



# SEAFARERS LOG

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

## SIU Members Crew Up Reflagged Tanker

The union recently gained new shipboard jobs when the shallow-draft tanker *Dream Pioneer* (below) reflagged under the Stars and Stripes. Some of the first SIU members to sail aboard the U.S. Marine Management vessel – renamed as the *Redwood Trader* – are pictured in the other photo. *Page 3.* (Ship photo by Seongwoo Park)



## Steward Departments Brighten Thanksgiving

SIU galley gangs across the fleet made extra efforts to help ensure their fellow mariners enjoyed holiday delicacies despite being on the job. Pictured aboard the *Perla Del Caribe* (TOTE Services) on Thanksgiving are (from left) Chief Cook Fernando Marques and Recertified Steward Tony Mendez. For additional photos, see *pages 10-11.*



## Union Election Winds Down

The SIU election was scheduled to conclude Dec. 31 (after press time). Recently securing their respective ballots aboard the *Liberty Peace* (Liberty Maritime) are (from left) Chief Cook Claribel Cabral, STOS Noel Gay, Steward/Baker Bebiana Eason, AB Moises Arzu and AB Juan Salgado. *Page 4.*



## Wins – and More Work Ahead – in D.C.



David Heindel

While I wouldn't describe it as a Christmas present, the planned mid-December introduction of the Ships for America Act in Congress is a great boost to the U.S. Merchant Marine as we navigate the winter holidays.

The bill's co-sponsors are realistic about its path for advancement in the New Year – it'll take a lot of work, and passage won't happen overnight. But there is strong bipartisan backing for the bill, along with a growing awareness of our industry's importance to national, economic and homeland security.

As you may have seen online, the SIU publicly supported the Ships for America Act upon introduction (very close to our press time). We are

one of dozens of organizations and individual stakeholders that helped shape the bill as it went through draft revisions for more than a year. Personally, I find it an extraordinary piece of legislation that stands to revitalize, strengthen and sustain our nation's maritime industry.

The Ships for America Act addresses critical gaps in shipbuilding, maritime workforce development, and the modernization of our commercial fleet. It is a bold step toward ensuring that the United States maintains a robust and competitive maritime presence, which is essential for both economic and national security.

In my 51 years of working in this industry, whether at sea or ashore, I have not seen any maritime legislation as comprehensive and impactful as the Ships for America Act. I have urged labor and industry leaders to join us in supporting this long-overdue bill, as it not only honors the legacy of our maritime industry but also paves the way for its future growth and sustainability.

At the same time, and as original co-sponsor Sen. Mark Kelly – a former U.S. Merchant Mariner – said shortly before the bill was introduced, I also remind

everyone that this will be a process rather than an instant victory. Those of you who were sailing or otherwise following the industry back in the mid-1990s may remember how many pushes it took for us to help get the Maritime Security Act across the finish line. Similarly, and although this one was slightly before my time, the Merchant Marine Act of 1970 required a sustained and lengthy effort.

Notwithstanding those caveats, this is a huge opportunity for our industry. I sincerely thank Sen. Kelly, Sen. Todd Young, Rep. Trent Kelly and Rep. John Garamendi for introducing the bill, and I look forward to working for its passage.

We've got other good news to report from the nation's capital, too. As part of this year's Defense bill, both the Maritime Security Program (MSP) and the Tanker Security Program (TSP) will be extended five years, to 2040, when the bill passes (it has not yet done so as of press time), which is expected before the end of the year. I am proud to note that the SIU helped make it happen, particularly regarding the MSP. The MSP has been a foundational component of the U.S.-flag fleet since we helped secure passage of the aforementioned Maritime Security Act in 1996. The much-newer TSP promises to be a vital component moving forward."

Collectively, these are timely examples of why we're a politically active organization and always will be. Your jobs are directly dependent on federal laws (among other factors), and that's why we're always on the front lines in Washington, as well as staying active at the state and local levels of government.

### Building on Success

As of this writing in mid-December, I am finishing my first full calendar year as president of our great union, and closing in on two years at the helm, total. I appreciate your supportiveness and I assure you that while no organization is perfect, we always strive to be proactive, responsive and supportive of the rank-and-file membership.

If you read our "year in review" article elsewhere in this edition, I think you'll agree that we earned many successes in 2024, and we are well-positioned to build on them in the New Year and beyond. I remain confident in our union and our industry, and am ready to help keep us on the right course, with your continued backing.

## Sen. Kelly: Ships for America Act Will Revitalize Industry

A strong U.S. maritime industry is essential to the nation, and the Ships for America Act is a timely, viable way to bolster it.

Pro-maritime U.S. Sen. Mark Kelly (D-Arizona) delivered those messages Nov. 21 at an industry gathering in the nation's capital. Attendees included SIU Vice President Contracts George Tricker, Assistant Vice President Pat Vandegrift, Director of Manpower Mark von Siegel, Political and Legislative Director Brian Schoeneman, and Political Consultant Terry Turner.

Kelly is a co-sponsor of the Ships for America Act, the most comprehensive maritime legislation put together in decades. The bill was expected to be formally introduced Dec. 18 or 19 (at press time). The SIU worked with industry allies for more than a year to help craft the legislation.

A former merchant mariner, astronaut and a Navy veteran, Kelly also is the grandson of a World War II U.S. Merchant Mariner. He told the audience in Washington, D.C., that his lifelong familiarity with, and support for, American maritime has led him to firmly conclude "we need to seriously and urgently reorient our maritime industry.... It's an issue that Congress and multiple administrations, Republican and Democrat,



Gathering for a photo immediately following the senator's remarks are (from left) SIU Director of Manpower Mark von Siegel, U.S. Sen. Mark Kelly (D-Arizona), SIU Asst. VP Pat Vandegrift, (rear) SIU Political and Legislative Director Brian Schoeneman, SIU VP Contracts George Tricker, and SIU Political Consultant Terry Turner.

have tried to grasp, but also sort of ignored for decades. Now, we can't afford to ignore this any longer."

The senator compared U.S.-flag fleet data from the mid-1980s, when he graduated from the U.S. Merchant Marine Academy, to today. He pointed out that the size of the U.S. fleet is dwarfed by China's. Kelly also lamented the gradual decrease in the number of U.S. shipyards.

"Despite the decline in size of our maritime industry, we're still facing a shortage of mariners that we need to man and crew these vessels, and the consequences of these failures are serious," he stated. "With oceans to the east and west, America has always been a maritime nation. More than 80% of goods imported into this country come by sea, making the maritime domain critical to our economy, and just as importantly, maritime transportation logistics are critical to our national security in a prolonged conflict overseas. We're going to have to rely on the U.S. Merchant Marine to provide the seafight we need to support overseas operations, and we need a more robust maritime industrial base here at home to make sure we have the shipbuilding and ship repair capacity to meet the needs of the Navy and other government shipbuilders."

Kelly said that such a broad and complex set of challenges "requires us to comprehensively rethink our national maritime strategy, and so over the past year, my team and I and others on Capitol Hill have worked with many of you and countless others throughout the

maritime industry to develop comprehensive legislation to rebuild the U.S. maritime industry. For months now, I've worked closely with (original co-sponsor) Rep. Mike Waltz (R) of Florida, who will be the incoming National Security Advisor for the president-elect."

The senator described four main components of the Ships for America Act.

"First, it works to make sure that U.S.-flag vessel costs are competitive in international commerce," he explained. "We provide tax incentives for private companies to consider shipping cargo on U.S.-flagged vessels and restore the cargo preference and agency reimbursement requirements that Congress undid in 2012. We also propose regulatory reforms, like looking for efficiencies to improve the way that the Coast Guard regulates vessels, and evaluate whether there are ways to allow vessels to flag into the fleet more efficiently. Lastly, we established a new program called the Strategic Commercial Fleet, which would complement the existing Maritime Security Program by bringing 250 new U.S.-flag vessels into the fleet over the next 10 years, by providing financial support to offset operating differences for the ocean carriers who provide the best value to our economic and national security."

He then turned to the importance of domestic shipbuilding capability, and outlined how the Ships for America Act will promote it.

Finally, Kelly described methods to attract and retain maritime personnel.

Seafarers LOG Volume 87 Number 1 January 2025  
The SIU online: [www.seafarers.org](http://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.

# Redwood Trader Flag-In Means New SIU Jobs



SIU-contracted U.S. Marine Management (USMMI) recently won a long-term charter from the U.S. Navy's Military Sealift Command for a shallow-draft tanker, bringing a new ship into the U.S.-flag registry and signaling new job opportunities for Seafarers.

The former *Dream Pioneer* recently reflagged under the Stars and Stripes and was renamed the *Redwood Trader*. Built in 2018, the ship will operate in the Far East. It is approximately 360 feet long, and 5,422 gross tons. She is the sister ship of *Pohang Pioneer*, USMMI's other shallow-draft tanker on charter to MSC and also manned by SIU members.

Recertified Steward **Bernard Butts** stated, "My experience with this re-flagging is that it has been very well planned and well executed, from the crewing of the vessel to making sure everything was in place when we arrived in Korea for the smoothest transition possible."

He added, "The vessel is in pretty good shape. It needed some cleaning but overall looks like a decent acquisition."

USMMI Vice President of Labor Relations David Sloane stated that the company "is proud to add another U.S.-flagged ship to our fleet serving U.S. national security interests. This charter continues USMMI's longstanding relationship with the U.S. Navy supporting their requirements. We appreciate the ongoing support from the SIU to supply our company with outstanding U.S. citizen mariners."

Along with Butts, the initial SIU crew included Bosun **Brayan Nunez Crisanto**, ABs **Nahun Bernardez Bernardez**, **Lester Marson Buchanan**, and **Zachary Wilkinson**, QMEDs **Tomas Merel** and **Jonathan Bernardez Bernardez**, OMU **Martin Dragon**, and Chief Cook **Chadon Williams**.



Prior to its recent reflag, the vessel was named *Dream Pioneer*. (Photo by Igor A. Savitskiy)

## Resolution Passes in Support Of Jones Act in Puerto Rico

Puerto Rico-based trade unionists recently expressed strong support for the Jones Act, America's freight cabotage law.

The AFL-CIO-affiliated Federation of Workers of Puerto Rico (FTPR) conducted its 23rd convention of delegates and election of officers in Caguas in mid-November. During the proceedings, SIU Assistant Vice President Amancio Crespo, who since 2022 has served as one of nine FTPR vice presidents, offered a pro-Jones Act resolution. The statement then was approved without opposition.

Resolution Number 8 reaffirms the statement approved at the 2022 national convention, and requests full and unconditional support for the Jones Act in Puerto Rico. The rationale for such backing includes the facts that the Jones Act helps maintain good-paying jobs in the territory and also ensures reliable cargo transportation to and from the island.

Chief Steward **Jacob Parrilla**, one of the delegates representing the SIU at the convention, spoke in support of the resolution, which in turn was seconded and confirmed by all the SIU delegates and everyone else in attendance.

"My table consisted of SIU members who were all delegates on our ships," Crespo noted. "They seconded a motion that I brought to the floor requesting all the unions in Puerto Rico, all the AFL-CIO unions, and all the unions with the FTPR to fully support the Jones Act and the cabotage law for Puerto Rico, because of all the jobs that

they create for Puerto Ricans residing in Puerto Rico and how important they are to the local economy. We had 100% support."

During the convention, Crespo was re-elected for his second term in his role as a vice president of the FTPR. He will serve in this role for the next three years.

"A lot of people have the wrong impression about the Jones Act," Crespo added. "Many people think that [the Jones Act] is why some of products that are brought in from stateside may cost more, but that is actually because of the tax code. It has nothing to do with transportation, which is basically what the Jones Act states. The Jones Act creates jobs, and it supports Americans getting those jobs as long as the merchandise moves in U.S. waters, but it has nothing to do with the Puerto Rico tax code."

He concluded, "I want people to know what the Jones Act is and how many jobs it brings to Puerto Rico. We've got thousands of good-paying jobs in Puerto Rico that are directly dependent on the Jones Act, and we don't cost the government a penny. On the contrary, most of our guys, the mariners, make their money outside of Puerto Rico, and yet, they pay their taxes and contribute to the economy here in Puerto Rico because they're residents, so it's a good thing for the economy."

All AFL-CIO-affiliated unions on the island of Puerto Rico were represented at the convention.



SIU attendees at the convention included (seated, from left) ABM Angel Pagan, Bosun Charles Ortiz, QMED Michel Cruz, Chief Steward Jacob Parrilla and (standing) Asst. VP Amancio Crespo.



SIU Asst. VP Amancio Crespo (right) reads the pro-Jones Act resolution, which then received unanimous backing from the other delegates.

# Voting Concludes in SIU's 2024 Election

Voting finished at the end of last month (December), and results of the election of officials for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters will be announced, in accordance with the SIU Constitution, upon completion of the tallying committee's work.

Special membership meetings were planned to take place last month (Dec. 30) at union halls listed in the SIU Constitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's constitutional ports, will tabulate results of the election, which started Nov. 1 in all SIU halls (and aboard many ships) and was scheduled to end Dec. 31.

The February issue of the *Seafarers LOG* will carry the election results. The ballot included a list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions). Individuals elected in this round of balloting will serve a four-year term lasting from 2025 through 2028.

The ballot also included 23 proposed amendments to the SIU Constitution.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity to pick up a ballot either in person at one of the 20 union halls around the country and overseas or via mail (absentee ballot).

Additionally, in order to facilitate participation and in accordance with past practice from the previous election, voting took place on numerous SIU-crewed vessels

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations and other related information appears in the October 2024 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all members at their last known addresses, with a list of all voting locations as well as a sample of the official ballot.



QMED Gabriel Santa Ramos (right) makes the most of his trip to the hall in San Juan, Puerto Rico, where he first secured his full book and then voted in the union election. Safety Director Ricky Rivera is at left.



Aboard the *Montford Point* (Ocean Shipholdings) in Norfolk, Virginia, Recertified Bosun Larry Dizon (left) and AB Noel Gemo complete their respective ballots.



Voting at the Houston hall are (from left) AB Carlos Avila, AB Franklin Akins, and AB Rommel Dela Vega.



Recertified Bosun John Cedeno casts his ballot in the SIU election aboard the tanker *Evergreen State* (Intrepid) in Texas.



Steward/Baker Hussain Nagi (right) obtains his ballot from SIU Patrolman James Bast at the Jersey City, New Jersey hiring hall.

## Hearings Imminent for Cabinet Nominees

The United States Senate this month will conduct hearings and begin the process of confirming nominees for cabinet-level positions when the 119th Congress is seated.

Among the various posts, the four that traditionally are most important to maritime labor are Secretary of Defense, Secretary of Labor, Secretary of Homeland Security, and Secretary of Transportation.

President-elect Trump has nominated decorated Army veteran and Fox News host Pete Hegseth as Secretary of Defense. For Secretary of Homeland Security, which is the agency that includes the Coast Guard, the President-elect has chosen North Dakota Governor Kristi Noem. In both cases, the nominees' respective views on the maritime industry are largely unknown, according to SIU Political and Legislative Director Brian Schoeneman.

Secretary of Transportation designee Sean Duffy, a former congressman, had a mixed record of backing maritime during his tenure in the House,

Schoeneman noted. That included less-than-supportive votes on separate amendments that would have negatively impacted cargo preference laws and the Maritime Security Program. Duffy has a mixed record on the Jones Act, America's freight cabotage law.

"We are committed to working with Secretary-designee Duffy, and we look forward to helping promote policies that will strengthen the U.S. Merchant Marine," Schoeneman concluded.

Secretary of Labor designee Lori Chavez-DeRemer, the daughter of a Teamster, is one of the strongest GOP labor supporters from the last Congress (she narrowly lost her re-election bid). One of three Republicans who cosponsored the PRO Act, which would make organizing easier for workers and is a key AFL-CIO legislative priority, she has been a champion for working families during her tenure in Congress, representing a district in Oregon.

# SIU's Year in Review: 2024

In many ways, 2024 for the SIU proved uplifting, productive and promising.

The exceptions were big ones, though.

Throughout the year, there were more than 300 reported attacks on vessels from various nations by Iran-backed Houthi rebels in the Red Sea and the Gulf of Aden. While no SIU-crewed ships were hit, there were close calls involving the *Maersk Detroit* and *Maersk Chesapeake* (Jan. 24); the *Torm Thor* (Feb. 24); the *Maersk Yorktown* (April 24); the *Maersk Sentosa* (July 24); and the *Liberty Grace*, *Stena Impeccable*, and *Maersk Saratoga* (Nov. 30-Dec. 1).

Most maritime traffic eventually started rerouting around the Cape of Good Hope. However, at least three foreign mariners died in Houthi attacks off the coast of Yemen, and several ships were severely damaged.

The Houthis' stated rationale is that they target Israeli-owned ships or vessels that have called at Israeli ports, but that simply doesn't withstand a fact-check.

SIU President David Heindel, testifying Jan. 30 at a U.S. House of Representatives hearing on the volatility of Red Sea shipping, underscored the U.S. Merchant Marine's commitment to delivering the goods while also calling for continued safeguards that protect all mariners transiting the area. Heindel spoke on behalf of several maritime labor organizations in the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation.

Closer to home, the maritime industry also made unwanted headlines beginning March 26, when the Key Bridge outside the Port of Baltimore was struck by the Singapore-flagged vessel *Dali*, causing the bridge to collapse into the channel and killing six construction workers. While the tragedy did not have a major impact on SIU jobs, the union, through the International Transport Workers' Federation (ITF), worked to protect the rights of the *Dali's* crew and officers (themselves members of unions).

The previous year did include many positive developments for the SIU, among them the ratifications of new respective collective bargaining agreements with TOTE, Bay Houston, NCLA, Crescent Towing, Penn Maritime, American Steamship, Crowley-Penn Terminals, Intrepid Personnel and Provisioning, Argent Marine, Transoceanic Cable Ship Company, Crowley Towing, OSG (inland), and Great Lakes Dredge and Dock. The union also solidified a 12-month bridge agreement with its operators who have vessels in the Ready Reserve Force. Moreover, the SIU protected members' jobs through various company sales, consolidations and new ventures, including the newly formed Fairwater Holdings LLC.



The SIU welcomed lots of new tonnage into the union-contracted fleet, including Waterman's *M/V Green Ocean* (background in photo above). Pictured in Baltimore following a late-March 2024 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).

Additionally, 2024 saw no shortage of new tonnage entering the SIU fleet, including some outright additions and replacement vessels that helped further modernize it. Those gains include the tankers *Redwood Trader* and *Shenandoah Trader* (USMMI), the roll-on/roll-off ships *ARC Honor*, *ARC Endeavor* (TOTE for American Roll-On/Roll-Off Carrier) and *Green Ocean* (Waterman), several APL maritime ships that are part of a fleet update, Crowley's first-of-its-kind electric tugboat *eWolf*, Great Lakes Towing's tug *Minnesota*, the bunker barge *Progress* (Crowley), the National Security Multi-Mission vessel *Patriot State* (TOTE, when activated), and the Great Lakes Dredge and Dock dredge *Galveston Island*.

SIU members upheld the finest traditions of the Brotherhood of the Sea by performing on-the-job rescues and/or rendering humanitarian aid. They included mariners from the *Maersk Kinloss*, *Garden State*, and *George M.* Members also ably helped avert disaster by successfully combating fires aboard the *USNS Button*, *USNS Bobo*, and *Father Mychael Judge*.

On the legislative front, the SIU helped secure several gains, including the imminent introduction of the Ships for America Act, which will be the most comprehensive maritime bill in decades. The union also successfully pushed for common-sense modifications to some requirements for deck-department mariners sailing internationally. Most of the SIU-backed candidates in the House and Senate won their respective races in November.

Across the country, the union and its affiliated Paul Hall Center for Maritime Training and Education (PHC) maintained a robust presence on the

recruiting trail. These efforts have helped alleviate some manpower concerns, and have resulted in a backlog of applications for the PHC's apprentice program.

The PHC continued expanding and updating its curriculums, while also earning the prestigious "Center of Excellence" designation from the Department of Transportation's Maritime Administration. The school also hosted the annual Seafarers Waterfront Classic, a philanthropic event that benefits military veterans and first responders.

The Seafarers Health and Benefits Plan (SHBP) awarded scholarships to members and dependents, while the Seafarers Plans also concluded a nationwide series of benefits conferences aimed at assisting rank-and-file members, retirees, staff members and their families.

More broadly, the labor movement continued enjoying a resurgence, as public opinion soared in favor of unions, representation elections increased, and a government report spotlighted the ways unions benefit the overall economy.

The SIU conducted its own election, in accordance with the union constitution. It was scheduled to conclude Dec. 31.

Lastly, the union bid farewell to too many friends and colleagues, including Vice President Government Services Nicholas Celona, who passed away in June at age 65; and Patrolman Jesse Sunga Jr., who died in July at age 36. SIU President Emeritus Michael Sacco, a giant both in the union's own history and that of American maritime labor, passed away just a few days before 2024 began, at age 86.



Mr. Heindel

SIU President David Heindel testifies in Congress on the reliability of the U.S. Merchant Marine and the need to protect all mariners transiting the Red Sea.



Boatmen employed by Crescent Towing approved a very well-received contract in 2024. SIU Asst. VP Chris Westbrook (second from left) and some of the delegates meet with fellow Seafarers to discuss the new agreement.



In early 2024, representatives from the Seafarers Plans and from the SIU wrapped up a months-long series of benefits conferences that began in 2023. Pictured at the penultimate session (in Algonac, Michigan) are SIU Secretary-Treasurer Tom Orzechowski (left) and Recertified Bosun Saleh Ahmed.

## 2025 HEALTH AND BENEFITS PLAN SCHOLARSHIP PROGRAM

Scholarships totaling \$132,000 are available under the 2025 Seafarers Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

### SEAFARERS SCHOLARSHIPS

Three scholarships designated for active Seafarers:

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

### DEPENDENTS SCHOLARSHIPS

Five scholarships designated for dependents:

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

To take advantage of these opportunities, visit [seafarers.org](http://seafarers.org), go to the Benefits menu, open the "Core Plus and Core Benefits" section, scroll to "Applications and Forms," and select Scholarship Application.



## January & February Membership Meetings

Piney Point	Monday: Jan. 6, Feb. 3
Algonac	Thursday: Jan. 16, Feb. 13
Baltimore	Thursday: Jan. 9, Feb. 6
Guam	Thursday: Jan. 23, Feb. 20
Honolulu	Friday: Jan. 17, Feb. 14
Houston	Monday: Jan. 13, Feb. 10
Jacksonville	Thursday: Jan. 9, Feb. 6
Joliet	Thursday: Jan. 16, Feb. 13
Mobile	Wednesday: Jan. 15, Feb. 12
New Orleans	Tuesday: Jan. 14, Feb. 11
Jersey City	Tuesday: Jan. 7, Feb. 4
Norfolk	Friday: Jan. 10, Feb. 7
Oakland	Thursday: Jan. 16, Feb. 13
Philadelphia	Wednesday: Jan. 8, Feb. 5
Port Everglades	Thursday: Jan. 16, Feb. 13
San Juan	Thursday: Jan. 9, Feb. 6
St. Louis	Friday: Jan. 17, Feb. 14
Tacoma	Friday: Jan. 24, Feb. 21
Wilmington	Tuesday: Jan. 21, Feb. 18

Wilmington changes due to holiday observances

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

## Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from November 16 - December 15, 2024. "Registered on the Beach" data is as of December 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
<b>Deck Department</b>										
Algonac	14	10	0	15	12	0	12	17	10	2
Anchorage	1	1	0	1	2	0	0	2	4	0
Baltimore	2	1	1	1	0	1	1	4	4	1
Fort Lauderdale	15	8	3	12	5	1	11	24	12	6
Guam	3	1	1	4	0	0	0	4	2	3
Harvey	14	4	3	9	3	2	6	13	4	6
Honolulu	9	4	0	1	5	0	0	14	3	1
Houston	28	12	9	24	16	7	15	48	18	15
Jacksonville	24	24	6	25	20	6	14	39	36	8
Jersey City	19	5	3	11	4	2	4	31	9	8
Joliet	5	0	0	2	0	0	0	4	3	1
Mobile	4	4	2	5	1	0	0	5	7	3
Norfolk	16	13	11	15	11	8	11	29	13	9
Oakland	11	1	1	10	1	1	0	14	2	1
Philadelphia	0	1	0	1	2	0	1	1	1	0
Piney Point	2	1	0	0	1	0	0	3	1	0
Puerto Rico	7	3	0	5	3	0	4	11	3	0
St. Louis	0	2	1	2	2	0	2	3	2	2
Tacoma	15	3	2	11	4	1	11	17	5	4
Wilmington	28	10	1	22	5	1	7	35	14	2
<b>TOTAL</b>	<b>217</b>	<b>108</b>	<b>44</b>	<b>176</b>	<b>97</b>	<b>30</b>	<b>99</b>	<b>318</b>	<b>153</b>	<b>72</b>
<b>Engine Department</b>										
Algonac	3	1	0	4	3	0	4	3	1	0
Anchorage	1	1	1	1	0	1	0	1	1	0
Baltimore	3	2	0	3	2	0	3	3	1	1
Fort Lauderdale	5	8	0	2	3	0	1	11	8	3
Guam	0	0	1	1	0	0	0	0	0	2
Harvey	1	2	2	1	3	2	2	3	2	1
Honolulu	3	1	1	3	1	0	0	7	2	1
Houston	12	5	2	4	0	2	3	20	10	6
Jacksonville	25	16	5	12	15	8	8	33	14	2
Jersey City	10	6	0	6	5	0	3	7	5	0
Joliet	1	2	0	1	2	0	1	2	2	0
Mobile	3	3	1	1	1	0	1	3	3	2
Norfolk	10	10	6	14	11	3	3	10	17	7
Oakland	6	1	2	5	1	1	3	4	8	3
Philadelphia	1	0	1	0	0	0	0	2	0	1
Piney Point	2	1	0	1	0	0	0	2	1	0
Puerto Rico	4	3	2	2	0	0	0	8	5	2
St. Louis	1	0	0	2	0	0	1	1	1	1
Tacoma	11	3	2	4	4	1	4	15	3	4
Wilmington	9	1	0	9	5	1	5	14	2	3
<b>TOTAL</b>	<b>111</b>	<b>66</b>	<b>26</b>	<b>76</b>	<b>56</b>	<b>19</b>	<b>42</b>	<b>149</b>	<b>86</b>	<b>39</b>
<b>Steward Department</b>										
Algonac	4	0	0	1	0	0	0	7	0	0
Anchorage	0	1	0	0	1	0	0	0	2	0
Baltimore	1	0	0	0	1	0	0	1	1	0
Fort Lauderdale	7	3	0	4	1	2	3	13	8	1
Guam	2	4	0	1	0	0	0	3	5	0
Harvey	1	1	1	3	3	1	3	1	5	1
Honolulu	5	1	0	5	0	0	4	8	3	0
Houston	16	3	2	15	2	0	5	18	13	5
Jacksonville	13	15	4	8	11	2	12	30	27	2
Jersey City	5	4	0	5	3	0	5	14	5	0
Joliet	1	1	0	1	0	0	0	1	1	0
Mobile	6	2	1	2	2	0	2	8	1	1
Norfolk	18	12	4	13	9	4	6	17	17	4
Oakland	12	2	0	6	1	0	3	18	6	2
Philadelphia	3	0	0	2	0	0	0	2	1	0
Piney Point	0	1	0	0	1	0	0	2	2	1
Puerto Rico	2	9	0	0	2	0	0	7	15	0
St. Louis	0	0	0	1	0	0	0	0	1	0
Tacoma	5	4	0	2	3	1	4	9	4	1
Wilmington	13	5	1	14	4	2	5	33	6	0
<b>TOTAL</b>	<b>114</b>	<b>68</b>	<b>13</b>	<b>83</b>	<b>44</b>	<b>12</b>	<b>52</b>	<b>192</b>	<b>123</b>	<b>18</b>
<b>Entry Department</b>										
Algonac	2	4	7	1	4	3	5	1	9	19
Anchorage	0	0	1	0	0	0	0	0	0	1
Baltimore	0	1	3	0	0	4	1	0	4	2
Fort Lauderdale	0	8	7	0	2	6	3	0	12	13
Guam	0	1	0	0	1	0	0	0	0	1
Harvey	1	3	2	0	2	0	0	1	2	4
Honolulu	1	2	4	0	0	3	0	2	2	4
Houston	1	19	12	3	7	5	3	3	28	22
Jacksonville	1	26	46	0	25	23	3	1	42	88
Jersey City	1	12	18	1	13	8	4	2	18	32
Joliet	0	1	1	0	0	0	0	0	1	2
Mobile	0	0	3	0	0	1	0	0	1	4
Norfolk	1	14	26	0	9	22	6	2	12	56
Oakland	0	7	10	0	4	6	1	0	10	16
Philadelphia	0	2	2	0	0	1	0	0	2	0
Piney Point	0	1	3	0	1	5	5	0	2	10
Puerto Rico	0	0	1	0	0	1	0	0	0	2
St. Louis	0	0	0	0	0	0	0	0	0	2
Tacoma	3	4	7	1	1	2	3	5	9	13
Wilmington	1	9	13	0	9	8	5	2	13	20
<b>TOTAL</b>	<b>12</b>	<b>114</b>	<b>166</b>	<b>6</b>	<b>78</b>	<b>98</b>	<b>39</b>	<b>19</b>	<b>167</b>	<b>311</b>
<b>GRAND TOTAL</b>	<b>454</b>	<b>356</b>	<b>249</b>	<b>341</b>	<b>275</b>	<b>159</b>	<b>232</b>	<b>678</b>	<b>529</b>	<b>440</b>

# At Sea & Ashore with the SIU



**BOOKS SECURED IN GUAM** – Chief Cook Francis Solmirano (left in photo above, left) and AB Justin Reyes (left in other photo) recently obtained their respective full union books. Solmirano is pictured at the hiring hall, while Reyes is shown aboard the USNS Lummus (Crowley). SIU Port Agent Victor Sahagon is at right in both photos.



**LANDMARK MOMENT** – Chief Steward Rene Bravo Harrington (right) receives his A-seniority book. He's pictured at the San Juan, Puerto Rico, hall with Safety Director Ricky Rivera.



**INTERNATIONAL SOLIDARITY** – SIU officials helped map out vital strategies for the world's seafarers during the International Transport Workers' Federation's (ITF) 46th Global Congress, which took place Oct. 13-19 in Marrakech, Morocco. Pictured at the gathering are (from left) SIU ITF Inspector Shwe Aung, SIU Asst. VP Pat Vandegrift, SIU Secretary-Treasurer Tom Orzechowski, ITF General Secretary Steve Cotton, SIU President David Heindel, ITF President Paddy Crumlin, SIU VP Atlantic Coast Joseph Soresi, and ITF Coordinator Ricky Esopa. As previously reported, Heindel was re-elected to his post as Chair of the ITF Seafarers' Section.



**MILESTONE IN VIRGINIA** – QMED Karl Morrow (right) receives his A-seniority book at the hall in Norfolk. Congratulating him is SIU Port Agent Mario Torrey.



**AS SEEN IN WILMINGTON** – STOS Jocelyn Merino (right) receives her B-seniority book. She's pictured at the hiring hall with SIU Port Agent Gerret Jarman.



**FULL BOOKS IN HOUSTON** – Securing their respective B books at the hiring hall are (center in photo above, right) SA Jessica Neal and (right in remaining photo) AB Doroteo Bernardez. Pictured with Neal are (from left) SIU Patrolman Kelly Krick and SIU Port Agent Joe Zavala. With Bernardez are (also from left) SIU Patrolman J.B. Niday and SIU VP Gulf Coast Dean Corgey.



**FULL BOOK OBTAINED** – OS Katrina Matthews displays her newly acquired B book at the hiring hall in Joliet, Illinois.

# At Sea & Ashore with the SIU



**SIU OFFICIAL HONORED** – As reported in last month's *LOG*, SIU Executive VP Augie Tellez (center) received a 2024 Admiral of the Ocean Sea (AOTOS) Award, presented in New York City by the United Seamen's Service. Pictured with him at the Oct. 25 awards dinner are fellow honorees Daniel J. Thorogood (left), CEO of Fairwater; and Tim Nolan, TOTE Group president and CEO.



**ABOARD MONTFORD POINT (ALMOST)** – Pictured next to the Ocean Shipholdings vessel in Virginia are (from left) SIU Patrolman Josh Rawls, OS Benneth Yap, Recertified Bosun Larry Dizon, and SIU Port Agent Mario Torrey.



**WHO'S THE GUY WITH BOSUN TIM?** – Many readers undoubtedly recognize WWE legend Hulk Hogan (right), pictured with Bosun Tim Kauble. The photo was taken Nov. 14 in Atkins, Arkansas, one of many stops on Hogan's "Real American Beer" promotional tour (he co-founded the brand earlier this year). "He was very nice and asked questions about the industry, including how we were faring with the situation in the Red Sea," Kauble said. (For anyone wondering, the bosun's T-shirt is innocuous, and refers to a movie.)



**SUNSHINE STATE ACHIEVEMENT** – SA Rose Robinson (left) receives her full book. She's pictured at the Fort Lauderdale hall with SIU Asst. VP Kris Hopkins.



**ABOARD ALASKAN NAVIGATOR** – As seen aboard the ATC ship on Halloween. From left are the late Capt. Sparrow, Chief Cook Nasr Almusab, and Recertified Steward Albert Sison.



**FAMILY TRADITION** – Pictured from left at the New Orleans hall are Paul Hall Center Apprentice Conor Westbrook, SIU Asst. VP Chris Westbrook (aka Dad), and Deckhand Aedan Westbrook. When this photo was taken just before the SIU's editorial blackout for individuals on the ballot in the union election, Conor was picking up his first vacation check after his initial voyage; his next stop was phase 3 of the apprentice program. Aedan was getting ready to enroll the University of Louisiana Lafayette.



**OATH TAKEN IN OAKLAND** – From left, OS Courtle' on Brown and GVA Sabrina Barnes are sworn in for their respective B books. They're pictured at the hiring hall, with SIU VP West Coast Nick Marrone.



**CHEERFUL GIVERS** – The SIU once again is participating in Santa's Castle, an annual outreach benefiting military families in the Pacific Northwest. Look for details in an upcoming edition of the *LOG*. Meanwhile, dropping off donations at the hall in Tacoma, Washington, are Recertified Bosun Sanjay Gupta (left in photo above, right) and Tacoma Matson Shoregang Lead Bosun John Turner (left in remaining photo). SIU Port Agent Warren Asp is at right in both snapshots.





# Annual Funding Notice For SIU Pacific District Pension Plan

## Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer 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 August 1, 2023 and ending July 31, 2024 (the "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 2023 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 Plan Year	2022 Plan Year	2021 Plan Year
Valuation Date	August 1, 2023	August 1, 2022	August 1, 2021
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$113,787,949	\$113,467,106	\$111,300,133
Value of Liabilities	\$113,343,371	\$110,185,471	\$105,199,118

## 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 each 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 value of the Plan assets shown as of July 31, 2024 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2023 annual report filed with the Department of Labor in May 2025.

	July 31, 2024	July 31, 2023	July 31, 2022
Fair Market Value of Assets	\$115,003,389	\$108,929,504	\$110,008,435

## 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 2023 Plan Year.**

## Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,988. Of this number, 752 were current employees, 788 were retired and receiving benefits, and 448 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. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2023 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	3.2%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	24.1%
5. Real estate (other than employer real property):	5.7%
6. Value of interest in registered investment companies (e.g., mutual funds)	66.7%
7. Other	0.3%

## 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](http://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, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2020 Plan Year and earlier plan years are available now. The annual report for the 2023 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2025. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

## 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.

This Plan is **not** insolvent and is over 100% funded.

## 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.

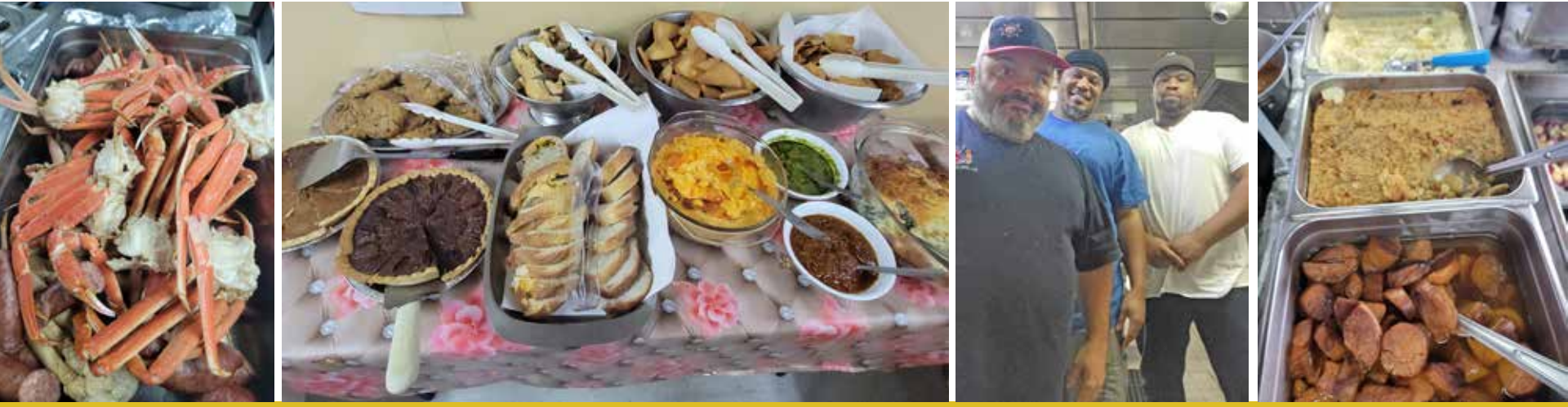
For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at [www.pbgc.gov/prac/multiemployer](http://www.pbgc.gov/prac/multiemployer). Please contact your employer or fund administrator for specific information about your pension 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 Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

# Thanksgiving With the SIU

SIU steward departments once again upheld their long tradition of providing top-notch menus for Thanksgiving. Most of the snapshots on these two pages were taken aboard ship; many more are available on our social-media pages.



**ABOARD ALLIANCE FAIRFAX** – Pictured from left in the group photo aboard the Maersk ship are Recertified Steward Rocky Dupraw, Chief Cook Greg Brown, and SA Marquis Hill.



**AT THE HOUSTON HALL** – Members, retirees and other guests turn out Nov. 21 for a pre-holiday feast. Pictured from right to left in the smaller photo are SIU Patrolman J.B. Niday, Port Agent Joe Zavala, and Safety Director Kevin Sykes.



**ABOARD MAERSK IOWA** – Helping prepare the holiday meal are (above, right, from left) Chief Cook Garry Brandon and SA Emy Smith. Recertified Steward Lamont Faulks (left in photo above, middle) also is pictured with Brandon, while Capt. LaMaina (remaining photo) helps himself to some shrimp cocktail.



**ABOARD MANUKAI** – The group photo from the Matson vessel includes (right to left) Capt. Mike Gruninger, Recertified Steward Fakhruddin Malahi, Chief Cook Juan C. Baquera and ACU Amado Paulito Angeles.

# Thanksgiving At Sea



THANKSGIVING DAY		
ALASKAN NAVIGATOR		
NOVEMBER 26, 2024		
<b>SALADS / BREADS / DESSERTS / APPETIZERS</b>		
WINEY COCKTAIL	BEET & JEANNA SALAD	CRISPY & SOUL LOVIN'
MAPLE CRAB SALAD	FRESH PEACH TRAY	CRISPY
CLASSIC POTATO SALAD	ROASTED CRANBERRY SALAD	ASSORTED SANDWICHES
SPINACH & BALSAMIC BEANS	WINTER & BALSAMIC SALAD	SWISS SANDWICH
<b>THANKSGIVING LUNCH ENTREE</b>		
ROASTED BUTTERCUT SQUASH SOUP		
ROAST HERBED TURKEY / CARAMELIZED BRUSSEL SPROUTS / CRANBERRY SAUCE		
MAPLE-MUSTARD GLAZED BAKED HAM / YAMIN SAUCE		
BAKED POTATOS	SAUCE CREAM	BUTTERED CARROTS
BAKED SWEET POTATOS	EGGNOG WHITE RICE	SWEET YEAST
<b>THANKSGIVING DINNER ENTREE</b>		
SOUP BY JOHN		
GRILLED FILET MIGNON / BALSAMIC SAUCE		
BROILED LOBSTER TAILS / CLASSIC BUTTER / LEMON VINAIGRETTE		
VEGETABLE SOUP		BUTTERED ASPARAGUS
BAKED POTATO / FISH		EGGNOG RICE
<b>THANKSGIVING DESSERTS</b>		
ASSORTED PIES & CAKES	ASSORTED CHOCOLATE	W/ APPLE CRISP
ASSORTED COOKIES	FRUIT & BITS	SPARKLING CRISP
ASSORTED CANDIES	ASSORTED BREAD	EGGNOG
HAPPY THANKSGIVINGS TO ALL!!!		

**ABOARD ALASKAN NAVIGATOR** – Pictured from right to left in the group photo aboard the ATC vessel are Recertified Steward Albert Sison, Chief Cook Nasr Almusab, and (in the distance) 3/M Alex Gilmore.



USNS Red Cloud	
Master: Andrew MacLeod	
Thursday, November 28, 2024	
Thanksgiving Menu	
<b>MAIN COURSE</b>	<b>MAIN COURSE</b>
• Smoked Turkey	• Roasted Bone-In Prime Rib w/ Au Jus
• Classic Holiday Ham w/ Brown Sugar Glaze	• Broiled Lobster Tails w/ Garlic Butter
<b>DESSERT</b>	<b>SIDE DISHES</b>
• Pumpkin and Apple Pie	• Sautéed Green Beans with Garlic
• Ass'd. Flavor Cup Cakes	• Garlic Mashed Red Skin Potatoes
	• Corn Bread Stuffing

**ABOARD USNS RED CLOUD** – From right to left in the group photo from the Patriot ship are Recertified Steward Dennis Dizon, Chief Cook Maria Legier, SA Leo Bierneza, and Capt. Andrew MacLeod.



**ABOARD TAINO** – Pictured from left on the Crowley vessel are Chief Cook Juan Andres Vallejo, Chief Cook Esperanza Crespo and Recertified Steward Rafael Cardenas.

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

Joe Vincenzo, 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) 549-4000

# Inquiring Seafarer

*This month's question was answered in 2024 by upgraders (and an instructor) in a chief cook training class in Piney Point, Maryland.*

## Question: What are you most looking forward to in the New Year, as a member of the SIU?



**Jerome Johnson**  
Chief Cook

Next year I'm looking forward to finally sailing as chief cook. I'm hoping to travel to different places, and hopefully I'll get on a ship that goes to foreign places so that I can experience more of the world.



**Mahmoud Fares**  
Chief Cook

I'm looking forward to improving my cooking skills and providing better meals on the ship.



**Nikita Johnson**  
Chief Cook

I am looking forward to sailing as a chief cook. I also hope to travel to Europe next year if I can find a ship that's traveling there, because I haven't been yet.



**Maria Legier**  
Chief Cook

We all have similar goals since we're in the same class, but I'm looking forward to becoming a chief cook next year, too.



**John Stephano**  
Chief Cook

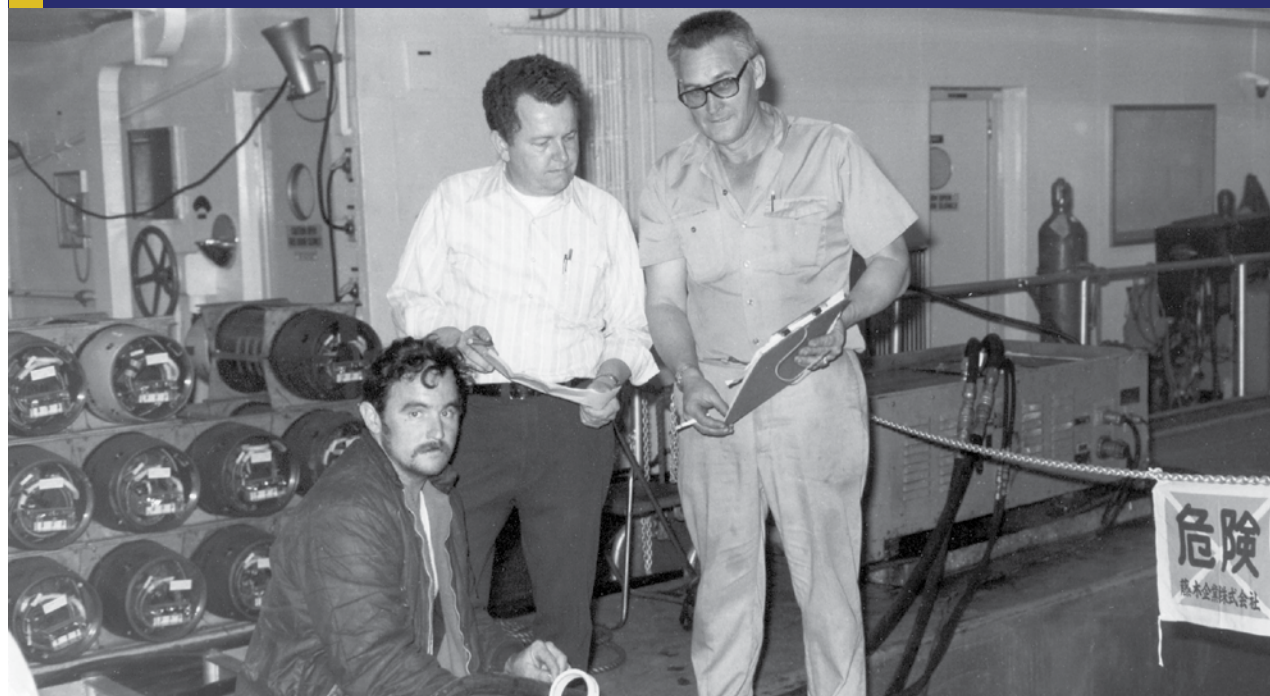
Since I joined the SIU, this has been the best part of my career. I look forward to continuing my education and growing as a chief cook.



**Rob "RJ" Johnson**  
Chef Instructor

I'm looking forward to working with new students, trying new recipes, and utilizing new equipment. We always strive to make upgrading a more enjoyable and more informative experience, so I'm excited to help liven things up and make sure the students have a good time while learning.

## Pic from the Past



Among those pictured aboard the *Long Lines* (Transoceanic Cable Ship Co.) in 1974 are (left) AB John Whiting and (right) Recertified Bosun Herb Libby.

# 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

### ARKADY BICHEVSKY

Brother Arkady Bichevsky, 70, joined the union in 2004. An engine department member, he first sailed aboard the *Maersk Missouri*. Brother Bichevsky upgraded at the Paul Hall Center on several occasions. He last sailed on the *Matson Tacoma* and lives in Rockaway Beach, New York.



### DONATO CAMANDANG

Brother Donato Camandang, 72, signed on with the SIU in 2007 when he sailed on the *Pride of Hawaii*. He shipped in the engine department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Camandang's final vessel was the *Decisive*. He resides in Oceanside, California.



### JAMES CAMERON

Brother James Cameron, 64, embarked on his career with the Seafarers in 2007. He initially sailed on the *Cape Ann* and was a member of the steward department. Brother Cameron upgraded at the Paul Hall Center on several occasions and spent most of his career working aboard Maersk ships. He plans on spending his retirement in both Mobile, Alabama and Portsmouth, Virginia.



### PAUL CAROLAN

Brother Paul Carolan, 65, donned the SIU colors in 1980 when he sailed aboard the *Sealand Anchorage*. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Carolan last worked aboard the *Dodge Island*. He is a resident of Keystone Heights, Florida.



### PATRICK CHALMERS

Brother Patrick Chalmers, 57, started his career with the union in 2001, initially sailing on the *USNS Dahl*. A deck department member, he upgraded at the Paul Hall Center on numerous occasions. Brother Chalmers last shipped on the *Burns Harbor*. He makes his home in Ocala, Florida.



### PATRICK CONLON

Brother Patrick Conlon, 68, became an SIU member in 1982. A steward department member, he first sailed aboard the *Santa Mariana*. Brother Conlon upgraded at the Piney Point school on multiple occasions. He last shipped on the *Horizon Anchorage* and settled in Tacoma, Washington.



### ELMO DAVIS

Brother Elmo Davis, 65, began his career with the Seafarers International Union in 1996, when he sailed on the *USNS Kane*. He was a member of the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother Davis last shipped on the *Maersk Iowa* and lives in Roanoke Rapids, North Carolina.

### LUIS GONZALEZ

Brother Luis Gonzalez, 60, started sailing with the SIU in 1992. He sailed in the steward department and first shipped on the *Independence*. Brother Gonzalez upgraded at the Piney Point school on multiple occasions. He concluded his career aboard the *Maersk Yorktown* and settled in the Bronx, New York.



### REGINALD HUNTER

Brother Reginald Hunter, 62, signed on with the union in 1983 and first shipped out aboard the *Aries*. An engine department member, he upgraded often at the Paul Hall Center. Brother Hunter most recently sailed aboard the *Independence*. He is a resident of Spring, Texas.



### IAN JORDAN

Brother Ian Jordan, 67, began sailing with the Seafarers in 2011, initially working aboard the *John Boland*. He sailed in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Jordan last shipped on the *Ocean Grand*. He lives in Brooklyn, New York.



### LELAND PETERSON

Brother Leland Peterson, 65, joined the SIU in 2001. He first sailed aboard the *Denali* and worked in the engine department. Brother Peterson upgraded on several occasions at the Paul Hall Center. He last shipped on the *Alaskan Navigator* and makes his home in Port Angeles, Washington.



### EDWARD SACKS

Brother Edward Sacks, 65, became a member of the union in 1989. He shipped in the engine department and first sailed on the *Independence*. Brother Sacks upgraded at the Piney Point school on numerous occasions. He most recently sailed on the *Overseas Boston* and settled in Schertz, Texas.

### SALAH SALEH

Brother Salah Saleh, 53, joined the Seafarers in 1999 and first sailed aboard the *Independence*. He upgraded at the Paul Hall Center on numerous occasions and primarily sailed in the deck department. Brother Saleh's final vessel was the *Global Sentinel*. He resides in Lafayette, Louisiana.



### ZAID SHAIF

Brother Zaid Shaif, 70, embarked on his career with the Seafarers in 1978, initially sailing aboard the *Aleutian Developer*. An engine department member, he upgraded on multiple occasions at the Piney Point school. Brother Shaif's final vessel was the *Overseas Maremar*. He lives in New Hyde Park, New York.



### ERIC YOUNG

Brother Eric Young, 56, signed on with the SIU in 1987 when he worked on the *William Baugh*. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother Young most recently shipped on the *Global Sentinel* and settled in Windsor, Virginia.



## INLAND

### STEVEN ANGELL

Brother Steven Angell, 69, began sailing with the SIU in 2009. An engine department member, he sailed with Penn Maritime for the duration of his career. Brother Angell lives in Mims, Florida.

### DAVID CALLIS

Brother David Callis, 62, donned the union colors in 1981 when he worked with Virginia Pilot Corporation. He sailed in the deck department and upgraded on several occasions at the Paul Hall Center. Brother Callis was last employed with Express Marine. He resides in Gwynn, Virginia.



### PETER DITTMANN

Brother Peter Dittmann, 60, joined the Seafarers in 2012. He sailed in the deck department and worked for Crowley Towing and Transportation for the duration of his career. Brother Dittmann resides in Lexington, North Carolina.

### KENNETH GRAYBILL

Brother Kenneth Graybill, 64, donned the SIU colors in 1998, initially working with Penn Maritime. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Graybill most recently shipped on the *Achievement*. He calls Brunswick, Maine, home.



### EDGAR HENSON

Brother Edgar Henson, 63, joined the union in 2003. He was an engine department member and worked for Crowley Towing and Transportation for the duration of his career. Brother Henson makes his home in Loxley, Alabama.



# 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

### ABDULHALIM ALI

Brother Abdulhalim Ali, 46, has passed away. He became a member of the SIU in 1997. A steward department member, Brother Ali first sailed aboard the *Independence*. He most recently shipped on the *President Wilson* in 2020. Brother Ali made his home in Melvindale, Michigan.



### HORST BAETJER

Pensioner Horst Baetjer, 86, died October 10. He began his career with the Seafarers in 1968, initially sailing with *Victory Carriers*. Brother Baetjer worked in the engine department. He last sailed on the *Explorer* before retiring in 2003. Brother Baetjer lived in Torrance, California.



### BRUCE BUTLER

Pensioner Bruce Butler, 75, passed away September 27. He started sailing with the Seafarers International Union in 2002 when he shipped on the *Courier*. Brother Butler shipped in the steward department and concluded his career aboard the *Maersk Alaska*. He went on pension in 2015 and resided in Houston.

### JOSE COLINDRES OSORTO

Pensioner Jose Colindres Osorto, 77, died October 24. He embarked on his career with the Seafarers in 2006 when he sailed aboard the *Pride of Aloha*. Brother Colindres Osorto sailed in both the deck and engine departments and concluded his career on the *St. Mary's Challenger*. He retired in 2012 and lived in Danli El Paraiso, Honduras.



### TODD CONLEY

Brother Todd Conley, 53, died October 11. He joined the SIU in 1998 and first shipped on the *Global Link*. Brother Conley worked in the deck department. He most recently sailed in 2019, on the *Dependable*, and made his home in Palm Harbor, Florida.



### PATRICK DURNIN

Pensioner Patrick Durnin, 72, passed away October 28. He signed on with the union in 1977 and initially sailed aboard the *Santa Maria*. A steward department member, Brother Durnin concluded his career aboard the *Horizon Kodiak*. He began collecting his pension in 2024 and resided in Gig Harbor, Washington.



### MELVIN HITE

Pensioner Melvin Hite, 97, died October 15. Brother Hite signed on with the union in 1990 when he shipped on the *USNS Chauvenet*. He worked in the steward department and last shipped aboard the *Maersk Georgia*. Brother Hite retired in 2006 and settled in Suffolk, Virginia.

## MELVIN NICHOLS

Pensioner Melvin Nichols 62, passed away July 27. He donned the SIU colors in 1990. A deck department member, Brother Nichols first shipped on the *Franklin J. Phillips*. He last sailed aboard the *Cape May* and became a pensioner in 2021. Brother Nichols made his home in Newport News, Virginia.



## BRIAN POST

Pensioner Brian Post, 74, died June 7. He became a member of the SIU in 1991. Brother Post initially sailed aboard the *USNS Chauvenet*. He worked in the deck department and last shipped aboard the *Baldomero Lopez*. Brother Post went on pension in 2016 and resided in Clovis, California.



## DAVID RITCHIE

Pensioner David Ritchie, 78, passed away November 12. He signed on with the Seafarers International Union in 1998 and first sailed aboard the *Anders Maersk*. Brother Ritchie sailed in the deck department. He last sailed on the *Pearl* and began collecting his pension in 2017. Brother Ritchie lived in Braintree, Massachusetts.



## MATTHIAS SOLDIERER

Pensioner Matthias Soldierer, 87, died October 31. He joined the union in 1963 and initially sailed with United States Shipping Company. Brother Soldierer primarily sailed in the engine department and concluded his career aboard the *Independence*. He became a pensioner in 2002 and made his home in the Dominican Republic.



## GREAT LAKES

### MUSAID ALGAHMIE

Pensioner Musaid Alghamie, 87, passed away August 25. He began his career with the SIU in 1966 and first sailed with Great Lakes Associates. Brother Alghamie worked in the steward department. He concluded his career aboard the *William Baugh* and began collecting his pension in 2002. Brother Alghamie called Dearborn, Michigan, home.

### DONALD DANDREA

Pensioner Donald Dandrea, 79, died October 13. He joined the union in 1987 when he sailed aboard the *Indiana Harbor*. Brother Dandrea shipped in the engine department. He last sailed on the *Walter J. McCarthy* and went on pension in 2009. Brother Dandrea resided in Duluth, Minnesota.



## INLAND

### ALBERT CHURCHILL

Pensioner Albert Churchill, 88, passed away October 7. He began sailing with the Seafarers in 1962. Brother Churchill was employed with G&H Towing for the majority of his career. He became a pensioner in 1999 and settled in Dickinson, Texas.



### EDWARD HENRIX

Brother Edward Hendrix, 69, died August 29. He embarked on his career with the union in 1974 and shipped in the deck department. Brother Hendrix initially worked with Allied Transportation. He last sailed with Mariner Towing and resided in Virginia Beach, Virginia.

### GERALD FILKINS

Pensioner Gerald Filkins, 81, passed away April 7. He joined the SIU in 1977, initially working with Allied Transportation. Brother Filkins sailed in both the deck and steward departments. He was last employed with OSG Ship Management before retiring in 2014. Brother Filkins made his home in Corunna, Michigan.



### BEN JOHNSON

Pensioner Ben Johnson, 57, died October 10. He joined the union in 1992. Brother Johnson was a deck department member and initially sailed aboard the *Gemini*. He most recently shipped aboard the *Pride* and became a pensioner last year. Brother Johnson lived in Deerfield Beach, Florida.

### MIGUEL RODRIGUEZ RAMOS

Pensioner Miguel Rodriguez Ramos, 66, passed away October 11. He began sailing with the SIU in 1977, initially working aboard the *Humacao*. Brother Rodriguez Ramos worked in both the deck and engine departments. He started collecting his pension in 2020 after concluding his career with Crowley Puerto Rico Services. Brother Rodriguez Ramos resided in San Juan, Puerto Rico.



## NMU

### GERARDO BALLESTAR

Pensioner Gerardo Ballestar, 82, died October 20. A deck department member, Brother Ballestar last shipped on the *Cape Henry*. He became a pensioner in 2005 and lived in Houston.



### RONALD BARBO

Pensioner Ronald Barbo, 86, passed away September 8. Brother Barbo worked in the deck department and last sailed aboard the *Gemini*. He retired in 2005 and called Great Falls, Montana, home.

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted. Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**MAERSK PITTSBURGH** (Maersk Line, Limited), July 21 – Chairman **Papa Yankeh**, Secretary **Alexus Guillory**, Educational Director **Rahsaan Alexander**, Deck Delegate **Alexander Busby**, Engine Delegate **Gregorio Clotter**, Steward Delegate **Brittany Ruffin**. Chairman gave special thanks to steward department and urged members to stay on top of documents. Educational director reminded crew to get sea time and then upgrade at union-affiliated school in Piney Point, Maryland. No beefs or disputed OT reported. Members would like increases in vacation and pay rates. Crew requested new washing machines, vacuums and a tea kettle. Members asked about food budget and Wi-Fi access. Next port: Elizabeth, New Jersey.

**OCEAN FREEDOM** (Patriot Shipping, LLC), July 28 – Chairman **Robert Mack**, Secretary **Robert Foster**, Educational Director **Resean Peters**, Deck Delegate **Leopoldo Estrada Martinez**, Steward Delegate **D'angelo Dickson**. Refrigerator replaced. Secretary asked crew to inform him of any changes in work spaces. Educational director advised members to upgrade at the SIU-affiliated Paul Hall Center for Maritime Education and Training. No beefs or disputed OT reported. Steward delegate reminded crew to return items to the galley and to be mindful when consuming beverages to avoid running out. Members requested new TVs, DVD players, fans, new mattresses,

better pillows and blankets and better detergent.

**OCEAN FREEDOM** (Patriot Shipping, LLC), August 22 – Chairman **Robert Mack**, Secretary **Robert Foster**, Educational Director **Resean Peters**, Deck Delegate **Elijah Courtney**, Steward Delegate **Toinette Williams**. Chairman reported a good trip overall. New apprentice aboard ship. Members were encouraged to approach educational director with any questions. No beefs or disputed OT reported. Steward department thanked deck and engine departments for their support. Crew discussed ways to maintain records for overtime in engine department. Members requested clocks for each room, new shower heads and covers.

**OCEAN FREEDOM** (Patriot Shipping, LLC), September 23 – Chairman **Robert Mack**, Secretary **Robert Foster**, Educational Director **Resean Peters**, Deck Delegate **Elijah Courtney**, Steward Delegate **Toinette Williams**. Chairman reminded members to stay safe. Successful trip per both chairman and secretary. No beefs or disputed OT reported. Weekly printouts needed for engine department. Crew suggested adding one or two dayworkers on deck and raising overtime rates for all endorsed members. Members requested new microwaves, new coffee maker, new trashcans and for a way to access more television channels/shows

such as a Firestick or hard drive for media.

**ISLA BELLA** (TOTE Services), September 29 – Chairman **Tavell Love**, Secretary **Richard Jones**, Educational Director **Hector Ginel-Coreano**, Deck Delegate **Prymus Buckholtz**, Engine Delegate **Lamont Robinson**, Steward Delegate **Adalberto Colon Rosa**. Chairman discussed contract modification. He advised fellow crew members to renew documents six months before expiration dates. He thanked steward department for great meals. Secretary thanked crew for remembering to keep mess halls orderly as well as leaving clean rooms for oncoming reliefs. Educational director urged crew to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, as soon as possible and to keep documents valid since renewal is taking longer than usual. No beefs or disputed OT reported. Crew would like to increase the respective amounts of compensation for extra meals and extra riders. They requested increases in work boot reimbursement and for 20 for 30 vacation. Crew requested new mattresses and better Wi-Fi connectivity.

**MAERSK PITTSBURGH** (Maersk Line, Limited), October 30 – Chairman **Papa Yankeh**, Secretary **Tyrane Savage**, Educational Director **Jing Hui Huang**, Deck Delegate **Marcus Carrasquillo**, Engine Delegate **Robert**

**Noble**, Steward Delegate **Erik Loret**. Washing machine and vacuums both received and put together. Chairman commended crew for a job well done and reported a good trip. Secretary and chairman reiterated the importance of renewing documents early, due to processing times. Educational director encouraged members to take advantage of the upgrading opportunities offered at the Paul Hall Center. No beefs or disputed OT reported. Members asked to add a second permanent electrician and requested a tea kettle, laundry baskets in each stateroom and a media box for TV.

**MAERSK CHICAGO** (Maersk Line, Limited), November 3 – Chairman **Roy Madrio**, Secretary **James McLeod**, Educational Director **Jose Encarnacion Rivera**, Deck Delegate **Leandro Cacho**, Engine Delegate **Syed Iqbal**, Steward Delegate **Richard Torres**. Chairman thanked crew for a job well done. Secretary reminded members to leave clean rooms for oncoming crew and asked that they let steward department know if new linen is needed for reliefs. Educational director advised members to upgrade at the Piney Point school. No beefs or dispute OT reported. Crew requested 20 for 30 vacation days and would like new linen, coffee maker for mess hall, gaming system for crew lounge and for better soap. Steward department was thanked for a job well done. Next port: Charleston, South Carolina.

## 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 Seafar-

ers 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





# Paul Hall Center Class Photos



**APPRENTICE WATER SURVIVAL CLASS #914** – Above (not all are pictured): Jontae Allen, Zyon Anderson, Adam Atterberry Jr., Paul Conlon, Alexandria DeAtley, Gennaro Dimatteo, Nadia Forester, Kason Garibaldi, Jamari Gissentanner, Nainoa Goodwin, Jacob Hall, Hans Hansen Quinones, Samaria Harper, Baldemar Hernandez Jr., Ken Kan, Ashton Luuloo, Kenny Nguyen, Andy Phouminh, Joshua Robinson, Malachi Scott, Nathan Tissaw, Daniel Valentine and Allan Willingham.



**ABLE SEAFARER (DECK)** – Graduated October 11 (not all are pictured): Travis Akins Jr., Alexander Baum, Brandon Brown, Nathan Dixon, Erry Draper Jr., Patrick English, Jon Erichsen, Simon Gathing, Qaadir Gillette-James, Lawrence Girard III, Keon Hatcher, Wade Henry, Jonathan Jeronimo, Owen Lehman, Shaan Oberdieck, Halden Pettit, Ernest Ross Jr., John Scofield, James Stamper and Gary Wassel Jr.



**RFPEW** – Graduated October 18 (not all are pictured): Nasir Harrell, Jamari Harris, Quincy Howard, Darea McCarthy, David Rexrode Jr. and Jayden Smith.



**MEDICAL CARE PROVIDER** – Graduated October 4: Zachary Cartwright, Jessica Clark, Daniel Fields, Brian Guiry and Omar Rodgers.



**GOVERNMENT VESSELS** – Graduated October 11 (not all are pictured): David Arcilla, Edwin Bonefont, Ronnie Brickhouse, Thomas Cohen, James Fells, Arvin Heras, Devin Jasmin, Michael Johnson, Brandon Jordan, James Martin Jr., Gaber Mohamed, Candice Owens, James Scott, Joseph Tier, Herminio Vasquez Jr., Tony Washington, Sharon Williams and Aaron Wood.



**RFPNW** – Graduated October 11: Philip Holtzman, Kaden Ketcham, Alyssa Ray, Maurice Roberts Jr., Nature Torrey and Tyler Williams.



**RFPEW** – Graduated October 18 (not all are pictured): Joshua Cunningham, Wilbur Edwards Jr., Denzel Lalin, Siniya Lee, Garland Scott and James Trysnicky.



**TANK SHIP FAMILIARIZATION (LG)** – Graduating September 27 (not all are pictured): Jontae Allen, Zyon Anderson, Adam Atterberry Jr., Paul Conlon, Alexandria DeAtley, Gennaro Dimatteo, Nadia Forester, Kason Garibaldi, Jamari Gissentanner, Nainoa Goodwin, Jacob Hall, Hans Hansen Quinones, Samaria Harper, Baldemar Hernandez Jr., Ken Kan, Ashton Luuloo, Kenny Nguyen, Shania Panton, Andy Phouminh, Joshua Robinson, Malachi Scott, Nathan Tissaw, Daniel Valentine and Allan Willingham.



**TANK SHIP FAMILIARIZATION (DL)** – Graduated October 4 (not all are pictured): Loren Arriola, Ronnie Brickhouse, Marvin Fabrizius, Tomas Faller, John Garrett, Mohammed Gir, Shadad Hadi, Reynaldo Lacayo-Bermudez and Tony Washington.

# Paul Hall Center Class Photos



**RFPNW** – Graduated October 11: Maximilian Bates, Brian Bolden Jr., Kevin Hopkins, Jeremy Marte, Scott Nygaard, Joseph Paulin and Bryan Whiter.



**TANK SHIP FAMILIARIZATION DL** – Graduated October 4 (not all are pictured): Justine Headen, Christopher Holmes, Joshua Mair, Denise Parker, Lakisha Perry, Caleb Rawls, Vensen Suguitan, Kenneth Watts Barry, Conor Westbrook and Benjamin Wilkinson.



**TANK SHIP FAMILIARIZATION DL** – Graduated October 11: Moath Alsharif, Sean Carter, Sharoneca Currelley, Mohammed Gir, John Roberson II, Blair Royal and Jasean Tomlin.



**CHIEF STEWARD** – Graduated November 1: Drushelia Finney, Hyeyoung Forrer, Esstonia Moore and Lonnie Myers Jr.



**TANK SHIP FAMILIARIZATION DL** – Graduated October 11: Mathew Bolanos, Benjamin Brown, Tristan Chavers, Austin Gass, Richard Holland, Antoine Kozel, Corey Lopez, Lionel Packnett Jr., James Randall III, Raymond Richards, Sarah Silverleaf, Leondre Stevenson, Connor Stratton and Trent Valentine.



**TANK SHIP FAMILIARIZATION DL** – Graduated October 25 (not all are pictured): Thomas Cohen, Kelly Doyle, Jeremy Garcia, Siniya Lee, Gaber Mohamed, Frederick Radford, Joseph Tier, Gerald Toledo, Tony Washington and Richard Wright.



**GOVERNMENT VESSELS** – Graduated November 8 (above, not all are pictured): Jorge Garcia Gutierrez, Emiliano Guevara, Molly Hecker, Anthony Hill Jr., Charles Hughes Jr., Michael Lane, Reshawn Latimer, Kennard Latson Graham, Cotisha Long-Green, Tyler Maddox, Sylvia Muhi, Nicholas Parker, Jess Rillera, Mikael Safarian, Milton Sivells, Maria Soler Madera, Kevin Watson Jr., Christopher Weaver, Da'von Wright and Aaron Zachary.

# Paul Hall Center Class Photos



**FOWT** – Graduated October 18 (not all are pictured): Ismael Andriamasy, John Bayonne III, Ashanty Castillo, Randall Cox Jr., Marc Dadich, Gregg Gethers Jr., Marcel Gordon, Sierjohn Jove, Jon Kavanagh, Keith Martin Jr., Paloma Mendez, Darriona Noisette, Nesta Pafford, Corey Porter, Dallas Smith and Stephen Swaby.



**BASIC SAFETY - UPGRADER** – Graduated November 1: Matthew Thompson.



**TANK SHIP FAMILIARIZATION (DL)** – Graduated October 18: Phillip Adams, Tyler Allen, Corey Ambrose, Cerryisha Banks, Malakhi Basquez, Julius Douglas, Jeremy Fazio, Alex Greco, Keely Grochowicz, Kristopher Henny, Jevon Hill, Chiffon Hogan, Shatavia Ingram, Michael Johnson, Monica Marquez-Realivazquez, Robert McMahon, Tylan Meekins, Osiel Moreno, Aniyah Napier, Nathaniel Orff, Justice Rodriguez, Charles Vanderpool, Chuck Willberth and Jordayn Williams.



**RFPNW** – Graduated November 8: Tristan Chavers.



**RFPNW** – Graduated November 8: Ryan Bruun, Joshua Burton, Rudolph Castaneda, Michael Dooley, Richard Dunn, Dennis Garcia Borda, Fahmy Hajj, Joshua Kazakis, Chantay Martin, Langston Mejia-Johnson, Michael Smith, Carlos Velazquez Rivera and Jacob Wharton.



**BASIC ELECTRICITY** – Graduated November 1: Charles Bishop, Wilfredo Calix Maximo, Preston Eiland, Erl Encina, Michael Lane, Johnny Matthews III, Alton Simpson, Christopher Skinner, Dennis Smith Jr. and Michael Zabielski. Instructor Christopher Morgan is on the right.



**VESSEL FAMILIARIZATION** – Graduated November 8: Hunter Abshire, Mark Baillie, Cedricka Banks, Jamequia Cherry, Wilfredo Cosme Ayala, Jacob Dezzutti, Michael Gaffney, Preston Harris, Suzanne Herrera, Alexander Holmes, Joshua Kelly, Ariel Marrero, Anthony Monroe, Metwa Ojoch, Juan Ortiz Reyes, Shawna-Kay Skinner, Carl Trice, Talib Weatherspoon, Dorian White, Justin White, Sean Wilson and Anton Zakoverya.



**RFPEW** – Graduated November 15: Aaron Green, Antonio Harrison Jr., Brian Sheeran, Elijah Stepney and Terrence Thompson.

# SEAFARERS LOG

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

## SIU, Other Unions Join Forces for Holiday Toy Drive in Puerto Rico



John Navas, a teacher and an officer with the Puerto Rico Chapter of the Labor Council for Latin American Advancement, poses next to books which later were given to students at the Julian Marrero School.



Pitching in with the outreach are (from left) Mary Crespo of the SIU; (front) Maria Ortiz, special education teacher and delegate for the Association de Maestros de PR-AFL-CIO; (back row) Jose Ramirez, secretary-treasurer of LCLAA-PR and VP of the Federation of Workers of Puerto Rico; Nadry Martinez, assistant to the office of the president of the Federation de Trabajadores de PR; SIU Chief Steward Jacob Parrilla; SIU AB Angel Pagan and his wife, Tanya Pagan; and Professor John Navas, an official with both LCLAA-PR and the Association de Trabajadores de PR AFL-CIO.

Ahead of Thanksgiving, SIU members and officials, along with representatives from other local unions ensured that students from Julian Marrero Special Education School in Corozal, Puerto Rico, would close out their school year with a little extra holiday cheer. Representatives from the Federation of Workers of Puerto Rico (FTPR), American Federation of Teachers (AFT) and Asociación de Maestros de Puerto Rico (AMPR) joined the SIU – united under the Labor Council for Latin American Advancement (LCLAA) Puerto Rico chapter – to distribute books and toys collected at the SIU’s San Juan hiring hall. Numerous rank-and-file Seafarers donated to the cause.

Some 125 children, ranging from pre-kindergarten to eighth grade, received toys and books from the volunteers. Each student received more than one toy and a book. Upwards of 300 toys and 150 books were shared with the students who attended the toy drive.

The unions focused their philanthropic outreach efforts on this school because it serves an under-resourced population of students with special educational needs.

The toy drive, which lasted about six hours, coincided with the end of the school term/semester. It was the inaugural and first major event for this newly formed LCLAA chapter.

“I’m planning to do one every Christmas from now on,” said SIU Assistant Vice President and LCLAA-Puerto Rico Chapter President Amancio Crespo.

In the future, LCLAA-PR is interested in potentially expanding their philanthropic outreach to include students from other schools, foster children, and elderly people living in facilities who may not receive many visitors.

“I want people to know us as a helping hand. [This toy drive was] comprised of all the unions in the area, with the SIU at the helm. I want people to see [our unions] as people who give back to the community, so that’s what we’re doing,” said Crespo. “We thought that we could bring some joy and happiness to these kids and their parents, and at the same time, let them know this is what unions do. We provide for the working class. We provide for the families.”

Participating LCLAA-PR members collected toys,

transported them to the school, and helped the students select their gifts and books. Additionally, volunteers distributed snacks to the students.

Three of the participating volunteers were teachers and AFT union members employed with Julian Marrero who, because of their prior knowledge of the students, helped distribute toys and books to students in accordance with their appropriate age/grade level.

John Navas, who is both a teacher employed with the teacher’s union AMPR, and the vice president of the LCLAA-PR chapter, also participated in the philanthropic event. During the toy drive, he talked to students and told them about the purpose of the event while he gave them their books.

“My experience volunteering at Julian Marrero was awesome,” he said. “This toy drive was put together to help special-ed students and it was emotional getting to see the reactions on their faces when they received the toys. They came up to us group by group and the groups were no bigger than 12 students each. I got to see the surprised and grateful students accept their gifts, smiling because they were so happy.”

“This was such a rewarding activity,” he added. “The effort and time spent planning the activity was worthwhile. My favorite part was seeing the students’ expressions when they entered the classroom. I wish I had the messages that the teachers received from the students and their



Volunteers at the toy drive gather for a photo. From left to right are Jose Ramirez, John Navas, Nadry Martinez, Maria Ortiz, Jacob Parrilla, and SIU Asst. VP Amancio Crespo.

families to share with you. I know that the students, parents, teachers and administrators were very grateful and that our work had a positive impact on the whole community.”

Crespo agreed, saying, “Things that we take for granted, that we don’t even think about, they mean so much to these kids and their parents.”

### Pitching in at the Hall



Sprucing up the San Juan, Puerto Rico, hall ahead of the holidays are (from left in photo above, left) ABM Angel Pagan and Safety Director Ricky Rivera, along with (other photo, from left) QMED Cortney Gantt and SIU Asst. VP Amancio Crespo.

