. VP Mike Russo, VP Nicholas Celona, Exec. VP Augie Tellez and Port Agent Todd Brdak. Coverage begins on page 3; President Heindel also touches on the event in his monthly column on page 2.

Let's Look Out for Each Other



David Heindel

I recently read a joke about two crows who figured out they were looking at a scarecrow rather than a real person, based on one single condition: The dummy didn't have a cell phone in his hand.

Connectivity, of course, is an important part of everyday life. Whether it's being used for work, for research on a personal project, for other forms of productivity or even just following along with a sports scoreboard, web and email access often feel essential. That's why our union successfully bargained for widespread internet connectivity during our most recent standard-contract negotiations.

As many of you know, I have spent almost my entire life with the SIU, going back to my teenage years. I sometimes marvel at how much our industry and our union have changed in order to keep up with the times. And while I have no interest in trying to turn back the clock, I'm hopeful that the aforementioned connectivity, combined with dwindling port time and smaller crews, won't take too much of a toll on the uniqueness of the shipboard work environment any more than it already has.

As a rank-and-file member, I enjoyed the camaraderie that existed both aboard ship and at the hiring halls. Quite often, friendships would develop. At other times, the relationships were all business, and it also certainly wasn't unheard-of for members to butt heads.

But there was always a feeling that we had each other's backs. We looked out for each other, both at sea and ashore. There was a very strong, if informal, mentoring system on many if not most vessels. A lot of the old salts – even if they sometimes seemed gruff on the outside – made a point of showing the ropes to the next generation.

We still have those opportunities, and while it goes without saying that the focus in any workplace should start with safety and productivity, I encourage

our members to continue picking each other up. We're a unique organization in a distinctive industry. From the nature of the work to the freedom in scheduling, and from the worldwide destinations to the regular opportunities for vocational upgrading, I'd say we've got a good thing going.

Please continue treating your fellow Seafarers with respect, and if you have a chance to lend a helping hand, please do so. Both in the short and long runs, looking out for each other will only boost our strength while also making the jobs themselves more enjoyable.

Promoting Maritime

As reported elsewhere in this edition, the SIU was out in force last month at our annual Congressional Maritime Sail-In on Capitol Hill. Whatever else may change in our industry, one constant is that we absolutely must promote the U.S. Merchant Marine in Congress (which is the focus of the Sail-In). Your jobs depend on it.

The most recent Sail-In was fairly typical but very successful. Those are long, worthwhile days of outreach, and I'm especially glad to note that rank-and-file Seafarers participated this year. We plan to continue that new tradition, hopefully with even larger numbers of SIU members. We've long said that our best promoters are Seafarers themselves, and that belief was reinforced last month.

At press time, we were also gearing up for two other important happenings in our nation's capital. First is the Maritime Trades Department Executive Board meeting (scheduled for late April), followed a few weeks later by the National Maritime Day ceremony at Department of Transportation headquarters. Both of those gatherings signify additional chances to promote SIU members and continue building support for the U.S. Merchant Marine, domestic shipbuilding, and workers' rights.

Keep an eye on our website for coverage of both events, and of course we'll include them in upcoming editions of the LOG.

In the meantime, sisters and brothers, keep up the great work, and let's continue to watch each other's backs.

Thanking President Biden



SIU VP Gulf Coast Dean Corgey (left) meets with President Biden at a March 21 gathering in Houston. Biden, the most pro-union president in U.S. history, also is an ardent supporter of the Jones Act and the U.S. Merchant Marine as a whole. Corgey conveyed the union's thanks for the president's unwavering support.

Seafarers LOG Volume 86 Number 5 May 2024
The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive, Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

Communications Director: Jordan Biscardo

Assistant Communications Director: Nick Merrill

Assistant Editor: Aja Neal

Administrative Support: Jenny Stokes

Copyright © 2024 Seafarers International Union, AGLIW. All Rights Reserved.



The SIU engaged an environmentally friendly printer for the production of this newspaper.

Financial Committee Okays 2023 Records

The SIU Constitution specifies that, once a year, a seven-person group of rank-and-file Seafarers (elected by fellow members) examines the organization's financial records for the previous calendar year.

That requirement was met this year in early April when seven SIU members reviewed and approved the union's monetary records for 2023. The Seafarers were elected by fellow members during the union's April meeting in Piney Point, Maryland. Beginning the next day, they convened at SIU Headquarters in Camp Springs, Maryland, to conduct the audit.

That same week, the committee found that the SIU's financial records for 2023 are in good order. Their report, filed with the secretary-treasurer's office, will be read in all ports and presented for approval at the union's May membership meetings.

Serving on the committee were Recertified Bosun **Gerard Costello** (chairman), Steward-Baker **Lamont Faulks**, Chief Cook **Raymond Alexander**, Recertified Steward **Exxl Ronquillo**, Chief Cook **Kenneth Kelly**, Electrician **Donald Christian**, and Chief Steward **Emanuel Spain**.

The members conducted their tasks in accordance with Article X, Section 14-c of the SIU Constitution, which lists the duties of the annual financial committee along with rules and procedures for electing the group.

The members reported that they met with representatives from the certified public accounting firm that periodically audits the union's books and records. Those representatives explained their procedures for checking the secretary-treasurer's financial report of the union's records, and they also further discussed the SIU's overall financial operation. SIU Secretary-Treasurer Tom Orzechowski also worked with the committee "and made himself and the records of his office available" to the group, according to the report.

In addition to Orzechowski, the union's legal counsel also convened with committee members in the event any of them had questions.



Pictured from left are (seated) Raymond Alexander, Emanuel Spain, Gerard Costello, (standing) Donald Christian, Lamont Faulks, Orzechowski, Exxl Ronquillo, and Kenneth Kelly.

SIU to Congress: America Needs A Strong U.S. Merchant Marine

Union Members, Officials Team Up for 'Sail-In'

SIU members and officials on April 10 helped promote the U.S. Merchant Marine during a day-long series of meetings on Capitol Hill.

Those gatherings were part of the yearly Maritime Congressional Sail-In, a grassroots bipartisan effort that has become an industry staple (during non-pandemic times).

Representing the SIU were Chief Mate **Lindsey Austin**, AB **Jimmy Hargrove**, President David Heindel, Executive Vice President Augie Tellez, Vice Presidents Dean Corgey, George Tricker, Nicholas Celona and Bryan Powell, Assistant Vice President Mike Russo, Port Agents Ray Henderson and Todd Brdak, and Political Director Brian Schoeneman.

While it's hardly unique for any industry's representatives to spend time advocating their respective causes in the nation's capital, the Sail-In has been described as distinctive. That's because it features small teams, each with representatives from different segments of the industry and from labor and management. The unified approach has made favorable impressions throughout the event's dozen years.

This year's Sail-In included 122 individuals who work in the U.S. maritime industry. They were split into 29 groups; collectively, they had 126 meetings with members of Congress and their staffs.

The experience proved worthwhile for the rank-and-file Seafarers who participated, each for the first time.

"It was an eye-opening and educational experience," Hargrove stated. "To see this side of our industry was an honor. So much goes into the fight to defend the Jones Act and other crucial maritime laws and programs in Washington, and to be able to be a part of it and see a day in the life of the U.S. maritime industry in D.C. firsthand was an amazing experience."

Austin noted, "What I find most worthwhile about the Congressional Sail-In is the opportunity for the maritime industry to educate or remind our nation's leaders of the importance of a well-supported U.S. merchant fleet. The strength of our merchant fleet is directly proportional to our national security."

She described the SIU's year-round outreach as "such a positive investment that directly impacts our job security."

Austin added, "My main takeaway from this event is that it's imperative for our union body, our sailors, to be involved and well-informed on the issues that impact our livelihood. We can all contribute, from recruiting new mariners to donating to SPAD (the union's voluntary political action fund) to getting out to vote. We need to continue to advocate for what we have."

In addition to representatives from several maritime unions, the Sail-In included employees from U.S.-flag shipping companies, maritime academies, the Maritime Trades Department, Transportation Trades Department, and other advocacy groups. They explained the importance of U.S. mariners, the Jones Act, the Maritime Security Program, the Tanker Security Program, cargo preference laws, domestic shipbuilding and more. In some cases, they asked for backing on specific current or upcoming legislation.

Similarly, depending on the individual meeting host's familiarity with the industry, the Sail-In groups tailored their messages accordingly.

During a reception after the meetings, the coalition USA Maritime (the SIU is an affiliate) presented its inaugural Maritime Leadership Award to U.S. Rep. Rob Wittman (R-Virginia) for his longtime backing of U.S.-flag vessels operating in international trades.

Chris Johnsen, chair of USA Maritime, stated, "The U.S.-flag deep sea fleet and its cadre of American mariners have no better friend and stronger supporter than Congressman Rob Wittman."

[Additional photos on pages 4-5.](#)



From left: MEBA Sec.-Treas. Roland Rexha, SIU President David Heindel, U.S. Rep. Marc Molinaro (R-New York), Maersk's Aram Dosdourian, James Tobin of the USMMA.



SIU Exec. VP Augie Tellez (second from right) is pictured with staff members from the office off Tammy Duckworth (D-Illinois) along with fellow group members Erick Siahaan of MEBA, Chip Jaenichen of Liberty Maritime, and David Zimmerman of Hapag Lloyd USA.



From right: SIU VP George Tricker, Legislative Assistant Kei Fujisawa from the office of U.S. Rep. Kim Schrier (D-Washington), John Kaskin of the Navy League, Gary Carpentier of PWN Environmental, Rich Berkowitz of the Transportation Institute.



SIU VP Dean Corgey (right) and his group are pictured with a staff member from the office of U.S. Rep. Wesley Hunt (R-Texas).



SIU VP Bryan Powell (right) and his group meet with a representative from the office of Sen. Marsha Blackburn (R-Tennessee).



From right: SIU VP Nicholas Celona, U.S. Rep. Mary Miller (R-Illinois), Art Mead of Crowley, Mark Vlaun of ARC.



SIU member Lindsey Austin (second from left) and her team meet with representatives from U.S. Sen. Brian Schatz's (D-Hawaii) office.



SIU member Jimmy Hargrove (second from left) and his group meet with a staff member from the office of U.S. Rep. Dan Kildee (D-Michigan).



SIU Port Agent Todd Brdak (second from right) and his group meet with Legislative Assistant Emilio Contreras (second from left), from the office of U.S. Rep. Jennifer Wexton (D-Virginia).



SIU Asst. VP Mike Russo (second from right) and his group meet with Deputy Chief of Staff/Legislative Director Janet Rossi (far left) from the office of U.S. Rep. Rick Crawford (R-Arkansas).



From left: SIU Port Agent Ray Henderson, Gary Gilbert of the USMMA, U.S. Rep. Tracey Mann (R-Kansas), ASC President Kevin McMonagle, Transportation Institute VP Sara Fuentes



From right: SIU Political Director Brian Schoeneman, U.S. Rep. Jill Tokuda (D-Hawaii), Greg Doyle of APL, MM&P President Don Marcus, Ryan Pereyda of Patriot.



From left: APL VP Adam Peterson, Mark Ruge of K&L Gates, Louis Carrillo (staff member from the office of U.S. Sen. Jacky Rosen, D-Nevada), Great Lakes Maritime Academy Superintendent Adm. Jerry Achenbach, SIU hawsepiper and Western Great Lakes Pilot Association President Capt. Chris Edyvean, Maritime Trades Department Executive Sec.-Treas. Mark Clements.



SIU Exec. VP Augie Tellez, U.S. Rep. Rick Larsen (D-Washington)



From left: Maersk's Aram Dosedourian, SIU President David Heindel, USMMA's James Tobin, Jimmy Ballard of the office of U.S. Rep. Sam Graves (R-Missouri), MEBA Sec.-Treas. Roland Rexha.



From right: SIU Political Director Brian Schoeneman, Deputy Chief of Staff Reed Craddock of U.S. Rep. Trent Kelly's (R-Mississippi) office, Greg Doyle of APL, MM&P President Don Marcus, Ryan Pereyda of Patriot.



U.S. Rep. Brian Mast (R-Florida), SIU Port Agent Ray Henderson



SIU President David Heindel (second from right) makes a point during a meeting with U.S. Rep. Marc Molinaro (R-New York) (left).



U.S. Rep. Rob Wittman (left) (R-Virginia) accepts an award from USA Maritime Chairman Chris Johnsen. The congressman is a longtime supporter of the U.S. Merchant Marine.



From left: SIU President David Heindel, U.S. Rep. Paul Tonko (D-New York), MEBA Sec.-Treas. Roland Rexha.

SIU President Issues Pre-Balloting Report

Pursuant to Article X, section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 2025-2028 will commence on November 1, 2024 and continue through December 31, 2024. The election will be conducted under the provisions of our Constitution, as amended and effective March 15, 2013, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 2024 General Election of Officers for the term 2024-2027:

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement

- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the West Coast
- 1 Vice President in Charge of the Southern Region, Great Lakes, and Inland Waters
- 1 Vice President in Charge of Government Services and Fishing Industries
- 1 Assistant Vice President in Charge of Contracts and Contract Enforcement
- 1 Assistant Vice President in Charge of the Atlantic Coast
- 1 Assistant Vice President in Charge of the Gulf Coast
- 1 Assistant Vice President in Charge of the West Coast
- 1 Assistant Vice President in Charge of the Southern Region, Great Lakes and Inland Waters
- 1 Assistant Vice President in Charge of Government Services and Fishing Industries
- 10 Port Agents

There shall be one (1) Port Agent in the following ten (10) constitutional ports; namely: New Jersey, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Algonac, Oakland, St. Louis and Piney Point.*

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to

recommend a bank, a bonded warehouse, a regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such a recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open July 15, 2024 and close August 15, 2024.

The foregoing constitutes your President's Pre-Balloting Report and, subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
David Heindel
President

**Editor's note: Seafarers in 2023 approved the President's and subsequent Executive Board recommendation to add four constitutional ports: Norfolk, Jacksonville, Wilmington and Tacoma. Notwithstanding that approval, the union is legally bound to offer constitutional amendments in order to formalize everything. When and if approval takes place in this year's voting, the port agent positions for those respective ports will be added to future ballots (starting in 2028).*

Latest on Key Bridge Collapse and Recovery

On March 26, the Key Bridge outside the Port of Baltimore was struck by a Singapore-flagged vessel *Dali*, causing the bridge to collapse into the channel and killing six construction workers. Until the National Transportation Safety Board (NTSB) completes their investigation into the allision, the cause of the vessel's change of course is unknown. NTSB chair Jennifer Homendy told a Senate panel in April that the board was looking at the electrical systems of the *Dali*, and specifically mentioned the circuit breakers as a potential point of failure.

As of April 15, the FBI has also begun their criminal investigation into the crash, stating their agents were, "presently aboard the cargo ship *Dali* conducting court-authorized law enforcement activity."

It is estimated that repairing the bridge could take years, though the operation to clear debris from the waterway is already underway. Early last month, some relatively small, temporary channels reopened in the harbor, but those are only large

enough for tugs and barges. In addition, federal and state resources are being devoted to also establishing a temporary alternate channel on the northeast side of the main channel, for commercial vessels.

While the SIU certainly has been affected by the accident, the union does not necessarily anticipate any loss of work as a result. Other than most of the Baltimore-based RRF ships, the rest of the SIU crewed vessels that call on Baltimore were away from the port when the accident occurred. These include the TOTE-operated ARC car carriers and SubCom's cable ships.

At press time, the union was still working with their contracted operators regarding the new logistics involving those vessels. As usual, we will transmit any timely updates via our online outlets and possibly through our text-alert service.

One possible exception to the foregoing information is that the union represents workers employed by the Association of Maryland Pilots. It

is unknown at this time whether some of them may eventually face layoffs. The union already has taken steps to ensure that in the event of any layoffs, those members will be considered for any applicable state and federal relief programs.

Meanwhile, the SIU offers a heartfelt thank you to Maryland Governor Wes Moore and his administration for being very inclusive of the labor movement as Baltimore recovers. The Governor himself quickly reached out to SIU President David Heindel to ascertain how the accident might affect our union, and Moore's staff members regularly followed up with all of the unions that have a presence in the city, again including the SIU. These were anything but cursory communications, and the SIU appreciates their mindfulness and eagerness to help.

The *Dali* is not a flag-of-convenience vessel. Its owners are based in Singapore. The vessel itself is a containership and was being chartered by Denmark-based Maersk.

Federation Honors President Sacco

Editor's note: The AFL-CIO Executive Council (SIU President David Heindel is a member) recently adopted the following statement during its first meeting since SIU President Emeritus Michael Sacco passed away late last year.

On the Passing of Michael Sacco

The entire AFL-CIO family mourns the passing of Michael Sacco, our brother and friend, who was the longest-serving president in the history of the Seafarers International Union (SIU).

During his more than three decades as international president and over six decades of membership with the SIU, Sacco was a staunch champion for generations of merchant mariners and America's working families.

A native of the Brooklyn borough of New York City, Sacco served in the U.S. Air Force before joining the Seafarers in 1958 and then working aboard U.S.-flag merchant vessels. In 1960, he came ashore to serve the SIU in a succession of union posts, including

those of patrolman, port agent and headquarters representative. He served as vice president of the Seafarers Harry Lundeberg School of Seamanship from 1968 to 1979, and helped prepare the next generation of merchant mariners.

From 1980 to 1988, Sacco directed the SIU's Atlantic, Gulf, Lakes and Inland Waters division as vice president, and in June 1988, the Seafarers International Union of North America Executive Board appointed him president, a post he would hold for nearly 35 years.

In November 1991, Sacco was elected to the AFL-CIO Executive Council, beginning his tenure as its longest-serving member.

His leadership, including serving as president of the Maritime Trades Department, AFL-CIO, brought security and stability to the Seafarers, a successful merger with the National Maritime Union, and solidarity with the numerous maritime trade unions.

The AFL-CIO Executive Council salutes Mike



Michael Sacco

Sacco for a lifetime of distinguished service to working people and furthering the values of trade unionism.

All Hands Safe After USNS Button Incident



SIU members from the *USNS Button* are pictured with SIU Port Agent Jimmy White (left). The remaining photo (below) includes Bosun Samuel Thatcher (right) and White.

SIU members helped extinguish a shipboard fire March 28 near Mobile, Alabama, on the *USNS Sgt. William R. Button* (Crowley). No injuries were reported and, while the formal investigation hasn't been finalized, indications are that the mishap involved equipment failure rather than human error.

The 673-foot-long ship was successfully towed back into port from about 24 miles off the coast of Dauphin Island.

SIU Mobile Port Agent Jimmy White regularly met with the SIU crew following the incident.

Bosun **Samuel Thatcher** noted, "I would like to take the time to thank and publicly state how proud I am of the crew on the *Button*. After a fire broke out in the engine room while underway, the alarms sounded and the entire crew sprang quickly into action. Within minutes, people were on station, boundary cooling ... before dumping the CO2 system was performed. Due to everyone's training and performance of their duties, the fire in the main engine space was quickly contained and extinguished, preventing further damage to the ship."

Thatcher continued, "These actions were performed with the highest degree of professionalism, and with no injuries. In the aftermath, the crew worked long, irregular hours with zero complaints for two days. The crew truly embodied the saying, Brotherhood of the Sea."



Task Force Honors Sen. Stabenow

The Great Lakes Maritime Task Force (GLMTF, to which the SIU is affiliated) recently saluted the work of a pro-maritime legislator.

The group on April 10 recognized "the significant contributions U.S. Sen. Debbie Stabenow (D-Michigan) has made throughout her Congressional career protecting the Great Navigation System and supporting American jobs with investment in U.S.-flagged Great Lakes shipping.

Sen. Stabenow, who co-chairs the bipartisan Senate Great Lakes Task Force, has been the driving force behind the protection of our largest freshwater resource and the maritime highway that supports U.S. jobs through the Great Lakes Restoration Initiative (GLRI) which was first authored in 2010 and has since received \$3.8 billion in funding," the task force said in a news release.

According to the GLMTF, "The GLRI has been a major success with funds provided for over 6,800 projects throughout the region protecting the Great Lakes and its waterways against its greatest threats, and addressing problems that impact public health and safety."

"Our U.S. sailors, port, shipyard, and manufacturing employees depend on the Great Lakes and its connecting waterways for the raw material supply chain to support good-paying jobs and their families live here too. Senator Stabenow's work for over a decade has proved to be a game changer ensuring our fresh waters are restored and protected for generations to come,"



U.S. Sen. Debbie Stabenow
(D-Michigan)

stated Jim Weakley, vice president of the GLMTF and President of the Lake Carriers Association.

Stabenow "has been a critical champion for arguably the most important North American

infrastructure project in several years with the construction of a large new U.S. Army Corps of Engineers navigational lock in Sault Ste Marie, Michigan," the task force added. "Nearly all domestically produced high strength steel is made with iron ore that transits the current large lock, the Poe, built in 1969. A study conducted by the Department of Homeland Security concluded that a six-month unscheduled outage of the Poe Lock would result in 11 million jobs lost and a \$1.1 trillion economic impact. Recognizing the vital national economic importance and the reality that it is an aging single point of failure for North American manufacturing, Sen. Stabenow tirelessly advocated for funding authorization and continued efficient funding of the estimated \$3.2 billion mega project securing large annual appropriations to keep the project on track."

The award presentation took place at the senator's office in the nation's capital.

The Great Lakes Maritime Task Force, with nearly 80 members, is the largest coalition to speak for the Great Lakes Navigation System. Advocating for domestic and international shipping, its members represent labor and management from U.S.-flag vessel operators, shipboard and longshore unions, port authorities, cargo shippers, terminal operators, shipyards, and other Great Lakes interests.

The Great Lakes commercial maritime industry supports more than 147,000 American jobs in eight Great Lakes states and generates more than \$36 billion in economic activity.

Beasley Family Finds a Home with SIU

The well-known saying goes “blood is thicker than water,” but what if being on the water happens to be in your blood? The Beasley family’s enduring seafaring legacy fits both descriptions — their long tradition of sailing with the SIU began with their patriarch Felsher Sr. Initially, he started his career with the Navy. After 15 years, he exited and sailed with the NMU (which later merged into the SIU) until he retired.

Although Felsher Sr. was not a Seafarer himself during his career, he had heard of the union and viewed it very favorably. When he encouraged his children to follow in his footsteps and sail, he urged his sons to join the SIU, in hopes that it would avail them to more jobs and opportunities. In the words of Recertified Steward **Jeff Beasley Sr.** (he’s the younger of Felsher Sr.’s two seafaring sons), he was told, “Don’t join my union, join Seafarers. They’re a newer union, and they’re better and stronger.”

Jeff Sr. took his father’s advice to heart. He joined the SIU in 1981 and has recently become a member of the SIU’s community of pensioners along with his older brother Recertified Bosun **Felsher A. Beasley Sr.**, a.k.a. Tony.

Overall, seven members of the family sailed with the SIU (or NMU); some are still active with the union.

The Starting Seafarer

Recertified Bosun **Tony Beasley (Felsher A. Sr.)** was the first of the Beasleys to join the SIU in 1979, inspired by his father’s recommendation. His SIU origin story began that year in Lifeboat class 282 and recently culminated in him becoming a pensioner in June 2023. After completing his training, Tony began his seafaring journey with the inland program, later making the switch to deep sea.

He grew up hearing stories his father would tell him about his voyages, cherishing the postcards and trinkets he’d send him from around the world. It created a spark within him which inspired Tony to continue his father’s seafaring tradition; he’d later encourage his own children to do the same.

Two of Tony’s sons, **Aaron Beasley** and **Felsher A. Beasley Jr.**, are also SIU members. Tony and Felsher Jr. once sailed together on a coastwise voyage covering parts of the Gulf of Mexico, Florida and Texas. It proved to be an educational experience for Felsher Jr., who got some pro-tips from his father about the seafaring life, including various best practices for safety procedures and how to be prepared for anything that could happen aboard a vessel. Although he wasn’t sure which department he wanted to sail in at first, Felsher Jr. hopes to one day become a bosun like his father.

Carving Out a New Path

Like a certain Fresh Prince, Jeff Sr. was born in west Philadelphia. While he was growing up in the 1970s, job prospects were grim. Still, because



ABM Felsher Beasley Jr. (left) and his dad BREC Tony Beasley (right) on their father-son shipping voyage.

of the stories his father and uncle would tell his siblings (four brothers and one sister) about their time sailing with NMU, he had ideas about starting his sailing career. In fact, Jeff Sr. knew before he even graduated high school that a life at sea would be his destiny; he noted aspirations of becoming a merchant mariner in his high school yearbook when asked what he’d like to do after he graduated.

But, Jeff Sr. and his brother Tony, the recent adolescents-turned-young-adults, found themselves in a bit of legal trouble in their home state. Jeff Sr., only 18 years old and still determined to follow his dreams of being a merchant mariner, made his way down to Piney Point, Maryland, to start taking classes at the Paul Hall Center anyway.

He arrived at the picturesque but isolated campus and enrolled for courses. One day, he was pulled out of class by Trainee Commandant Ken Conklin, a former Marine known for his supportive but no-nonsense, direct approach. Conklin talked to Jeff Sr. and learned about the legal considerations. He eventually sent him back to finish his class.

According to Jeff Sr., he finished his schooling and embarked on his first journey at sea with SIU. Aboard the vessel, there was a familiar steward who kept in contact with Conklin for the duration of the journey in order to help maximize his chances for success.

Once the ship reached port in Jacksonville, Florida, Jeff Sr. flew home. Shortly after, the time arrived for his and his brother’s appearance in court. Much to his surprise, their cases ended up being thrown out and the pair left the courtroom as fast as they could.

“Even the police present in the courtroom were confused,” Jeff Sr. recalled. Though he isn’t exactly sure why the judge arrived at that particular verdict, he surmises that Conklin and his membership with the SIU had something to do with his favorable outcome.

“No union is perfect, but the SIU gives people an outlet and a chance to turn their lives around and become something more. There are tons of members with stories like mine,” Jeff Sr. said. “I am eternally indebted to this union.”

Becoming a member of the SIU quite literally changed Jeff Sr.’s life. So much so that he encouraged his younger relatives to change their lives and join up as well, much like his father did with him and his brother.

His youngest son is now enrolled in SUNY Maritime, and his son **ABB Jeff Jr.** also sailed with the SIU for 10 years. For the last three years, Jeff Jr. has sailed with the Seafarers-affiliated American Maritime Officers (AMO). **AB Julian Beasley** has been with SIU for 15 years. Four of Jeff Sr.’s younger relatives (**ABM Felsher A. Jr.**, **ABB Jeffrey Jr.**, **AB**



AB Julian Beasley (left) and SREC Jeffrey Beasley Sr. (right) show off some large red snappers.

Julian, and **AB/GUDE Aaron Beasley**) all sail or have sailed with the SIU. **Chris Beasley** also started with the SIU and got his seaman’s papers. He sailed for five years and has gone on to own his own truck and flatbed business that is well known around the Philadelphia area.

Gaining Work Experience with SIU

AB/GUDE Aaron Beasley also joined the union in 2015, galvanized to pursue a life at sea by postcards his father Tony sent home from his travels. He sailed as a **GUDE/engineer**, and as an **AB** previously. Aaron’s specialty is fiberoptic work, which he learned about while working aboard a **TOTE** ship. “Shipping was the fastest way to become an engineer and get hands-on experience,” he said.

He paused his shipping career with SIU in 2019 and began advancing his new skillset on land at Buckley Cable, where he is currently employed as a coax splicer. His initial plan to continue sailing was delayed due to the onset of the COVID-19 pandemic. Aaron has since made his return to sea, and has shipped on two barges through a crewing service as recently as 2022.

He joined the union in high school, a story which mirrors his uncle’s. Inspired by Jeff Beasley Sr.’s tale of turning his life around after joining the SIU, he joined the SIU under a contingency agreement.

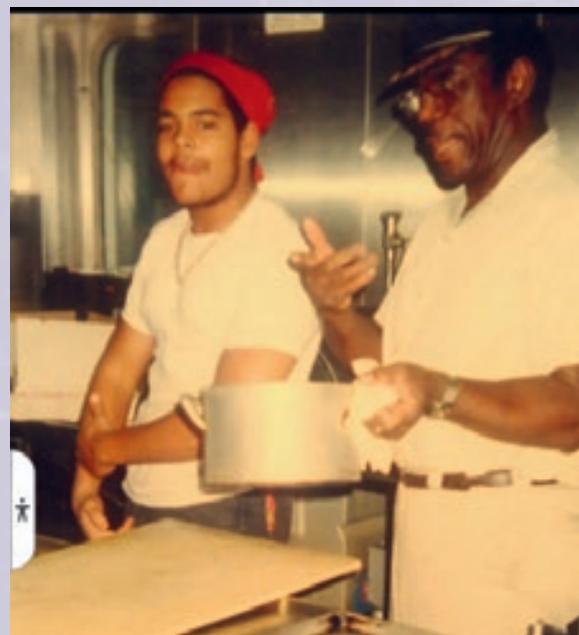
To get back into the swing of things at the SIU, Aaron plans to renew his credentials and take classes at Piney Point.

SIU Now and Then

All of the Beasleys had great things to say about how SIU has grown and changed over the years they



BREC Tony Beasley standing in front of Bungalow Three during his time at Piney Point.



Chris Beasley (left) in a photo with his ship’s Chief Steward



ABB Jeff Beasley Jr. aboard a vessel.

had been sailing. Working with SIU and receiving training in various specialties have given the Beasleys who have not yet retired an invaluable skillset that enables them to provide for their growing families, whether they accept jobs on land or at sea.

When asked what he thinks of how the union has grown and developed over the years, Jeff Sr. said he noticed that wages have continuously improved during his career and that he has never had a problem finding work.

"SIU is a union that has your back in any situation. I've always felt taken care of, like I was a part of a family," Jeff Sr. said. "The Philadelphia hall staff is the best - (Port Agent) Joe Basilice, Vice President Joe Soresi, and (now-President) Dave Heindel, who was originally from the Philadelphia hall. When I was coming up and I needed to call the hall for something, they always called back."

One of his critiques of newer merchant mariners who join is that they would do well to learn the history of the union and that it should be emphasized to newer members. He also suggests that they learn from older mariners who have been sailing longer than they have.

Tony has seen the SIU evolve in many ways since he first became a member. "The companies are improving, and wellbeing regulations have



Felsher Beasley Sr. (left), the Beasley family patriarch whose seafaring life inspired a continuing family legacy, pictured with his wife, Shirley.

improved, as well as safety measures. More things are automated these days and wages remain competitive," he said.

Tony also noted the vast technological advancements that have changed the merchant mariner experience, too: "Back in the day, an agent used to go on the ship to take and deliver the mail to people. Nowadays on coastwise ships, cell service is in range and the ships also have Wi-Fi."

He recalls gathering with his shipmates to watch movies projected on bulkheads, and other ways that people used to entertain themselves while at sea. People used to spend more of their time working, using the gym, listening to music or reading books, he recalled.

"Ships are faster now than they were then. It used to take an average of three weeks to be in a port; now it only takes a few days," he said. "We used to rely on phonebooths. When ships would dock, the crew would go out and get in line to use them so they could reach out to their families from wherever they were. Radio officers sent messages with the telex machine in an emergency."

Aaron has met a lot of good friends aboard ship. He also has seen many examples of individuals making a career at sea or using those skills as a springboard to run their own businesses at home.

"The SIU definitely listens to sailors and what

they want," Aaron said of the union's efforts to meet the ever-evolving needs of its members, especially in regards to improving accommodations aboard vessels. "Modernization is coming together, and the availability of internet is getting better."

Although he hasn't sailed quite as long as his father and uncle, Felsher Jr. has noticed some positive changes at the SIU since he first began sailing: "More jobs and opportunities have opened up as far as classes are concerned. Piney Point is really good for that. The training program helps you learn more in detail and prepare for all of the things you might encounter when you are on a ship. As long as you go up there and get your time, you can upgrade."

The Legacy Endures

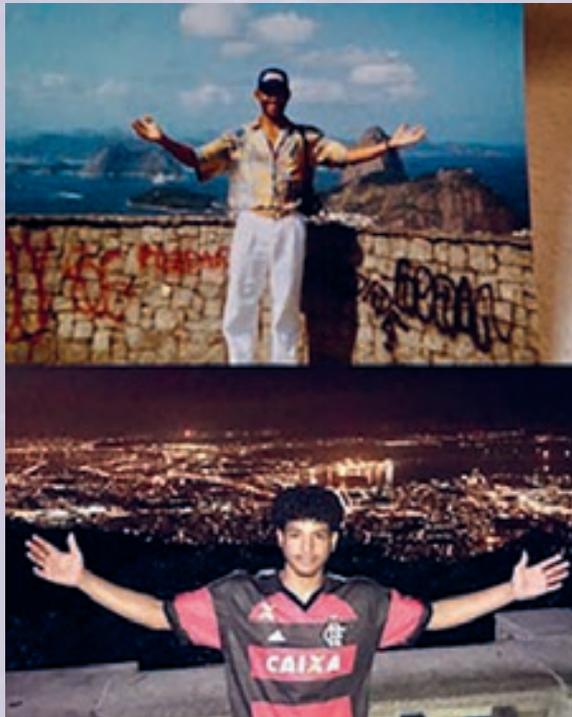
Will this legacy which spans three generations continue? If it's up to the younger Beasleys, they plan to pass the torch.

Aaron hopes to eventually pass on the SIU legacy to his young son. "I wonder if my son will ever find interest in sailing when he's older. I guess time will tell," he said.

Inspired by his father, who was encouraged by his father, Felsher A. Jr. also hopes to bequeath the Beasley family's longstanding love of sailing to his own children. Recently, he went on a trip to see a RO/RO ship in Philadelphia with his 10-year-old son. After a day of discovery and learning about life at sea, he asked his son what he thought. The young man responded by saying that one day, he'd like to become a captain.



A polaroid of BREC Tony Beasley posing alongside the Christ the Redeemer Statue in Brazil. Although he and his son GUDE/AB Aaron Beasley have never sailed on a ship together, they do each have a photo from their separate sailing journeys near the same location, which Aaron visited in 2016 during the Brazil Olympics while sailing aboard the *Tyco Decisive*.



Jordan Beasley (left), Jeff Jr.'s youngest son, pictured with his school's harbor commander.

Third Time's the Charm for Wilmington

Two previously scheduled benefits conferences in Wilmington, California, had been postponed due to inclement weather, but the gathering finally took place April 3 at the hiring hall.

The well-attended conference, conducted by Seafarers Plans Administrator Maggie Bowen with assistance from SIU officials including Secretary-Treasurer Tom Orzechowski and Vice President West Coast Nick Marrone, formally marked the end of a series that began last summer. The coast-to-coast meetings - 14 in all - offered information about various benefits for staff and for rank-and-file Seafarers, pensioners and dependents.

Bowen said the Wilmington conference went as smoothly as the others and featured a typical assortment of excellent questions from various participants. She added that although no exact

future dates have been identified, her intent is for another series of benefits conferences to happen at the halls.

In addition to the Wilmington conference, others took place in Norfolk, Virginia; Oakland, California; Honolulu; Tacoma, Washington; San Juan, Puerto Rico; Piney Point, Maryland; Jacksonville, Florida; Houston; New Orleans; Mobile, Alabama; Jersey City, New Jersey; Fort Lauderdale, Florida; and Algonac, Michigan.

While the subject matter was wide-ranging within the scope of the various Plans, the overall aim was straightforward, Bowen said. She and the other Plans representatives and union officials were on hand to help ensure that people understand, and get the most from, their respective benefits.



GUDE Anpeng Sun (second from left) not only attended the conference but also obtained his B-book. He's pictured with (from left) SIU VP West Coast Nick Marrone, SIU Port Agent Gerret Jarman and SIU Secretary-Treasurer Tom Orzechowski. (Sun is the son of Chief Steward Maili Wang.)



SIU members and officials along with Seafarers Plans Administrator Maggie Bowen (third from left, in front) converge at the Wilmington hall.

U.S. Trade Representative Backs Investigation

The government on April 17 announced that after review of a petition filed with the Office of the U.S. Trade Representative (USTR) by five national labor organizations - including the SIU-affiliated Maritime Trades Department - the USTR is initiating an investigation of acts, policies, and practices of the People's Republic of China (PRC) targeting the maritime, logistics, and shipbuilding sectors for dominance.

"The petition presents serious and concerning allegations of the PRC's longstanding efforts to dominate the maritime, logistics, and shipbuilding sectors, cataloguing the PRC's use of unfair, non-market policies and practices to achieve those goals," said Ambassador Katherine Tai. "The allegations reflect what we have already seen across other sectors, where the PRC utilizes a wide range of non-market policies and practices to undermine fair competition and dominate the market, both in China and globally. I pledge to undertake a full and thorough investigation into the unions' concerns."

As explained in a formal notice, the USTR is seeking public comments and will conduct a public hearing in connection with this investigation.

Days before the announcement, AFL-CIO President Liz Shuler submitted a letter supporting the petition. In part, the communication reads, "On behalf of the 60 affiliates of the AFL-CIO, representing 12.5 million working people across our economy, I am writing today in support of the Section 301 petition filed on March 12, 2024, regarding the Chinese government's policies in the maritime, logistics and shipbuilding sector. This petition was filed by the United Steelworkers (USW), Machinists (IAM), the International Brotherhood of Boilermakers (IBB), the International Brotherhood of Electrical Workers (IBEW) and Maritime Trades Department, AFL-CIO.

"For decades, the People's Republic of China has had a comprehensive strategy to dominate global transportation and logistics networks - threatening both U.S. economic and national security," Shuler continued. "The PRC provided more than \$130 billion in funding to support its shipbuilding between 2010 and 2018. China's shipbuilding orders have grown to

more than 50% of world production. In just the first half of 2023, Chinese shipyards received more than 72% of the world's newly received orders for ships."

A longtime friend of the SIU, Shuler added, "The PRC's predatory trade and economic practices tilt the playing field against our shipbuilding industry, hurting workers not only at our shipyards but also throughout the domestic supply chains vital to this sector. In 1975, U.S. shipyards employed more than 180,000 workers and had orders for more than 70 commercial ships. Over the past several decades, the United States lost more than 70,000 shipyard jobs, and key upstream supply chains deteriorated. In 2022, the United States had only five large oceangoing vessels under construction, while the PRC had more than 1,700. The PRC has more than 5,500 flagged merchant vessels in oceangoing service; the United States has fewer than 80 United States-flagged

vessels in international service."

She also underscored the U.S. Merchant Marine's crucial role as America's fourth arm of defense: "The vast majority of military supplies transit on commercial shipping vessels. In times of crisis and conflict, commercial ships are critical to the movement of military personnel, supplies, food and fuel. A healthy commercial shipbuilding industry is also key to supporting the national network of upstream industries, their workers and the communities they support. Large oceangoing ships require an immense amount of steel, paint, glass, rubber, aluminum, electronics and countless other manufactured inputs. These vessels are an important driver for our economy and provide capacity critical to ensuring our emergency preparedness and national security."

SIU Celebrates George II



SIU officials took part in an April 2 ceremony in Long Beach, California, where the container-ship *George II* (formerly *Horizon Reliance*) was christened by Seafarers-contracted Pasha Hawaii. Named after the company's founder, the ship has been retrofitted to run on liquefied natural gas. According to the company, this was the first-ever steam-to-LNG combustion conversion. Pictured from left in the group photo are Pasha Hawaii President/CEO George Pasha IV, Senior VP of Fleet Operations Ed Washburn, SIU VP West Coast Nick Marrone, and SIU Port Agent Gerret Jarman.

At Sea & Ashore with the SIU



CATCHING UP – Following the benefits conference earlier this year in Algonac, Michigan, members and officials gather for a snapshot. From left are ACU Abdulwali Mugalli, Recertified Bosun Foaad Saleh, SIU President David Heindel, QEE Ahmed Sharif, and SIU VP Great Lakes and Inland Waters Bryan Powell.



WELCOME ASHORE IN SUNSHINE STATE – Recertified Steward Andy Hagan (left) picks up his first pension check at the hall in Fort Lauderdale, Florida. He began sailing with the SIU in 1980, and is pictured with SIU Asst. VP Kris Hopkins.



MILESTONE IN PUERTO RICO – AB Christian Perez (right) receives his A-seniority book at the San Juan hall. He's pictured with Safety Director Ricky Rivera.



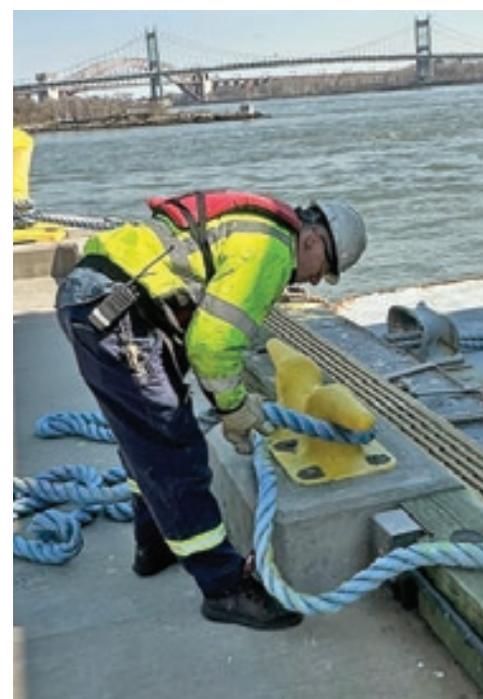
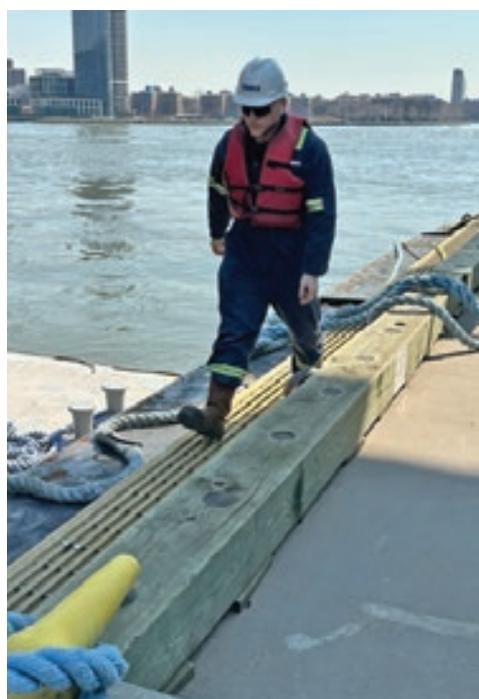
CONGRESSIONAL BACKING – SIU Exec. VP Augie Tellez (left) meets with U.S. Rep. Salud Carbajal (D-California) at a maritime gathering in the nation's capital. Carbajal is a strong supporter of the U.S. Merchant Marine.



AT OAKLAND HALL – STOS Abdelrahim Salih (right) receives his B-seniority book. He's pictured with SIU Port Agent Duane Akers.



ON THE RECRUITING TRAIL – Chief Cook Esperanza Crespo (left) volunteers at a recent career fair in Naranjito, Puerto Rico, where she helped spread the word about the U.S. Merchant Marine.



WITH MEMBERS IN NYC – SIU Jersey City Port Agent Ray Henderson submitted these photos from a recent servicing at Seafarers-contracted Covanta in Manhattan. He's at right in the posed photo, presenting Timothy Winn with his full book. Winn is the lead crane maintenance electrician. The remaining photos include (second from left) Crane Operators Nicholas Hamosfakidis, (left) Emmanuel Essien, and (remaining photo) Trevor Patterson.

At Sea & Ashore with the SIU



ABOARD CS DEPENDABLE – Vessel master Capt. Yann Durieux recently thanked longtime Seafarer Joel Saul (individual photo) for his decades of service aboard the cable ships by presenting a personalized plaque. “He has always been a skilled seaman,” Durieux noted. “I wanted to commend him for his 37 years of good work with the company.” Saul, currently sailing on the cable ship, started his SIU career in 1982 and began sailing on cable ships in 1987. Pictured in the group photo with Saul and Yann are Bosun Harge Semilla, AB/SJ Arsenio Brecio, AB/SJ Alejandro Cusi, OSs Jorge Garcia-Gutierrez, Stephan Beckford, Recardo Harris, Ammr Ali, Timothy Gallion and Kahliek Gould, and Paul Hall Center Apprentices Nature Torrey and Syncere Swinson.

WEST COAST HIGHLIGHT – AB Paul Nelson (right) obtains his A-seniority book. He’s pictured at the Wilmington, California, hall with SIU Port Agent Gerret Jarman.



ABOARD ISLA BELLA – Safety Director Ricky Rivera (left) meets with Seafarers aboard the TOTE vessel in Puerto Rico. Starting second from left: Recertified Bosun Junior Augustin, Chief Cook Tamara Russ, SA Juan Santiago, AB Angel Pagan.

ABOARD MAERSK IOWA – Pictured from left are Recertified Bosun Egidio Ferreira, SIU Norfolk Patrolman Josh Rawls and ABM Allan Green.

WELCOME ASHORE IN HAWAII – QMED Mark Canada (left), pictured at the Honolulu hall with Safety Director Amber Akana, picks up his first pension check. He joined the union in 1992.



PROMOTING MARITIME – Union officials helped advocate for the industry during two recent gatherings in New Jersey. Pictured from left in the group photo above, right, are SIU Patrolman James Bast, SIU VP Atlantic Coast Joseph Soresi, U.S. Rep. Bill Pascrell (D-New Jersey), and SIU Port Agent Ray Henderson. Henderson is also at right the snapshot above, left, with New Jersey Gov. Phil Murphy, at the same event. In the remaining photo, whether one calls it an informal spot or a brilliant selection (or both), the Ercolano Deli in Jersey City served as the gathering place for (from left) Henderson, U.S. Rep. Rob Menendez (D-New Jersey), deli owner Natale Rescigno, and Soresi. The SIU personnel thanked the congressman for his solid support of the Jones Act.

At Sea & Ashore with the SIU



ABOARD PATRIOT – Pictured from left in the crew mess of the TOTE ship are Paul Hall Center Apprentices Brenda Gonzales Potash and Marshall Whitcraft, OS Jordon Degraffenreidt, and SIU Jacksonville Port Agent Ashley Nelson. The solo pic in the galley is of Chief Cook Chad Sikorski. At the security station are ABG Sammuel Yazzie (left) and Nelson. Pictured from left in the remaining photo are Steward/Baker Souleymane Tamla and Safety Director Adam Bucalo.



B-BOOKS IN FLORIDA – STOS Toriano Lawson (right) and GUDE Jose Perez Davila (center) take the oath at the hiring hall in Jacksonville. SIU Port Agent Ashley Nelson is at left.



UNIONS, MSC MEET– The SIU on March 28 hosted a quarterly labor-management meeting at the hiring hall in Norfolk, Virginia, featuring representatives from the SIU Government Services Division, MEBA, MM&P and MSC. Among those pictured are SIU VP Nicholas Celona (fifth from right, front), SIU Asst. VP Joe Vincenzo (far left), SIU Representative Sam Spain (second from right, in back) and SIU Counsel Jon Madden.



WITH SEAFARERS ON WEST COAST – These photos are from a recent servicing aboard the Pacific-Gulf Marine vessels *Keystone State* and *Gem State*. ROS crew members pictured are Bosun John Young, QEE Milan Dzurek, Bosun Gheorghe Savencu, AB Ali Naser, GUDE Dakura Smith, and GUDE Norrell Casey.



WELCOME ASHORE IN TACOMA – OMI Rolando Bundang (left), pictured at the hiring hall with SIU Port Agent Warren Asp, receives his first pension check. He started sailing with the SIU in 1993.



FULL BOOK IN ALGONAC – OS Ryan Heimberger (left) receives his full book from SIU Secretary-Treasurer Tom Orzechowski at the hiring hall.



LONE STAR STATE OUTREACH – SIU Patrolmen Kelly Krick (left) and J.B. Niday (right) team up with Carol Berry from SIU-contracted Ocean Shipholdings for a recruiting event in Harris County, Texas.

Annual Funding Notice For Seafarers Pension Plan

Introduction

This notice includes important information about the funding status of your multi-employer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning January 1, 2023 and ending December 31, 2023 ("Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and each of the two preceding plan years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

Funded Percentage			
	2023	2022	2021
Valuation Date	January 1, 2023	January 1, 2022	January 1, 2021
Funded Percentage	145.3%	167.7%	151.6%
Value of Assets	\$1,783,210,942	\$2,141,291,665	\$1,926,792,688
Value of Liabilities	\$1,227,605,684	\$1,276,930,690	\$1,270,798,767

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of the Plan Year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years.

The December 31, 2023 fair value of assets disclosed below is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

	December 31, 2023	December 31, 2022	December 31, 2021
Fair Market Value of Assets	\$1,896,602,891	\$1,783,210,942	\$2,141,291,665

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

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

If the plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2024, separate notification of the status has or will be provided.

Participant Information

The total number of participants and beneficiaries covered by the plan on the valuation date was 18,342. Of this number, 7,101 were current employees, 6,838 were retired and receiving benefits, and 4,403 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

Investment objectives:

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

Investment Guidelines:

With respect to any Investment Manager who is appointed by the Trustees, the Investment Manager is a bank (trust company), insurance company, or registered investment advisor under the Investment Advisers Act of 1940. Full discretion, within certain guidelines, is granted to each Investment Manager with regard to the sector and security selection and the timing of any transactions.

Asset Allocation:

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

Asset Class	Target	Range
Domestic Equities	50%	40% - 60%
Fixed Income and Cash Equivalents	40%	30% - 50%
Real Estate	10%	0% - 20%

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan's investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and

industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

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

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

Asset Allocations	Percentage
1. Cash (interest-bearing and non-interest bearing)	
2. U.S. Government securities	15
3. Corporate debt instruments (other than employer securities):	
a. Preferred	8
b. All other	
4. Corporate stocks (other than employer securities):	
a. Preferred	
b. Common	22
5. Partnership/joint venture interests	
7. Real estate (other than employer real property)	1
8. Loans (other than to participants)	
9. Participant loans	
10. Value of interest in common/collective trusts	42
11. Value of interest in pooled separate accounts	
12. Value of interest in master trust investment accounts	
13. Value of interest in 103-12 investment entities	
14. Value of interest in registered investment companies (e.g., mutual funds)	14
15. Value of funds held in insurance co. general account (unallocated contracts)	
16. Employer-related investments:	
a. Employer securities	
b. Employer real property	
17. Buildings and other property used in plan operation	
17. Other	

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

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact your plan administrator if you want information about your accrued benefits. Your plan administrator is identified below under "Where To Get More Information."

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

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

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

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

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

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pb.gc.gov/multiemployer. Please contact your employer or plan administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information About Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact the Plan Administrator at: Seafarers Pension Plan, Attn: Margaret Bowen, 5201 Capital Gateway Drive, Camp Springs, MD 20746; 301.899.0675

For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329.



Want to keep up with all of the most important SIU updates?

SIGN UP FOR SIU TEXT ALERTS!

text 'join' to (412) 899-8989

May & June Membership Meetings

Piney Point	Monday: May 6, June 3
Algonac	Friday: May 10, June 7
Baltimore	Thursday: May 9, June 6
Guam	Thursday: May 23, June 20
Honolulu	Friday: May 17, June 14
Houston	Monday: May 13, June 10
Jacksonville	Thursday: May 9, June 6
Joliet	Thursday: May 16, June 13
Mobile	Wednesday: May 15, June 12
New Orleans	Tuesday: May 14, June 11
Jersey City	Tuesday: May 7, June 4
Norfolk	Friday: May 10, June 7
Oakland	Thursday: May 16, June 13
Philadelphia	Wednesday: May 8, June 5
Port Everglades	Thursday: May 16, June 13
San Juan	Thursday: May 9, June 6
St. Louis	Friday: May 17, June 14
Tacoma	Friday: May 24, June 21
Wilmington	Monday: May 20, June 17

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from March 16 - April 15, 2024.
"Registered on the Beach" data is as of April 16, 2024.

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	11	3	1	14	5	0	4	38	12	2
Anchorage	1	2	0	1	1	0	0	3	2	0
Baltimore	5	1	0	4	1	0	2	5	4	1
Fort Lauderdale	12	4	5	9	3	3	5	24	9	6
Guam	2	1	0	1	0	0	0	3	1	0
Harvey	7	3	2	5	3	2	2	9	7	7
Honolulu	3	0	0	3	1	0	1	9	3	0
Houston	19	25	9	21	16	1	11	42	26	11
Jacksonville	28	24	11	16	23	7	8	38	24	5
Jersey City	12	6	1	15	8	1	9	34	10	3
Joliet	5	2	2	0	0	0	0	7	3	2
Mobile	3	2	5	4	5	3	4	4	2	1
Norfolk	16	13	8	10	9	6	7	20	14	10
Oakland	9	3	1	4	2	0	1	13	7	2
Philadelphia	3	3	0	1	0	0	1	5	5	0
Piney Point	1	1	0	0	1	0	0	2	0	0
Puerto Rico	3	1	0	2	1	0	0	8	1	0
Tacoma	19	3	3	13	7	0	7	27	5	7
St. Louis	2	1	2	1	0	1	1	2	2	1
Wilmington	18	9	5	14	5	0	7	44	15	7
TOTAL	179	107	55	138	91	24	70	337	152	65
Engine Department										
Algonac	3	1	0	3	2	0	0	7	2	2
Anchorage	0	0	1	1	0	0	0	0	1	1
Baltimore	4	3	1	2	1	0	1	3	1	1
Fort Lauderdale	3	0	2	2	1	1	2	13	5	2
Guam	1	1	0	1	0	0	0	1	1	0
Harvey	1	0	0	1	1	0	0	5	1	1
Honolulu	5	2	0	4	1	0	1	9	3	1
Houston	10	6	3	7	6	3	4	17	10	4
Jacksonville	11	15	4	12	13	5	5	20	17	3
Jersey City	2	3	0	4	1	0	1	9	8	0
Joliet	0	2	0	2	1	1	0	3	1	0
Mobile	0	3	0	0	1	0	0	3	3	0
Norfolk	12	9	3	10	10	2	5	19	6	5
Oakland	3	1	2	0	1	1	0	8	2	3
Philadelphia	2	0	0	1	0	0	1	1	0	0
Piney Point	2	2	0	0	0	0	0	2	2	0
Puerto Rico	0	0	0	2	0	1	0	2	1	1
Tacoma	2	1	2	2	4	2	2	9	4	2
St. Louis	2	1	0	1	0	0	0	3	1	1
Wilmington	9	5	3	5	3	2	2	15	8	2
TOTAL	72	55	21	60	46	18	24	149	77	29
Steward Department										
Algonac	5	3	0	3	0	0	0	11	3	1
Anchorage	0	0	0	0	1	0	0	0	2	0
Baltimore	1	0	0	1	0	0	0	1	0	0
Fort Lauderdale	5	2	1	4	2	0	2	12	3	2
Guam	1	0	0	2	0	0	0	2	0	0
Harvey	1	0	0	1	2	0	3	2	4	1
Honolulu	4	2	0	4	1	1	1	10	3	0
Houston	10	6	4	4	4	2	2	15	7	4
Jacksonville	15	18	6	10	12	3	6	20	25	7
Jersey City	7	3	2	3	2	0	3	16	4	2
Joliet	1	0	0	0	0	0	0	2	0	0
Mobile	3	2	0	2	2	0	3	5	1	0
Norfolk	14	17	6	8	9	0	2	23	20	7
Oakland	10	5	1	6	2	3	1	15	4	2
Philadelphia	0	1	0	0	0	0	0	1	2	0
Piney Point	0	2	1	0	2	1	2	4	4	1
Puerto Rico	2	3	0	2	0	0	1	5	8	0
Tacoma	5	4	0	6	4	0	1	10	7	1
St. Louis	2	1	0	1	0	0	1	2	1	0
Wilmington	9	7	0	10	3	1	5	27	15	2
TOTAL	95	76	21	67	46	11	33	183	113	30
Entry Department										
Algonac	1	6	10	0	2	6	1	3	12	25
Anchorage	0	4	0	0	1	0	1	0	5	1
Baltimore	0	1	1	0	1	2	1	0	0	2
Fort Lauderdale	0	3	3	0	3	1	0	0	5	10
Guam	0	1	4	0	0	2	0	0	1	3
Harvey	0	2	1	0	2	2	1	2	6	4
Honolulu	1	1	4	0	1	3	0	1	4	4
Houston	1	15	13	1	9	7	3	1	21	35
Jacksonville	1	26	52	0	20	21	4	2	38	110
Jersey City	0	9	13	0	2	10	1	1	15	21
Joliet	0	1	3	0	0	0	0	0	1	3
Mobile	0	2	2	0	0	3	0	0	2	5
Norfolk	0	5	20	0	3	20	4	0	10	38
Oakland	0	6	6	0	3	4	1	0	10	12
Philadelphia	0	0	0	0	0	2	0	0	2	2
Piney Point	0	12	8	0	12	9	3	0	4	4
Puerto Rico	0	0	1	0	0	1	0	1	0	0
Tacoma	3	5	6	2	1	5	2	6	15	13
St. Louis	0	1	1	0	0	0	0	0	1	2
Wilmington	1	7	8	2	4	5	2	2	26	14
TOTAL	8	107	156	5	64	103	24	19	178	308
GRAND TOTAL	354	345	253	270	247	156	151	688	520	432

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Nicholas Celona, Vice President Government Services

Bryan Powell,
Vice President Lakes and Inland Waters

↔
HEADQUARTERS

5201 Capital Gateway Drive
Camp Springs, MD 20746 (301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
(810) 794-4988

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

606 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

625 N. York St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

45353 St. George's Avenue, Piney Point, MD
20674
(301) 994-0010

PORT EVERGLADES

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

SAN JUAN

659 Hill Side St., Summit Hills
San Juan, PR 00920
(787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4001/4002

Inquiring Seafarer

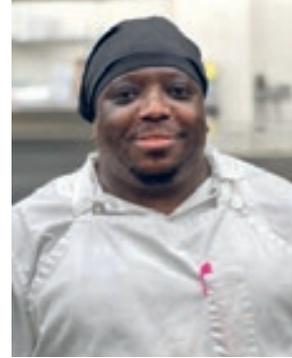
This month's question was answered by upgraders at the Paul Hall Center in Piney Point, Maryland.

Question: What are some things you like about this school?



Shaun Wood
AB/Storekeeper

This school gives you the opportunity to upgrade. There are some great classes and they're always adding classes. Just the quality of the classes and allowing us to increase our earning potential.



Wilson Palacios
Chief Cook

I've been learning from the moment I got here. This is my first time here as an upgrader and it's incredible. Good teachers. This is a great opportunity.



Deyni Camacho
Chief Cook

The instructors are great. They take their time to make sure you're learning, and you can tell they enjoy what they're doing. They teach you the proper skills.



Rey Agapay
Chief Steward

I definitely appreciate the curriculum and the instructors here in Piney Point. The school is constantly improving and has changed for the better over the years.



Deshawn Montana
Chief Cook

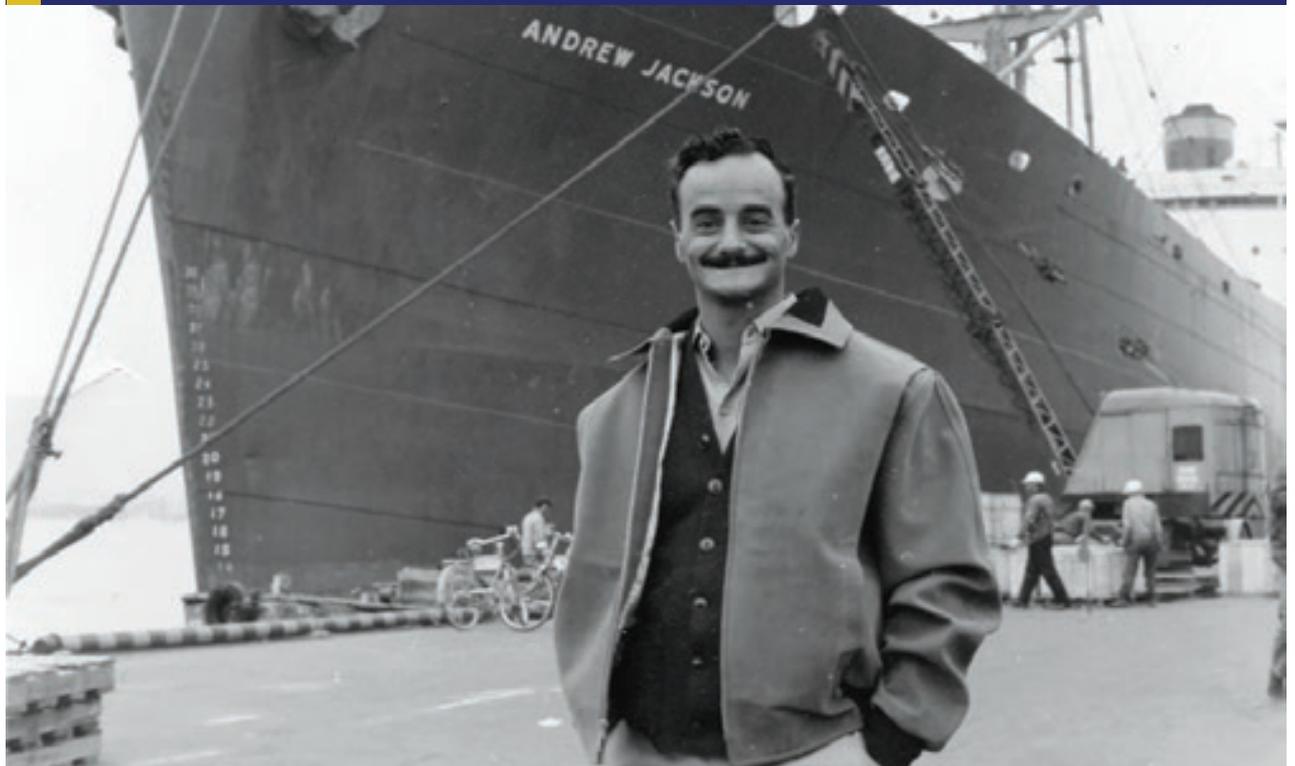
It's an awesome school. Everything's good. You definitely get what you come for. I've been here twice and it's obvious the school is progressing.



Kajaun Gamble
GUDE

They provide us with everything we need. This is the best career I've ever had, and the school is a big part of it. I just learned a lot in the government vessels course.

Pic from the Past



OS Herbert "Frenchy" Deboissiere stands near Waterman's *Andrew Jackson* in 1967.

Welcome Ashore!

We pay tribute to our brothers and sisters of the SIU who have recently retired. THANK YOU for a job well done and we wish you fair winds and following seas.

DEEP SEA

LAWRENCE BANKS

Brother Lawrence Banks, 63, signed on with the SIU in 1985 when he sailed on the *Maine*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Banks' final vessel was the *Overseas Mykonos*. He resides in Mobile, Alabama.



MARTIN BUCK

Brother Martin Buck, 65, joined the union in 1979. A steward department member, he first sailed aboard the *Aries*. Brother Buck upgraded at the Piney Point school on numerous occasions. He last sailed on the *APL Islander* and lives in Pompano Beach, Florida.



ROLANDO BUNDANG

Brother Rolando Bundang, 63, embarked on his career with the Seafarers in 1993. He initially sailed on the *Independence* and was a member of the engine department. Brother Bundang upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the *American Freedom* and lives in Poulsbo, Washington.



FERDINAND CHARITE

Brother Ferdinand Charite, 77, donned the SIU colors in 2000 when he sailed aboard the *Cornhusker State*. He was a steward department member and upgraded on multiple occasions at the Piney Point school. Brother Charite concluded his career aboard the *Ocean Trader*. He is a resident of Lehigh Acres, Florida.



CLINTON CROWDEN

Brother Clinton Crowden, 70, started his career with the union in 1987, initially sailing with Dixie Carriers. A deck department member, he upgraded at the Paul Hall Center on numerous occasions. Brother Crowden last shipped on the *American Liberty*. He is a New Orleans resident.



PATRICK DURNIN

Brother Patrick Durnin, 71, became a Seafarer in 1977. A steward department member, he first sailed aboard the *Santa Maria*. Brother Durnin upgraded at the Piney Point school on multiple occasions. He last shipped on the *Horizon Kodiak* and is a resident of Gig Harbor, Washington.



ISABELO FERNANDEZ

Brother Isabelo Fernandez, 67, began his career with the Seafarers International Union in 1991, when he sailed on the *Independence*. He was a member of the engine department and upgraded on numerous occasions at the Paul Hall Center. Brother Fernandez last shipped on the *Horizon Enterprise* and lives in Pearl City, Hawaii.



ROBERTO FLAUTA

Brother Roberto Flauta, 61, started sailing with the SIU in 1992. He sailed in the deck department and first shipped on the *Independence*. Brother Flauta upgraded often at the Piney Point school. He concluded his career aboard the *Gem State* and settled in Livermore, California.



CARL HERRMANN

Brother Carl Herrmann, 68, began sailing with the Seafarers in 2001, initially working aboard the *Overseas New York*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Herrmann last shipped on the *USNS Pililaau*. He lives in Honolulu.

CARLOS JAMES

Brother Carlos James, 65, joined the SIU in 1978. He first sailed aboard the *Arecibo* and primarily worked in the engine department. Brother James upgraded on multiple occasions at the Piney Point school. He last shipped on the *USNS Altair* and is a Houston resident.

RICKY PETTAWAY

Brother Ricky Pettaway, 61, became a member of the union in 1991. He shipped in the engine department and first sailed on the *Sealift Indian Ocean*. Brother Pettaway upgraded at the Paul Hall Center on several occasions. He most recently sailed on the *USNS Capella* and settled in Mobile, Alabama.



WILLIAM RACKLEY

Brother William Rackley, 65, embarked on his career with the Seafarers in 1982, initially sailing aboard the *Overseas Joyce*. A deck department member, he upgraded often at the Piney Point school. Brother Rackley's final vessel was the *Fisher*. He lives in Honolulu.



ANTHONY SABATINI

Brother Anthony Sabatini, 67, signed on with the SIU in 1990 when he worked on the *Lawrence Gianella*. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother Sabatini most recently shipped on the *Marjorie C.* and settled in San Diego.



GREAT LAKES

ROBERT WOJTASZEK

Brother Robert Wojtaszek, 65, became an SIU member in 1977. He first shipped on the *Detroit Edison* and worked in the deck department. Brother Wojtaszek's final vessel was the *Buffalo*. He makes his home in Rogers City, Michigan.

INLAND

RICHARD GUERRA

Brother Richard Guerra, 62, began sailing with the SIU in 1980. He sailed in both the deck and engine departments. Brother Guerra upgraded at the Piney Point school on multiple occasions. He was employed with G&H Towing for the duration of his career and lives in La Marque, Texas.



DONALD HEATH

Brother Donald Heath, 72, donned the union colors in 1983 when he worked with Virginia Pilot Corporation. He worked in the deck department and remained with the same company for his entire career. Brother Heath calls Hampton, Virginia, home.



REINALDO MEDINA

Brother Reinaldo Medina, 65, joined the Seafarers in 1983. He sailed in the engine department and worked for Crowley Puerto Rico Services for the duration of his career. Brother Medina resides in Carolina, Puerto Rico.

DAVID MONTGOMERY

Brother David Montgomery, 62, joined the union in 1990 when he worked with Higman Barge Lines. Brother Montgomery was a deck department member. He last worked with Moran Towing of Texas and settled in Hayes, Virginia.

STEVEN RUSSELL

Brother Steven Russell, 62, signed on with the union in 1981 and sailed in both the deck and engine departments. Brother Russell was employed with Crescent Towing and Salvage for the duration of his career. He makes his home in Slidell, Louisiana.

LOWELL TOPHAM

Brother Lowell Topham, 63, embarked on his career with the SIU in 2002. He was a member of the deck department and upgraded at the Piney Point school on several occasions. Brother Topham worked for OSG Ship Management for his entire career. He lives in Tampa, Florida.



STEVEN WOODS

Brother Steven Woods, 69, signed on with the union in 1973. He sailed in the deck department and worked for Dravo Basic Materials for his entire career. Brother Woods makes his home in Amite, Louisiana.

Final Departures

In solemn remembrance, we honor the legacies of these union members who have crossed the final bar. May they rest in peace.

DEEP SEA

AWADH AHMED

Pensioner Awadh Ahmed, 61, passed away February 14. He signed on with the Seafarers International Union in 2005 when he sailed aboard the *Midnight Sun*. A deck department member, Brother Ahmed last shipped with Keystone Ocean Services. He became a pensioner in 2023 and settled in Dearborn, Michigan.



LONDON CURRY

Pensioner London Curry, 89, died February 7. He joined the union in 1977 and initially sailed aboard the *Long Lines*. Brother Curry worked in the steward department. He concluded his career aboard the *Defender* before retiring in 2000. Brother Curry resided in Lancaster, California.



RONALD DAILEY

Pensioner Ronald Dailey, 90, passed away January 12. He started shipping with the SIU in 1977 when he sailed with Dixie Carriers. Brother Dailey was a member of the deck department and last shipped on the *Newark Bay*. He became a pensioner in 1999 and made his home in Spring Hill, Florida.



KONSTANTY DUCZYMINSKI

Pensioner Konstanty Duczynski, 83, died November 29. He began his career with the Seafarers in 1998. Brother Duczynski first shipped on the *Steven L. Bennett* and was a member of the deck department. He last sailed aboard the *Baldomero Lopez*, before retiring in 2014. Brother Duczynski resided in Gdynia, Poland.



ARTHUR ELLIOTT

Pensioner Arthur Elliott, 87, passed away January 22. He donned the SIU colors in 1958 and first shipped with Boston Towing Boat Company. A member of the deck department, Brother Elliott concluded his career aboard the *Arecibo*. He became a pensioner in 2001 and settled in Rockaway Point, New York.



CLEMENTE FIGUEROA

Pensioner Clemente Figueroa, 85, died January 28. He signed on with the Seafarers International Union in 1968 when he sailed aboard the *Overseas Horace*. Brother Figueroa worked in all three departments. He last sailed aboard the *Charleston* and became a pensioner in 1997. Brother Figueroa resided in Lakeland, Florida.



BERNARD HUTCHING

Pensioner Bernard Hutching, 66, passed away January 19. He started sailing with the union in 1979, initially working aboard the *Puerto Rico*. Brother Hutching sailed in both the deck and engine departments and concluded his career aboard the *John Boland* in 2004. He began collecting his pension in 2022 and made his home in Leonardtown, Maryland.

STUART INGALLS

Pensioner Stuart Ingalls, 74, died January 29. He donned the SIU colors in 2000. A steward department member, Brother Ingalls first shipped on the *USNS Loyal*. He last sailed aboard the *USNS Bowditch* and became a pensioner in 2021. Brother Ingalls lived in Universal City, Texas.



MARCOS LEGASPI

Brother Marcos Legaspi, 88, passed away December 16. Signing on with the Seafarers International Union in 1968, he first shipped with Michigan Tankers. Brother Legaspi was a member of the steward department. He last sailed aboard the *Mokihana* in 1999 and settled in San Francisco.



THOMAS MOOSE

Pensioner Thomas Moose, 95, passed away January 8. He embarked on his career with the Seafarers in 1952 when he sailed on the *Thomas Stone*. Brother Moose was a member of the deck department and last sailed aboard the *Adventurer*. He became a pensioner in 1985 and lived in Kannapolis, North Carolina.



JAMES MURPHY

Pensioner James Murphy, 66, died January 25. He began sailing with the SIU in 1978. A deck department member, Brother Murphy was first employed with States Steamship Company. He most recently sailed aboard the *Empire State* and retired in 2021. Brother Murphy was a resident of Garberville, California.



JUAN ORTIZ

Pensioner Juan Ortiz, 88, died January 28. He became a member of the union in 1979. Brother Ortiz first sailed aboard the *Connecticut*. He worked in all three departments and concluded his career aboard the *Humacao*. Brother Ortiz went on pension in 2000 and resided in Ponce, Puerto Rico.



DANNY PARKER

Brother Danny Parker, 40, has passed away. He signed on with the Seafarers International Union in 2019 when he sailed aboard the *Endurance*. Brother Parker most recently shipped on the *Texas*. He lived in Portland, Oregon.

JAINE SERRANO

Pensioner Jaine Serrano, 76, died December 27. A steward department member, he joined the union in 2003 when he sailed aboard the *Cleveland*. Brother Serrano's final vessel was the *Comet*. He became a pensioner in 2014 and made his home in Hoquiam, Washington.



DEVALENCE SMILEY

Pensioner Devalence Smiley, 66, passed away January 1. He donned the SIU colors in 2004, initially sailing on the *USNS Antares*. Brother Smiley worked in the steward department and concluded his career aboard the *Liberty Pride*. He went on pension in 2023 and was a Miami resident.



RICHARD STUVERUD

Pensioner Richard Stuverud, 79, died February 18. He started sailing with the Seafarers in 1990 when he shipped on the *Independence*. Brother Stuverud sailed in both the deck and engine departments and also worked on shore gangs. He was last employed with American Service Technology and began collecting his pension in 2009. Brother Stuverud lived in Federal Way, Washington.



INLAND

DAVID AUD

Pensioner David Aud, 71, died February 1. Signing on with the SIU in 1971, he was initially employed with Steuart Transportation Company. Brother Aud was a member of the deck department. He last worked with Piney Point Transportation in 1997. Brother Aud went on pension in 2018 and resided in Mechanicsville, Maryland.



TRACY REED

Pensioner Tracy Reed, 63, passed away January 9. He joined the Seafarers International Union in 1989, initially sailing aboard the *Baldomero Lopez*. A deck department member, Brother Reed was last employed by Crowley Towing and Transportation before going on pension in 2015. He called Van Buren, Arkansas, home.

NMU

AVELL BROWN

Pensioner Avell Brown, 77, passed away December 21. Brother Brown was a member of the steward department. He last shipped aboard the *Liberator* and retired in 2007. Brother Brown was a resident of Mobile, Alabama.



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.

LONE STAR STATE (Intrepid Personnel & Provisioning), October 22 - Chairman **Lionel Rivas**, Secretary **Clifford Simril**, Educational Director **Ahmed Sennain**, Engine Delegate **Santiago Ruiz**. Bosun gave thanks to deck department for a job well done getting deck ready for inspection. He asked ABs to be patient while they wait to be properly relieved. Educational director reminded crew to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members motioned to increase retirement pay and suggested reducing the length of the school's AB program. Crew would like vacation pay to be 15 for 30. Members were encouraged to recruit any family or friends that might be interested in shipboard work. Next port: Lake Charles, Louisiana.

EDWARD A. CARTER, JR. (Sealift, Inc.), December 10 - Chairman **Daron Tinney**, Secretary **Janelle Harper**, Educational Director **Lawrence Wright**. Chairman reviewed new contract, including wage increases, and talked about Union Plus programs that are available to Seafarers and their families. Members requested reimbursements for safety shoes, wage increases for all positions, new shower heads, external deep freezer for food waste, TVs for rooms and raises in vacation pay.

MAERSK CHICAGO (Maersk Line, Limited), January 19 - Chairman

Mario Ordonez, Secretary **Bernard Butts**, Educational Director **George Biesel**, Deck Delegate **Gustavo Arzu**, Engine Delegate **Syed Iqbal**, Steward Delegate **Richard Torres**. Crew discussed hazardous duty pay. Educational director advised members to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education. Crew requested increases in vacation days and for retirement requirements be lowered. Members want compensation during times they are unable to get relief. Crew asked for new vacuums for each deck, working TVs in each room and new pillows and linens.

MAERSK KENSINGTON (Maersk Line, Limited), January 28 - Chairman **Arsenio Obenza**, Secretary **Noel Segovia**, Deck Delegate **Julio Martinez**, Steward Delegate **Andrea Hargrove**. Members still asking for new TVs in all crew rooms and for reliable Wi-Fi signal. Chairman encouraged members to read the *Seafarers LOG* and thanked everyone for getting along and working well together. He reminded members to clean their rooms and leave fresh linen for onboarding crew. Secretary thanked everyone for a safe trip. He advised crew to upgrade their credentials before coming to hiring halls for jobs. Educational director recommended members upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members requested new towels and reclining

chairs in rooms. Crew thanked the steward department for a good job preparing food and refreshments.

MAERSK SENTOSA (Maersk Line, Limited), January 28 - Chairman **Ali Alhamyari**, Secretary **Gerard Cox**, Educational Director **Wordell Prescott**, Deck Delegate **Harsono Saratoga**, Engine Delegate **Sammy Montana**, Steward Delegate **Dio-genes Derecho**. Chairman advised crew to read the president's report from the *Seafarers LOG*. No beefs or disputed OT reported. Crew discussed hazardous duty and requested pay increases for hazardous areas. Members asked to be reimbursed for work shoes more than once a year. Crew requested better chair for steward's room. Next port: Newark, New Jersey.

EDWARD A. CARTER, JR. (Sealift, Inc.), January 29 - Chairman **Daron Tinney**, Secretary **Janelle Harper**, Educational Director **Liam Richey**. Members talked about monthly room inspections. They suggested having overtime allotments either weekly or monthly to allow crew time to clean rooms. Members reported inconsistencies with payroll during captain changeover.

ALLIANCE FAIRFAX (Maersk Line, Limited), February 7 - Chairman **Michael Stein**, Secretary **Darrisha Bryant**, Educational Director **Kyle Williamson**, Deck Delegate **Darvin Brown**, Engine Delegate **Ghadir**

Sarkis, Steward Delegate **John Ward**. Crew went over letter of understanding from SIU regarding Red Sea transit. Secretary requested more official paperwork on ship. Educational director urged crew to upgrade at the Piney Point school and to keep up with documents. No beefs or disputed OT reported. Next port: Freeport, Texas.

NATIONAL GLORY (Intrepid Personnel & Provisioning), February 24 - Chairman **Anwar Martinez Norales**, Secretary **Tania Ramirez-Diego**, Educational Director **Akim Davis-Griffin**, Deck Delegate **James Eastman**, Engine Delegate **Nicolya Johnson**. Chairman reminded members to follow proper chain of command to resolve issues and reviewed details about vacation pay. Everyone working well together per chairman's report. Secretary praised crew for a job well done. Educational director reiterated the importance of attending upgrading courses at the Paul Hall Center for Maritime Training and Education. Crew received positive feedback from officers and captain. SA needed for help in galley. No beefs or disputed OT reported. Members talked about bringing aboard additional members and discussed penalty pay for certain jobs. Water from galley will be bottled, no longer tap. Next port: Fort Lauderdale, Florida.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters 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 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:

George Tricker, Chairman
Seafarers Appeals Board
5201 Capital Gateway Drive
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 David Heindel at headquarters by certified mail, return receipt requested. The address is:

David Heindel, President
Seafarers International Union
5201 Capital Gateway Drive
Camp Springs, MD 20746

Fun Savings **just for you**

Union Plus Entertainment Discounts offer savings to union families on everything from theme parks and the zoo to movie tickets and sporting events.

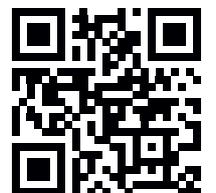


**Savings for union families on
amusements parks**

Save big bucks on attractions



See more at
unionplus.org



SIU-AM-04-18-24

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #906 – Graduated March 1: Jose Abreu Jr., Raymond Barnhart II, Boaventura Barros III, Wilson Bernardez, Broderick Brown II, Monica Burney, Reyes Gonzalez Jr., Carl Griffin III, Jalon Jones, Tariq Mamudu, Justice Marques Da Silva, Henry Middleton III, Samuel Penn, Chantanique Reid, Cristian Salazar, Collyn Swopes and Ty-rrell Washington.



CERTIFIED CHIEF COOK (MODULE 4) – Graduated March 8: Reynaldo Agapay, Deyni Camacho Fernandez, Nyasa Henry, Tamara Houston, Deshawn Montana, Wilson Palacios Arriola and Keauni Pullett.



CHIEF STEWARD – Graduated March 8 (not all are pictured): Xavier Burgos, Julian De Los Santos, Michael Page, Marquisha Simmons and Ronald Williams.



ELECTRONIC NAVIGATION – Graduated March 22: Joseph Bowen, Aurora Foster, Jeffery Griffin, Caliph Johnson II, Josean Villarrubia, Derek Willis, Seamus Woods and Damon Zschoche.



TANK SHIP FAMILIARIZATION (UPGRADERS) – Graduated March 29: Anton Lewis Gonsalves (right) and David Pacheco.



GOVERNMENT VESSELS– Graduated March 8 (not all are pictured): Tomas Fallor, Thomas Flores Garcia, Timothy Jackson, Jayante McBryde, Tommy McGahe, Michael Mendoza, Luis Ojeda Galeana, Keny Perez Zapata, Schehera Poole, Rudy Puerto Sr., Terrell Redmond, Arturo Reyes, Saleh Saeed, Skyler Tommila, Joseph Toth, Cruz Valentin Garcia, Noel Veloso and Clifford Williams IV.

Paul Hall Center Class Photos



TANK SHIP FAMILIARIZATION (DL) – Graduated March 29: Brize Agbayani, Andrew Brown, Justin Brown, Elon Dancy-Mosley, Nirel Escalante, Eliza Fitzgerald, Christopher Flood, Kenny Galeno, Nathan Goodhart, Jonathan Graham, Naylor Griffin-Taylor, Giveric Henderson, Victor Mak, Andrew Mentzer, Arkadiusz Mochocki-Klusik, Jacob Rhoney, Tavon Spence, Juan Velasquez Jr. and Cedric Wallace Jr.



TANK SHIP FAMILIARIZATION (LG) – Graduated March 15 (left to right): Julian De Los Santos and Kajaun Gamble.



WELDING – Graduated March 22: Alexander Boothby (middle) and Julian Rubbo (left). Instructor Chris Raley is at the far right.



UA TO ABLE SEAFARER (DECK) – Above: Tahjarian Campbell, Abdiel Cintron Crespo, Manuel Delgado, Christian Felton, Tyree Harris, Stephen Hoskins, Kumasi Johnson, Juliette Mandal, Caleb Miller, Jawuam Mixon, Malik Oxendine Jr., Jack Pier, Julian Ramirez, Nick Randall, Blake Seele, James Shoats, Betty Sirait and Alexis Walker. Instructor Michael Coulbourn is at far left.



GOVERNMENT VESSELS – Graduated March 29 (not all are pictured): Danilo Achacoso, Jarrett Andrews Jr., John Cairns, Benjamin Ines, Kristina Jones, Chad Klingensmith, Jason Overly, Wilson Palacios Arriola, Juan Ruiz Manaiza, Kurtz Sausman, Louis Sorito Jr., Brandon Thomas, Tara Trillo, Larry Troutman Jr., Bob Tuilaepa, Lavon White Jr. and Jonathan Yates.

SEAFARERS LOG

OFFICIAL PUBLICATION OF THE SEAFARERS INTERNATIONAL UNION – ATLANTIC, GULF, LAKES AND INLAND WATERS, AFL-CIO

New Tonnage Enters SIU Fleet



The SIU in late March helped welcome the new Waterman ship *M/V Green Ocean* into the Seafarers-crewed fleet.

A “Maiden Voyage Celebration” ceremony took place March 25 in Baltimore (just one day before the tragic allision involving the foreign-flag vessel *Dali* and the Key Bridge). SIU President David Heindel, Executive Vice President Augie Tellez, and Port Agent John Hoskins were on hand for the occasion, along with the SIU crew.

Built in 2023, the *Green Ocean* replaces the *Green Ridge* in Waterman’s Maritime Security Program (MSP) fleet. At press time, the company also was readying to add the newbuild *Green Wave* in place of the *Green Lake*.

A roll-on/roll-off ship, the *Green Ocean* is 655 feet long, has a breadth of 125 feet and features a dozen decks.

Speakers at the Baltimore ceremony included (in order) Maryland Port Administration Executive Director Jonathan Daniels; Waterman Logistics President Henry Nuzum; U.S. Transportation Command Deputy Commander Lt. Gen. John P. Sullivan; and Maritime Administrator Ann Phillips.

The MSP is widely regarded as a crucial, cost-effective component of U.S. sealift capability.



SIU Jacksonville Port Agent Ashley Nelson (left) and Bosun Vasily Semes are pictured near the vessel in Brunswick, Georgia, in late March.



Seafarers, SIU officials and other attendees gather near the vessel. Among those pictured are SIU President David Heindel (sixth from left) and SIU Exec. VP Augie Tellez (far left).



Maritime Administrator Ann Phillips



Waterman Logistics President Henry Nuzum



Lt. Gen. John P. Sullivan



SA Catherine Lirio, Chief Cook Brittany Harris, SB John Canson