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SHIPS for America Act Introduced

The most comprehensive maritime revitalization bill in more than half a century has been reintroduced in Congress. The SIU and its affiliated Paul Hall Center were well-represented at the related press event April 30 across from the Capitol; some Seafarers and apprentices are shown in photo at lower left. Directly below are co-sponsors (from left) U.S. Sen. Todd Young (R-Indiana), U.S. Rep. Trent Kelly (R-Mississippi), U.S. Sen. Mark Kelly (D-Arizona), and U.S. Rep. John Garamendi (D-California). *Pages 2, 7.*



Maritime Trades Department Convenes in Nation's Capital

Labor and maritime issues were at the forefront as the Maritime Trades Department Executive Board met May 7 at AFL-CIO headquarters in Washington, D.C. Below, AFL-CIO President Liz Shuler (left) addresses the board; MTD/SIU President David Heindel is at right. *Pages 3-5.*



Progress and Challenges



David Heindel

Whether you're reading this column in print or online, you likely know that the SHIPS for America Act has been reintroduced in Congress. It happened a few weeks earlier than anticipated, but in this case, the sooner the better.

As mentioned in my formal report to the membership for our May meetings, although shipbuilding is a primary focus of the legislation, there are also significant sections that aim to boost the manpower pool of United States mariners. We recognize the importance of revitalizing our shipyards and growing the fleet, but our main focus is shipboard jobs (and cargo), and that's why we've been so active in helping craft and publicize the bill.

Additionally, for those of you who may be newer to the industry or who otherwise may be wondering about a possible timeline, these things can take years. For example, I'm sure most of us are very familiar with the Maritime Security Program. What you may not immediately recall is that the MSP was mandated by the Maritime Security Act of 1996.

The Maritime Security Act originally was introduced in 1992, by another name.

The Merchant Marine Act of 1970 was slightly before my time, but that legislation traces its roots to a 1968 campaign promise from Richard Nixon.

During the SHIPS Act press conference on April 30, the senators and congressmen acknowledged that a bill of this size and scope doesn't get enacted overnight. That's not to say it won't happen during the current session of congress, but, again, I think the historical context is important.

With all of that said, the bill does indeed enjoy strong bipartisan support in addition to largely aligning with the maritime executive order issued recently by the White House. We will continue working with our allies across all sectors to get the SHIPS Act passed as soon as possible.

Message to CIVMARS

Many of you have asked how to maintain good standing with your union in light of the Defense Finance and Accounting Service's failure to deduct and remit dues as it has done in the past – and as required by law. We are actively exploring all available options to resolve this issue and are already taking steps to address it. We will keep you informed as more details become available.

To continue receiving email updates from your union, send your personal email address to tacoma@seafarers.org and we will add you to our Government Services Division email list.

In the meantime, if you wish to remain in good standing, we encourage you to remit dues directly via check or money order to:

SIU
Attn: Government Services Division
3411 South Union Avenue,
Tacoma, WA 98409.

Alternatively, you may submit dues at any of our halls. A full list of hiring halls is available at www.seafarers.org and in every issue of the LOG. We also encourage you to keep an eye on our website for other updates (there's a "CIVMAR RESOURCES" box that's prominently displayed on the home page).

As the saying goes, there are lots of moving parts in response to the executive order that canceled collective bargaining for many federal-sector workers. The order is being challenged in court, and although the Military Sealift Command's initial request for an exemption was denied, we are nowhere near the point of having exhausted our resources. We'll continue evaluating all potential remedies and actively working with allies on Capitol Hill and throughout the industry.

In the meantime, the SIU continues representing all dues-paying members in grievances and other matters as permitted or required by law.

This situation is frustrating and complicated, but I'm cautiously optimistic we'll achieve a desirable outcome. If nothing else, the initial court decisions are favorable. While none of those cases dealt directly with CIVMARS, we are monitoring them all closely and will get involved if necessary. Stay tuned.

SIU Helps Celebrate SHIPS Act Reintroduction

The most comprehensive U.S. maritime legislation in more than a half-century has been reintroduced in Congress – and the SIU prominently helped mark the occasion.

Shortly after the bipartisan bill formally landed on April 30, SIU members, officials and apprentices from the union-affiliated Paul Hall Center (PHC) attended a Capitol Hill press conference featuring the legislation's initial co-sponsors: Sen. Mark Kelly (D-Arizona), Sen. Todd Young (R-Indiana), Rep. John Garamendi (D-California), and Rep. Trent Kelly (R-Mississippi).

PHC apprentices – holding signs promoting the legislation, the Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act – stood behind the legislators and other invited speakers, across from the Capitol building. Also among the SIU contingent were several members, President David Heindel, Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice President Pat Vandegrift, Political and Legislative Director Brian Schoeneman, and Chris Holloway, assistant commandant of the apprentice program.

"I'm very excited about what's happening," said Bosun **Lucas Tideman**, one of the attendees. "This is momentous for Seafarers."

Chief Cook **Marilou Toledo** also attended the news conference.

"It's a privilege to be here," she said. "It's great to hear that we'll be getting more ships and more job opportunities."

Legislators first introduced this bill, with overwhelming support from industry stakeholders, in December of 2024. While much of the legislation focuses on domestic shipbuilding, substantial components aim to grow and sustain the shipboard manpower pool.

The SIU actively worked on the bill for more than a year, providing input and collaborating with other interested parties from throughout the industry.

As noted at various points during the news conference, there are currently 80 U.S.-flagged vessels in international commerce, while China has 5,500. The SHIPS for America Act "aims to close this gap and boost the U.S. Merchant Marine by establishing national oversight and consistent funding for U.S. maritime policy, making U.S.-flagged vessels commercially competitive in international commerce by cutting red tape, rebuilding the U.S. shipyard industrial base, and expanding and strengthening mariner and shipyard worker recruitment, training,

and retention," according to a joint news release from the aforementioned legislators.

"After decades of dangerously neglecting our shipbuilding industry, we're finally doing something about it," said Sen. Kelly, a former mariner, Navy veteran and graduate of the U.S. Merchant Marine Academy. "The SHIPS for America Act is the most ambitious effort in a generation to revitalize the U.S. shipbuilding and commercial maritime industries and counter China's dominance over the oceans. Building and staffing more U.S.-flagged ships will create good-paying American jobs, make our supply chains more resilient, lower costs, and strengthen our ability to resupply our military at times of war. We'll keep working with our colleagues in Congress, this administration, and our partners in the industry to make our country safer and more competitive by passing the SHIPS for America Act."

Young, a U.S. Naval Academy graduate, said, "America has been a maritime nation since our founding, and seapower was a significant contributor to our rise to being the most powerful nation on earth. Unfortunately, the bottom line now is America needs more ships. Shipbuilding is a national security priority and a stopgap against foreign threats and coercion..."

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



Seafarers, SIU officials, officials from other unions, and additional supporters are pictured with U.S. Rep. John Garamendi (D-California) (fourth from left in front).

MTD Charts Courses for Bolstering Maritime, Protecting Workers' Rights

Convening for the second straight year at AFL-CIO headquarters, the Maritime Trades Department (MTD) Executive Board had no shortage of red-hot topics to address on May 7 in Washington, D.C.

SIU President David Heindel, who also serves as MTD president, summarized the conflicting emotions felt by many MTD affiliates. In his opening remarks, he pointed out that although the U.S. maritime industry seems on the verge of exceptionally noteworthy gains, the labor movement is battling against unprecedented attacks on federal-sector unions.

"I've been part of the maritime industry and the labor movement for a lot longer than I care to admit, and through all those decades, I'm not sure there's been another moment that has held so much promise on the maritime industry side while simultaneously carrying so many threats to workers' rights," he said.

The MTD is a constitutionally mandated department of the AFL-CIO. Formed shortly before the General Strike of 1946, the MTD currently includes 25 affiliated unions (the SIU is one) and a network of 21 port maritime councils in the U.S. and Canada.

Guest speakers addressing the board during its most recent meeting were, in order, U.S. Sen. Mark Kelly (D-Arizona) (via video); AFL-CIO President Liz Shuler; American Maritime Partnership (AMP) President Jennifer Carpenter; Michael Wessel, maritime advocate and head of The Wessel Group; U.S. Rep. Tom Suozzi (D-New York); and Eric Bunn Sr., national secretary-treasurer of the American Federation of Government Employees (AFGE).

The board approved statements backing the SHIPS for America Act; the Jones Act; cargo preference laws; maritime-related recommendations from the United States Trade Representative (USTR); and federal workers' rights.

The SIU had a strong turnout for the meeting. In addition to Heindel, Seafarers attendees included Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice Presidents George Tricker, Dean Corgey, Joseph Soresi, Joe Vincenzo, Hazel Galbiso, Pat Vandegrift, and Bryan Powell, Assistant Vice Presidents Amancio Crespo, Sam Spain, Todd Brdak, and Michael Russo, and Port Agent Mario Torrey.

Kelly had been scheduled for an in-person appearance but was called away on other business. In the video, he thanked the MTD and its affiliates for supporting the bipartisan SHIPS for America Act, which had been reintroduced in Congress a week earlier.

Continues on Pages 4-5



MTD/SIU President David Heindel (left) and MTD Exec. Secretary-Treasurer Brittanie Potter convene the meeting.



SIU VP Hazel Galbiso presents a report about port council activities.



AFGE National Secretary-Treasurer Eric Bunn Sr. updates the board on his union's latest efforts.



Senator Mark Kelly (D-Arizona) gives his regards in a video message.



The meeting takes place at AFL-CIO headquarters in the nation's capital.

MTD Executive Board Defines Future Priorities

Continued from Page 3

Shuler provided a comprehensive review of the AFL-CIO's efforts to stand up for workers' rights, particularly in the face of an executive order that, at least for now, has removed collective bargaining rights for hundreds of thousands of federal employees, including some members of the SIU Government Services Division. She also answered several questions from meeting attendees.

Carpenter offered an overview of AMP's ongoing work to promote and protect the Jones Act, America's freight cabotage law, while Wessel reported on the most recent plans unveiled by the USTR to curb China's maritime dominance.

Following a midday break, Suozzi reinforced his support for the American maritime industry and for workers' rights. He also stressed the importance of clearer pro-worker communication from Democrats, along with the benefits of respectful dialogue.

Bunn wrapped up the guest speaker remarks with a sobering recap of the effects of the aforementioned executive order. He also explained how AFGE and other unions are pushing back, including through the courts.

The MTD is scheduled to conduct its next quadrennial convention June 4-5, 2025, in Minneapolis.



MTD Exec. Secretary-Treasurer Emeritus Daniel Duncan asks a question of one of the guest speakers.



Mike Wessel discusses the recent plans unveiled by the U.S. Trade Representative.

Congressman Urges Pro-Worker Platforms, Cooperative Dialogue

U.S. Rep. Tom Suozzi (D-New York) firmly reiterated his complete support for the U.S. maritime industry during his May 7 address to the Maritime Trades Department Executive Board in the nation's capital.

Most of his remarks, however, focused on bigger-picture issues facing America's working families as well as the Democratic Party.

Suozzi, whose district includes the U.S. Merchant Marine Academy, has an outstanding voting record on both maritime and labor issues. "I'm with you guys 100%," he said. "But we have got a problem in our country, and the problem is that working men and women are not making enough money."

He continued, "If you're in a union, thank God; you're doing good. You've got a good wage and good health benefits. You have good pensions. But the rest of the country, the people who aren't in unions are in a lot of trouble."

Suozzi said one of the nation's goals should be "to get back to a place in our country where the American Dream is a real thing for everybody. I'll work hard and in return for working hard, I make enough money so I have a good life. That's it. I work hard, I make enough money, I can buy a house, I can educate my kids, I can pay for health insurance. I can retire without being scared. Too many Americans don't have that anymore, and that's why they're [upset]."

After touching on last year's election results and current messaging that seems well-received by working families, Suozzi stated, "My party has got to get back to a place where working men and women say, those are the guys looking out for me. Those are the people looking out for my interests."

He credited the labor movement for helping build the foundation of the American Dream, then offered a brief history lesson beginning in the 1970s. Suozzi gave examples of how, starting during that period, ownership management in numerous industries began prioritizing shareholder profits far more than employee or community wellbeing.

In terms of generating income, "it worked. We made a ton of money in America from the end of the 70s to now," he said. "The Dow Jones has gone up 2,500%, the GDP has gone up – but



Pictured from left are UA Metal Trades Director Patrick Dolan, Congressman Tom Suozzi, and SIU Exec. VP Augie Tellez.

workers wages have not gone up (correspondingly). They've been stuck. So, we made all this money, but it was only for a certain group of people."

Looking ahead, Suozzi said that Democratic legislators and candidates "have to lay out our platform that says very clearly our main focus is raising people's wages and benefits and retirement security. That's our number one priority. We've got to get back to that basic message, and then we have to have the vehicles to communicate the message."

The congressman concluded by appealing for more open communication between people and organizations at every level, from individuals to legislators to businesses and more.

"People are just fighting with each other, and you can't solve complicated problems with everybody yelling and screaming at each other," he said. "You can't do it in your family. You can't do it in your business. Can't do it in negotiating a contract. You need people who may disagree with each other to sit down across from each other and say, I think this. Well, I think that. Well, how about this? Well, how about that? And you try and find some common ground so you can move us all forward together. That's not happening in an environment where everything's attack and counter-attack, punch and counter-punch."

"One of the things I'm doing is, I'm the co-chair of a group called The Problem Solvers Caucus," he continued. "We just had a meeting today.... Fifty members of Congress, Democrats and Republicans. The Republican co-chair is going to be Brian Fitzpatrick (Pennsylvania), who's a pro-labor Republican. We're working to try and find common ground.... If you agree with what I'm saying, tell people the same thing and encourage this. Spread the word with your friends and your neighbors and your colleagues."



U.S. Rep. Tom Suozzi (left) outlines his pro-worker message to the board. At right is MTD/SIU President David Heindel.

Federation President Shows the Way Forward

AFL-CIO President Liz Shuler is realistic about the challenges facing the labor movement – and she's also determined to help lead a strong recovery as the federation battles against a number of recent anti-worker developments.

Shuler spoke to the Maritime Trades Department Executive Board May 7 at AFL-CIO headquarters, located in the nation's capital. She thanked MTD/SIU President David Heindel for his leadership and reiterated the federation's unwavering support for the U.S. Merchant Marine.

"The attacks on the Jones Act are constant, and I'm so glad to work with Dave and all of you to really keep that front and center and educate people," Shuler stated. "I feel like we're always behind the curve when these attacks come – that people have a knowledge deficit, and we wring our hands and say, how could they do this? Well, mostly it's because we have a lot of people that are retiring. We have turnover on the Hill, and it's this constant education. But we're going to fiercely defend the Jones Act with everything we have, at all times, because it's bedrock. It is a fundamental right that that we will fiercely stand by as a labor movement."

She also commended the MTD and its affiliates for their work promoting the SHIPS for America Act, which is considered the most comprehensive maritime revitalization legislation in more than half a century.

Shuler pointed to the MTD's decades of solidarity as a guide for overcoming current challenges.

"Solidarity is a word that really means something with the Maritime Trades," she said. "You show up. You show up for those who aren't even necessarily adjacent to your industry.... The OPEIU was born out of the solidarity you showed. In the 1960s and 1970s, when the public



AFL-CIO President Liz Shuler

sector was trying to organize, you showed up.... We could use that solidarity more than ever."

The federation president described some recent executive orders as "a full-frontal assault on our labor movement writ large. With the stroke of a pen, eliminating collective bargaining rights for federal union members.... It is the biggest attack on our labor movement in our history. People like to point back to PATCO, the air traffic controllers, which was a moment in time that was seminal. This is that moment on steroids."

She continued, "No matter what industry you're in, there's an executive order for you, and it's coming a mile a minute. But we've been here before. The labor movement endures. It's a matter of the fierceness and the speed we probably haven't dealt with before, but we have definitely been here before and gone through hard times and come back stronger. So that's our objective.

We're going to continue to organize. We're going to continue to fight back, make our voices heard."

Shuler has been traveling across the country, mobilizing for various grassroots outreach. Among other messages, she has used the meetings and rallies to promote the AFL-CIO's Department of People Who Work for a Living – a resource aimed at countering misinformation from the so-called Department of Government Efficiency (DOGE).

In starting the mobilization, "we said, we'll tell you from our perspective what efficiency looks like, but we also use it as a platform to show the impacts of what these (DOGE) cuts look like on real people. The hearings we did were all across the country, and mainly purple districts.... We invited workers to come in and testify, and we invited small-business people. We invited farmers, we invited veterans to talk about what these cuts mean. And it was so compelling."

A lifelong trade unionist and longtime backer of the SIU, Shuler said that during her travels, "What I heard was that people want common sense. No matter if you're Democrat, Independent, Republican, people want common sense. And what they're starting to see (from the administration) is not that."

She pointed out that income disparity remains a significant issue in the U.S. For example, a CEO rakes in an average of 238 times more money than a worker at their company.

Shuler also said the many people who attended those meetings expressed fear about potential cuts to Social Security and Medicaid.

"It's up to us as a labor movement to be that place where you connect that anger and that frustration to action," Shuler said. "Now is our time, and unions have never been more popular.... We have a real opportunity for organizing and to continue to stay on that front foot."

AMP President Sees Great Promise for Maritime Industry

The head of the nation's leading domestic maritime coalition sees great opportunities for the industry – and is committed to helping capitalize on them.

Jennifer Carpenter serves as both the newest president of the SIU-affiliated American Maritime Partnership (AMP), as well as president and CEO of the American Waterways Operators. She addressed the Maritime Trades Department's Executive Board meeting May 7 at AFL-CIO headquarters in Washington, D.C.

Speaking immediately after AFL-CIO President Liz Shuler, Carpenter noted, "Labor was absolutely essential to the formation of AMP way back in 1995 when it went by the inelegant name Maritime Cabotage Task Force. We decided we needed to work on the nomenclature a little bit, but the purpose has been consistent for the last 30 years, and that is single-issue focused on defending the Jones Act, the law that really is the statutory foundation of the domestic maritime industry."

The Jones Act has protected U.S. national, economic and homeland security for more than a century. The law requires that cargo moving between two points in the U.S. is carried aboard vessels that are crewed, built, flagged and owned American.

"The case for the Jones Act has never been stronger or more relevant to issues that Americans care about," Carpenter stated. "Everybody is focused on working-class American jobs, and that is the Jones Act through and through. We're talking 650,000 American jobs, direct and indirect, that rely on this industry...."

She pointed out that the general public gained a new appreciation for the maritime industry during the COVID 19 pandemic, when people "realized that empty shelves are a thing that can

happen. Supply chains don't just work miraculously; they work because people make them work."

The domestic maritime industry shined during that period, particularly compared to the "wild swings in international commerce" that took place, Carpenter recalled. "We didn't see that domestically, because we had American control of our supply chain," she said. "We had American workers, American owners committed to this trade. I think that that resonates with people in a way that it didn't five or six years ago."

Carpenter then focused on a sometimes-underappreciated aspect of the nation's freight cabotage law.

"Somebody asked me not long ago, what does America without the Jones Act look like? And I said, borderless. Our coastline is our longest border, and the Jones Act is absolutely essential to maritime border security. We know that it is a very dangerous world. Maritime is a critical domain in which geopolitical tensions are being played out, whether we're talking about the Middle East, whether we're talking about the Taiwan Strait, whether we're talking about Russia and Ukraine. So, I think that there is a relevance to our arguments that was always there, but that maybe folks didn't recognize in the same way that they do now."

Turning her attention to politics, Carpenter said, "I think there is an emerging bipartisan consensus that growing our maritime industry is essential to economic and homeland and national security. In just the last two months, we've seen the president's executive order on restoring American maritime dominance. We've seen the reintroduction of the SHIPS for America Act by that wonderful bipartisan coalition of Senator (Mark) Kelly, Senator (Todd) Young,



AMP President Jennifer Carpenter (left) addresses the board. Also pictured is MTD/SIU President David Heindel.

Congressman (Trent) Kelly and Congressman (John) Garamendi. These two important initiatives are focused primarily on growing the U.S.-flag international fleet. That is absolutely essential, because that's where we've got quite a bit of catching up to do, but I think it's significant that they take the Jones Act as a foundation."

Carpenter noted that it remains critical for industry representatives to promote American maritime. In particular, and notwithstanding the current strong bipartisan backing, she noted that there are dozens and dozens of new members of Congress along with new staff on Capitol Hill.

"Let's get out there and let's educate them," she said. "Let's not assume that they understand what the Jones Act is. Let's not assume that if they think they know what the Jones Act is, they're right about what the Jones Act is."

She concluded, "The Jones Act is critical to a strong American workforce, economy, supply chain, and border security. Now more than ever, we need to amplify the voice of all workers in support of the Jones Act."

Annual Funding Notice For Seafarers Pension Plan

Introduction

This notice provides key details about your multiemployer pension plan (the “Plan”) for the plan year beginning January 1, 2024 and ending December 31, 2024 (“Plan Year”).

This is an informational notice. You do not need to respond or take any action.

This notice includes:

- Information about your Plan’s funding status.
- Details on your benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal insurance agency.

What if I have questions about this notice, my Plan, or my benefits?

Contact your plan administrator at:

- Margaret Bowen
- Phone: 301.899.0675
- Address: 5201 Capital Gateway Drive, Camp Springs, MD 20746
- Email: map@seafarers.org

To better assist you, provide your plan administrator with the following information when you contact them:

- Plan Number: 001
- Plan Sponsor Name: Seafarers Pension Plan
- Employer Identification Number: 13-6100329

1) What if I have questions about PBGC and the pension insurance program guarantees?

Visit www.pbgc.gov/prac/multiemployer for more information. For specific information about your pension plan or pension benefits, you should contact your employer or plan administrator as PBGC does not have that information. Federal law requires all traditional pension plans, also known as defined benefit pension plans, to provide this notice every year regardless of funding status. This notice does not mean your Plan is terminating.

2) How Well Funded Is Your Plan?

The law requires the Plan’s administrator to explain how well the Plan is funded, using a measure called the “funded percentage.” The funded percentage is calculated by dividing Plan assets by Plan liabilities. In general, the higher the percentage, the better funded the plan. The chart below shows the Plan’s funded percentage for the Plan Year and the two preceding plan years. It also lists the value of the Plan’s assets and liabilities for those years.

Funded Percentage			
	2024	2023	2022
Valuation Date	January 1, 2024	January 1, 2023	January 1, 2022
Funded Percentage	148.3%	145.3%	167.7%
Value of Assets	\$1,897,203,157	\$1,783,210,942	\$2,141,291,665
Value of Liabilities	\$1,279,272,778	\$1,227,605,684	\$1,276,930,690

3) Year-End Fair Market Value of Assets

To provide further insight into the Plan’s financial position, the chart below shows the fair market value of the Plan’s assets on the last day of the Plan Year and each of the two preceding plan years. **Market values** fluctuate based on investment performance, providing a more immediate snapshot of the plan’s funding status.

	December 31, 2024	December 31, 2023	December 31, 2022
Fair Market Value of Assets	\$2,053,319,901	\$1,897,203,157	\$1,783,210,942

4) Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan’s funding status determines the steps a plan must take to strengthen its finances and continue paying benefits:

- **Endangered:** The plan’s funded percentage drops below 80 percent. The plan’s trustees must adopt a funding improvement plan.
- **Critical:** The plan’s funded percentage falls below 65 percent or meets other financial distress criteria. The plan’s trustees must implement a rehabilitation plan.
- **Critical and Declining:** A plan in critical status is also designated as critical and declining if projected to become insolvent—meaning it will no longer have enough assets to pay out benefits—within 15 years (or within 20 years under a special rule). The plan’s trustees must continue to implement the rehabilitation plan. The plan’s sponsor may seek approval to amend the plan, including reducing current and future benefits.

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

If the Plan is in endangered, critical, or critical and declining status for the plan year ending December 31, 2025, a separate notification of that status has or will be provided.

5) Participant and Beneficiary Information

The following chart shows the number of participants and beneficiaries covered by the Plan on the last day of the Plan Year and the two preceding plan years. The numbers for the latest Plan Year reflect the plan administrator’s reasonable, good faith estimate.

Number of participants and beneficiaries on last day of relevant plan year	2024	2023	2022
1. Last day of plan year	31-Dec	31-Dec	31-Dec
2. Participants currently employed	7,300	7,188	7,101
3. Participants and beneficiaries receiving benefits	5,050	5,957	6,838
4. Participants and beneficiaries entitled to future benefits (but not receiving benefits)	4,200	4,424	4,403
5. Total number of covered participants and beneficiaries (Lines 2 + 3 + 4 = 5)	16,550	17,569	18,342

The above table reflects actual year-end demographic data for the preceding two plan years.

6) Funding & Investment Policies

Funding Policy

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

Investment Policy

Pension plans also have investment policies that provide guidelines for making investment management decisions. The Plan’s investment policy is as follows:

Investment objectives:

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

Investment Guidelines:

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

Asset Allocation:

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

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

Standards of Investment Performance:

Each Investment Manager is reviewed regularly regarding performance, personnel, strategy, research capabilities, organizational and business matters and other qualitative factors that may affect its ability to achieve the desired investment results. Consideration will be given to the extent to which performance results are consistent with the goals and objectives set forth in the Investment Policy and/or individual guidelines provided to an Investment Manager. The Plan’s investment policy outlines prohibited investments as well as limits regarding the percentage of the fund that may be invested in any one company and industry. Minimum credit quality guidelines are established and provided to investment managers. No investment may be made which violates the provisions of ERISA or the Internal Revenue Code.

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

As of the end of the Plan Year, the Plan’s assets were allocated among the following investment categories as percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest-bearing and non-interest bearing)	
2. U.S. Government securities	15
3. Corporate debt instruments (other than employer securities):	
a. Preferred	4
b. All other	
4. Corporate stocks (other than employer securities):	
a. Preferred	
b. Common	25
5. Partnership/joint venture interests	
6. Real estate (other than employer real property)	1
7. Loans (other than to participants)	
8. Participant loans	
9. Value of interest in common and collective trusts	36
10. Value of interest in pooled separate accounts	
11. Value of interest in master trust investment accounts	
12. Value of interest in 103-12 investment entities	
13. Value of interest in registered investment companies, like mutual funds	19
14. Value of funds held in insurance company general account (unallocated contracts)	
15. Employer-related investments:	
a. Employer Securities	
b. Employer real property	
16. Buildings and other property used in plan operation	
17. Other	

For information about the Plan’s investment in any of the following types of investments common-/collective trusts, pooled separate accounts, or 103-12 investment entities - contact Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: SPP Plan Administrator, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746.

The average return on assets for the Plan Year was 12.3%.

7) Events Having a Material Effect on Assets or Liabilities

By law, this notice must include an explanation of any new events that materially affect the Plan’s liabilities or assets. These events could affect the Plan’s financial health or its ability to meet its obligations.

For the plan year beginning on January 1, 2025 (i.e., the year after the notice year) and ending on December 31, 2025, there was no amendment, scheduled benefit increase or reduction, or other known event taking effect in the current plan year and expected to have a material effect on plan liabilities or assets for the current plan year.

8) Right to Request a Copy of the Annual Report

Pension plans must file an annual report, called the Form 5500, with the U.S. Department of Labor. The Form 5500 includes financial and other information about these pension plans. You can get a copy of your Plan’s Form 5500:

- Online: Visit www.efast.dol.gov to search for your Plan’s Form 5500.
- By Mail: Submit a written request to your plan administrator.
- By Phone: Call (202) 693-8673 to speak with a representative of the U.S. Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room.

The Form 5500 does not include personal information, such as your accrued benefits. For details about your accrued benefits, contact your plan administrator.

Continues on Page 11

SHIPS Act Will Bolster Industry

Continued from Page 2

“...Our bill will revitalize the U.S. maritime industry, grow our shipbuilding capacity, rebuild America’s shipyard industrial base, and support nationwide workforce development in this industry. This legislation is critical to our warfighting capabilities and keeping pace with China.”

Rep. Kelly noted, “Strengthening America’s shipbuilding capacity and revitalizing our commercial maritime industry is critical to national security and economic resilience. Under President Trump’s leadership, we’re prioritizing these vital sectors. I’m proud to work alongside Senator Mark Kelly, Senator Todd Young, and Congressman John Garamendi to help safeguard our maritime future.”

Longtime maritime champion Garamendi stated, “With China’s growing influence in the global maritime sector, the United States can no longer afford to overlook our maritime industries. The SHIPS for America Act will give our shipyards and merchant mariners the tools they need to rebuild America’s maritime industry and create good-paying American jobs. I’m proud to lead this effort alongside Senator Kelly, Senator Young, and Representative Kelly to strengthen America’s national security, economic strength, and global leadership on the high seas.”

Other cosponsors in the Senate include Sen. Lisa Murkowski (R-Alaska) and Sen. John Fetterman (D-Pennsylvania).

Murkowski stated, “Because of our vast geography, the maritime industry is uniquely vital to Alaska, with many of our coastal communities relying on a strong U.S.-flagged fleet for everything from everyday logistics to commercial fishing and homeland defense. I am proud to cosponsor the SHIPS Act, which advances common-sense solutions that will invest in the workforce and revitalize our nation’s shipbuilding, increasing Alaska’s resilience and security.”

Fetterman said, “When it comes to maintaining our competitive edge against China, failure is not an

option. The SHIPS for America Act will help the United States compete with China’s production of ships while creating new manufacturing jobs in shipyards across the nation. Not only will this strengthen our national security, but it’ll also grow our local economies and support working families right here in Pennsylvania. I’m proud to support this commonsense, bipartisan legislation that will help us build more ships in America and stand up to China.”

Among many other achievements, the SHIPS for America Act would:

- Coordinate U.S. maritime policy by establishing the position of Maritime Security Advisor within the White House, who would lead an inter-agency Maritime Security Board tasked with making whole-of-government strategic decisions for how to implement a National Maritime Strategy. The bill also establishes a Maritime Security Trust Fund that would reinvest duties and fees paid by the maritime industry into maritime security programs and infrastructure supporting maritime commerce.
- Establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet of commercially operated, U.S.-flagged, American-crewed, and domestically built merchant vessels that can operate competitively in international commerce.
- Enhance the competitiveness of U.S.-flagged vessels in international commerce by establishing a Rulemaking Committee on Commercial Maritime Regulations and Standards to “cut through the U.S. Coast Guard’s red tape that limits the international competitiveness of U.S.-flagged vessels, modify duties to make cargo on U.S.-flagged vessels more competitive, requiring that government-funded cargo move aboard U.S.-flagged vessels, and requiring a portion of commercial goods imported from China to move aboard U.S.-flagged vessels starting in 2030.”
- Expand the U.S. shipyard industrial base, for both military and commercial oceangoing vessels, by establishing a 25 percent investment tax credit for shipyard investments, transforming the Title XI Federal Ship Financing Program into a revolving fund, and establishing a Shipbuilding Financial Incentives program to support innovative approaches to domestic ship building and ship repair.
- Make historic investments in the maritime workforce by supporting a Maritime Workforce Promotion and Recruitment Campaign, allowing mariners to retain their credentials through a newly established Merchant Marine Career Retention Program, investing in long-overdue infrastructure needs for the U.S. Merchant Marine Academy, and supporting State Maritime Academies and Centers for Excellence for



Sen. Mark Kelly
(D-Arizona)



Rep. John Garamendi
(D-California)



Sen. Todd Young
(R-Indiana)



Rep. Trent Kelly
(R-Mississippi)

Domestic Maritime Workforce Training and Education. The bill also makes “long-overdue changes to streamline and modernize the U.S. Coast Guard’s Merchant Mariner Credentialing system.”

Schoeneman, in addition to his SIU duties, also serves as chair of the coalition USA Maritime. In the latter capacity, he commented, “The USA Maritime coalition supports the SHIPS for America Act and has been honored to work with Senators Kelly and Young, and Congressmen Garamendi and Kelly as the bill has taken shape over the last two years. This bill represents the most comprehensive maritime policy initiative in more than half a century. Now, more than ever, the United States needs a strong, vibrant and growing U.S. Merchant Marine, capable of carrying a substantial portion of our foreign commerce and supporting our military in time of war. This initiative will ensure our country has the U.S.-flag ships and American mariners needed to preserve, protect and defend America and our economic security. We look forward to continuing to work with Congress on this legislation.”



Among those taking in the speeches are (far left) SIU President David Heindel, (fourth from left in front) SIU Exec. VP Augie Tellez, (far right in front) AMO President Willie Barrere, and (far right, rear) Bosun Lucas Tideman.



Immediately after the press gathering, U.S. Sen. Mark Kelly (D-Arizona) (left) asks Paul Hall Center Apprentices about their training and their aspirations.



The SIU and its affiliated Paul Hall Center show up in force for the pro-maritime event.



U.S. Rep. Trent Kelly (R-Mississippi) (nearest person facing camera) chats with Paul Hall Center Apprentices prior to the news conference.

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

DARREN BATES

Brother Darren Bates, 62, signed on with the Seafarers International Union in 1990. He first sailed on the *Cape Hudson* and upgraded often at the Paul Hall Center. Brother Bates was a deck department member and most recently shipped aboard the *Resolve*. He calls Magnolia, Mississippi, home.



RODOLFO CALDO

Brother Rodolfo Caldo, 65, joined the union in 2005 and initially sailed aboard the *Lawrence Gianella*. He worked in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Caldo last shipped on the *Horizon Spirit*. He makes his home in Lathrop, California.



ROBINSON EROMOSELE

Brother Robinson Eromosele, 76, started sailing with the SIU in 2003 and first worked on the *Wilson*. He shipped in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Eromosele last shipped on the *Liberty Glory*. He resides in Richmond, Texas.



BONIFACIO FORTES

Brother Bonifacio Fortes, 66, became a member of the Seafarers International Union in 1992 and first sailed aboard the *Independence*. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Fortes most recently shipped aboard the *Alaskan Navigator* and settled in Stockton, California.



PABLO GARCIA

Brother Pablo Garcia, 65, embarked on his career with the SIU in 1994 when he sailed on the *Independence*. He shipped in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Garcia last sailed aboard the *Maersk Sentosa*. He lives in the Bronx, New York.



TIMOTHY HOLMES

Brother Timothy Holmes, 66, joined the Seafarers International Union in 1996. He initially sailed on the *USNS Bob Hope* and worked in the steward department. Brother Holmes upgraded on multiple occasions at the Piney Point school. His final vessel was the *USNS Henson*. Brother Holmes resides in Chemung, New York.



LUMUMBA LASANA

Brother Lumumba Lasana, 68, donned the SIU colors in 1997. He first sailed aboard the *USNS Able* and worked in the deck department. Brother Lasana last sailed on the *SBX* and settled in Chesapeake, Virginia.

WILLIAM LEACHMAN

Brother William Leachman, 65, started sailing with the SIU in 1993 and first worked on the *Sealift Arabian Sea*. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Leachman concluded his career on the *USNS Fisher*. He resides in Bay St. Louis, Mississippi.



PAUL MCDONELL

Brother Paul McDonell, 65, signed on with the SIU in 2003 when he sailed aboard the *Leo*. He worked in the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother McDonell last shipped on the *Maersk Chesapeake*. He is a resident of Lake Placid, Florida.



HUSSEIN MOHAMED

Brother Hussein Mohamed, 49, joined the Seafarers International Union in 1997 and first sailed aboard the *Independence*. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Mohamed concluded his career aboard the *Maersk Kensington* and settled in Melvindale, Michigan.



MICHELLE WATERS

Sister Michelle Waters, 65, became a member of the SIU in 1983 and first shipped on the *Independence*. She upgraded at the Piney Point school on numerous occasions and sailed in the steward department. Sister Waters last sailed on the *Cape Gibson* and settled in Merritt Island, Florida.



INLAND

LESLIE HOLLOWELL

Brother Leslie Hollowell, 62, signed on with the union in 1994, initially working with Penn Maritime. He sailed in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Hollowell was last employed with Allied Transportation. He makes his home in Greenville, North Carolina.



DAVID JOHNSON

Brother David Johnson, 63, joined the union in 1999. A deck department member, he worked with G&H Towing for the entirety of his career. Brother Johnson lives in Tool, Texas.



FRANK KOSARICK

Brother Frank Kosarick, 66, began sailing with the SIU in 2008. A member of the deck department, he originally sailed with Crowley Towing and Transportation. Brother Kosarick upgraded his skills on multiple occasions at the Paul Hall Center. He concluded his career with Penn Maritime and settled in Fort Lauderdale, Florida.



GEORGE SCHUMPP

Brother George Schumpp, 66, joined the union in 1994. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Schumpp was employed with Port Imperial Ferry for the duration of his career. He lives in Fairlawn, New Jersey.



MARIA SMITH

Sister Maria Smith, 67, signed on with the Seafarers in 1990. She shipped in the steward department and upgraded her skills at the Paul Hall Center on multiple occasions. Sister Smith sailed with Delta Queen Steamboat for the duration of her career, most recently aboard the *Mississippi Queen*. She resides in Kenner, Louisiana.

ROBERT THORNE

Brother Robert Thorne, 66, donned the SIU colors in 2008. He upgraded at the Piney Point school on multiple occasions. An engine department member, Brother Thorne worked for G&H Towing for most of his career. He lives in Kingwood, Texas.



PHILIP WRIGHT

Brother Philip Wright, 65, became a member of the Seafarers International Union in 1993 when he worked for Crowley Towing and Transportation. A deck department member, he upgraded his skills often at the Paul Hall Center. Brother Wright most recently sailed aboard the *Courage*. He makes his home in Key Largo, Florida.



NMU

REYNALDO DEL MUNDO

Brother Reynaldo Del Mundo, 70, joined the Seafarers International Union during the 2001 NMU/SIU merger. He shipped in the engine department and concluded his career aboard the *Keystone Texas*. Brother Del Mundo lives in Alhambra, California.



PAUL RICHARD

Brother Paul Richard, 66, signed on with the union during the 2001 NMU/SIU merger. He shipped in both the deck and engine departments and last sailed on the *Cape Horn*. He resides in Post Falls, Idaho.

At Sea & Ashore with the SIU



MILESTONES IN MICHIGAN – Three Seafarers recently picked up their respective A-seniority books at the hiring hall in Algonac, Michigan. Pictured at left, starting with photo at far left, are AB Mohammed Obad, Steward/Baker Ammar Sailan, and AB Zaid Mesleh. Safety Director Jason Brown is at right in each snapshot.



CATCHING UP IN HOUSTON – SIU pensioner Arthur Ross (center) stops by the hiring hall to grab a copy of his favorite periodical and to chat with (from left) Patrolman J.B. Niday and Safety Director Kevin Sykes. Ross recently turned 81. His last vessel was the *Sulphur Enterprise*, in 2006.

ABOARD MATSON ANCHORAGE – Pictured from left are Chief Cook Christopher Hopkins, SA Nasser Hajaji, and SIU Patrolman Dennison Forsman.



HONORING THE GREATEST GENERATION – SIU Asst. VP Sam Spain helped salute the U.S. Merchant Mariners of World War II during this year's American Merchant Marine Veterans (AMMV) Convention, which took place in early April in Norfolk, Virginia. He's pictured at right in photo above, left, with Rear Adm. Mark Buzby (USN, Ret.), one of the keynote speakers. Pictured from left in photo above, right, are AMMV National Secretary (and former SIU member) Chris Edyvean, Spain, and SIU pensioner Michael Pooler, while the remaining snapshot includes (also from left) Sailors Snug Harbor Executive Director Jay Brooks, SIU pensioner Clay Brown, and AMMV President Dru DiMattia.

At Sea & Ashore with the SIU



WELCOME ABOARD – Crescent Towing Wheelman Cody Nelson (right) receives his full book. He's pictured at the New Orleans hall with SIU Asst. VP Chris Westbrook. (Nelson also just earned his Master of Towing.)



WELCOME ASHORE IN NEW ORLEANS – Crowley ATB Capt. Darren Bates (right) receives his first pension check at the hiring hall. He sailed with the SIU for 35 years. Congratulating him on the milestone is SIU Asst. VP Chris Westbrook.



FAMILY TRADITION – Seafaring often runs in families. At left is GUDE Matthew Lehen aboard the *Mariner* (Eco-Tankers), with his uncle, SIU Patrolman Kelly Krick. "I am very proud of him," Krick noted, "and it was a once-in-a-lifetime experience walking up the gangway with him."



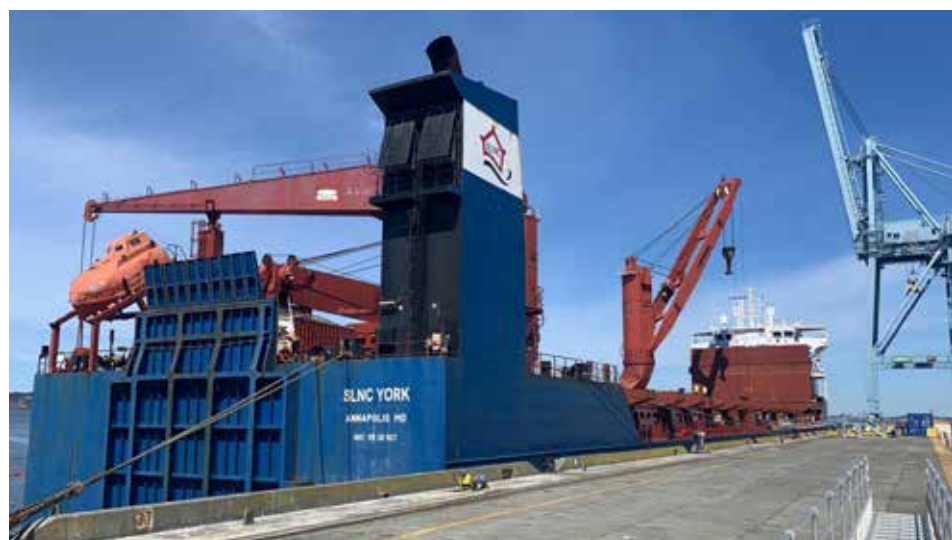
ABOARD FLORIDA – Pictured from left aboard the *Intrepid* tanker are (larger group photo) SA Naila King, Recertified Bosun Samuel Duah, ABG Daniel Flanagan, and ABB Lucas Anderson. From left in the other non-ship photo: Chief Cook Crystal Cobbs, SA Naila King.



CLASSMATES RECONNECT – Recertified Bosun Greg Jackson and Chief Mate/Hawsepiper Mark Holman were Piney Point classmates back in 1980, and they ran into each other earlier this year while working for Pacific Gulf Marine. Jackson (left in the recent photo, with Holman) said they "shared many sea stories." In the class photo, Holman is barely visible in back, near the center, while Jackson is easier to spot (front, far left).



TAKING THE OATH IN FLORIDA – Being sworn in during the April membership meeting in Jacksonville, Florida, are (from left, facing camera) ABM Markham Campbell (B book), AB Campbell Busbey (B book), Storekeeper Carl Bascara (A book), STOS Dion Bonner (B book) and OS Samuel Hall (B book). SIU Port Agent Ashley Nelson is at left.



ABOARD SLNC YORK – ACU Ryan Hatch is pictured aboard the Argent Marine vessel in Indian Island, Washington.

At Sea & Ashore with the SIU



ABOARD PACIFIC TRACKER – Pictured from left aboard the TOTE vessel are ABMs Theodore Swift and Joey Benosa, and Bosun Leroy Reed.



WELL-EARNED KUDOS – SA Hyun Kim (right) recently won the monthly recognition aboard the *Alliance Fairfax* (Maersk Line, Limited) for outstanding shipmate and cleanest room. Celebrating the occasion with her is Chief Mate Chuck Hendricks. Recertified Steward Rocky Dupraw said Kim “is by far the best SA I’ve ever had the pleasure of working with. Along with her work ethic, she has great attention to detail.”



FULL BOOK IN PINEY POINT – OS Marlon Gayle (left) receives his B book. He’s pictured at the SIU-affiliated Paul Hall Center for Maritime Training and Education, with SIU Patrolman Josh Gail.



SHARING A SPECIAL MOMENT – Talk about versatility: Recertified Bosun Antjuan Webb, Sr., who earned a Doctor of Religious Education degree, recently was installed as an assistant pastor with his local church in Oakland, California. Celebrating the occasion are (standing, from left) SIU VP West Coast Nick Marrone, SIU pensioners Donald Benjamin, Larry Toston, and Perry McCall, Webb, SIU Patrolwoman Kathy Chester, SIU Oakland Port Agent Duane Akers, and (in front) pensioner Gerald Archie.



PROMOTING SIU CAREERS – The union’s efforts to attract the next generation of mariners never stops, as evidenced by this recent snapshot of (from left) Recruiting Director Ryan Covert and SIU Asst. VP Todd Brdak at a career expo in Detroit.

Annual Funding Notice For Seafarers Pension Plan (Continued)

Continued from Page 6

9) 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 PBGC, below), the plan must apply to PBGC for financial assistance. 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.

10) Benefit Payments Guaranteed by PBGC

Only vested benefits—those that you’ve earned and cannot forfeit—are guaranteed.

What PBGC Guarantees

PBGC guarantees “basic benefits” including:

- Pension benefits at normal retirement age.
- Most early retirement benefits.
- Annuity benefits for survivors of plan participants.
- Disability benefits for disabilities that occurred before the earlier of the date the plan terminated or the sponsor’s bankruptcy date.

What PBGC Does Not Guarantee

PBGC does not guarantee certain types of benefits, including:

- A participant’s pension benefit or benefit increase until it has been part of the

plan for 60 full months.

- Disability benefits in non-pay status.
- Non-pension benefits, such as health insurance, or death benefits.

Determining Guarantee Amounts

The maximum benefit PBGC guarantees is set by law. Your plan is covered by PBGC’s multiemployer program. The maximum PBGC guarantee is \$35.75 per month, multiplied by a participant’s years of credited service.

PBGC guarantees a monthly benefit based on the plan’s monthly benefit accrual rate and your years of credited service. The guarantee is calculated as follows:

1. Take 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate.
2. Take 75 percent of the next \$33 of the accrual rate.
3. Add both amounts together.
4. Multiply the total by your years of credited service to determine your guaranteed monthly benefit.

Example 1: Participant with a Monthly \$600 Benefit and 10 Years of Service.

1. Find the accrual rate: $\$600/10 = \60 accrual rate.
2. Apply PBGC formula:
 - a. Take 100 percent of the first \$11 = \$11
 - b. Take 75 percent of the next \$33 = \$24.75
3. Add the two amounts together: $\$11 + \$24.75 = \$35.75$
4. Multiply by years of credited service: $\$35.75 \times 10 \text{ years} = \357.50

In this example, the participant’s guaranteed monthly benefit is \$357.50.

Example 2: Participant with a \$200 Monthly Benefit and 10 Years of Service.

1. Find the accrual rate: $\$200/10 = \20 accrual rate.
2. Apply PBGC formula:
 - a. Take 100 percent of the first \$11 = \$11
 - b. Take 75 percent of the next \$9 = \$6.75
3. Add the two amounts together: $\$11 + \$6.75 = \$17.75$
4. Multiply by years of credited service: $\$17.75 \times 10 \text{ years} = \177.50

In this example, the participant’s guaranteed monthly benefit is \$177.50

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

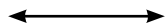
Joseph T. Soresi, Vice President Atlantic Coast

Joe Vincenzo, Vice President
Government Services

Bryan Powell,
Vice President Lakes and Inland Waters

Pat Vandegrift, Vice President

Hazel Galbiso, Vice President



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 by members of the most recent SIU Tallying Committee.

Question: If you could change anything about the maritime industry, what would you change?



Jason Powell
Chief Electrician

I would like to [decrease] the regulations on seafarers so we can go to sea and be less encumbered by the Coast Guard.



Mubarek Ahmed
Bosun

Being able to hit the shore faster, without getting held up for hours. Your time off is limited already, depending on what your position is on the ship. Hitting a port and just giving your ID, like you were at a domestic port, would be a lot easier.



Ronald J. Davis
Recertified Steward

Bring back more American-flag ships. We need increased trade. We've got to start building more ships, catch up with China and pass them.



Richard Benoit
AB

Try to [reduce] some of the Coast Guard regulations. There are way too many. I liked it back in the old days, when you got your documents and you were good until you retired or you upgraded.



Chandler Williams
AB

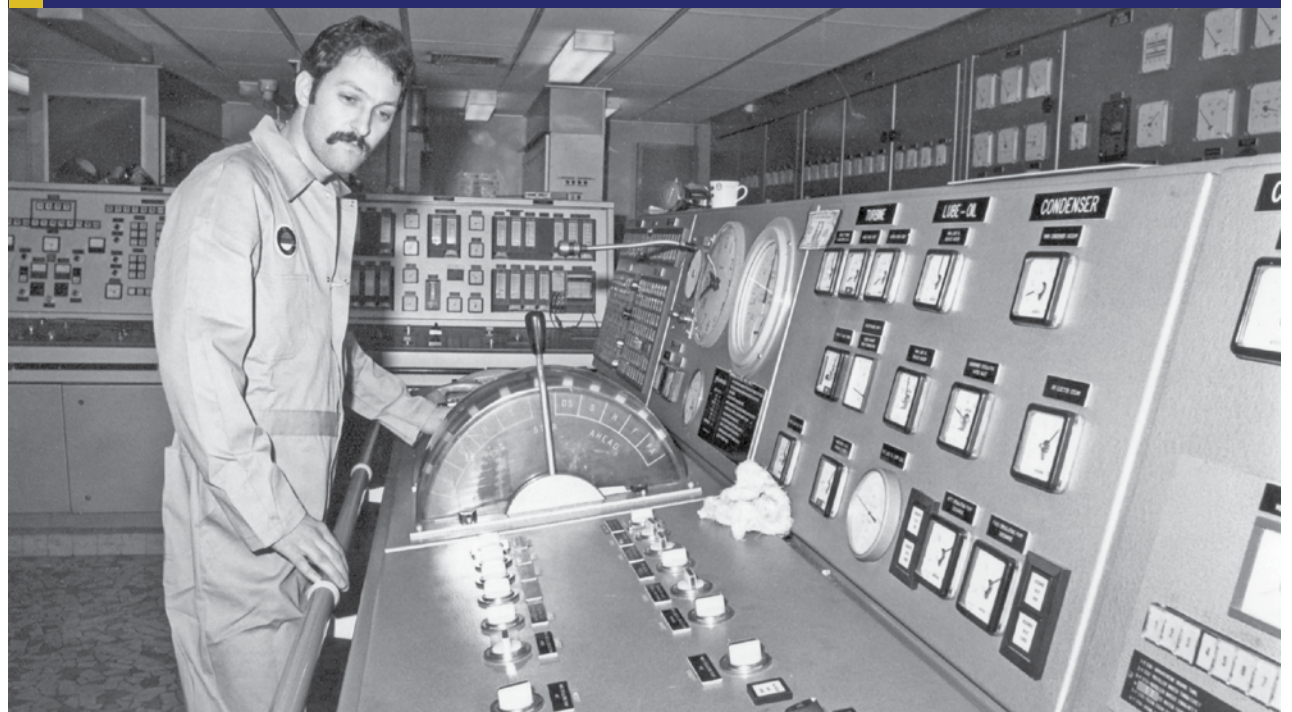
Just how slowly things change in the industry. It can be a slog. Keep up with what seafarers are saying, so we have more input.



Anthony Jacobson
Recertified Steward

From a steward's point of view, these companies need to look again at the food budgets and make them realistic. Because of all the inflation that's been happening, they're not in line with inflation.

Pic from the Past



Wiper Nick Farinaccio checks out the engine room control board on the LNG carrier *El Paso Sonatrach* (El Paso Southern Tanker Co.) in late 1979.

Notice

Important Reminder for Seafarers and Pensioners


Seafarers and SIU pensioners are strongly encouraged to make sure that their beneficiary designations are up to date and accurate. If outdated beneficiary information remains on file, it may result in benefits being paid to one or more individuals no longer intended by the member or pensioner to receive those benefits. Unintended consequences may arise if, for example, a designated beneficiary has passed away, or if a member's or pensioner's marital status has changed.


Seafarers and pensioners can update their designated beneficiaries by contacting the SIU Member Assistance Program (MAP) by phone: 1-(800) 252-4674 Option 2, or by email: map@seafarers.org in order to obtain beneficiary forms.



 @SeafarersInternational

 @SeafarersUnion

 @seafarers_international_union

 [facebook.com/MyMaritimeCareer](https://www.facebook.com/MyMaritimeCareer)

June & July Membership Meetings

Piney Point	Monday: June 2, July 7
Algonac	Thursday: June 12, July 17
Baltimore	Thursday: June 5, July 10
Guam	Friday: June 20, Thursday: July 24
Honolulu	Friday: June 13, July 18
Houston	Monday: June 9, July 14
Jacksonville	Thursday: June 5, July 10
Joliet	Thursday: June 12, July 17
Mobile	Wednesday: June 11, July 16
New Orleans	Tuesday: June 10, July 15
Jersey City	Tuesday: June 3, July 8
Norfolk	Friday: June 6, July 11
Oakland	Thursday: June 12, July 17
Philadelphia	Wednesday: June 4, July 9
Port Everglades	Thursday: June 12, July 17
San Juan	Thursday: June 5, July 10
St. Louis	Friday: June 13, July 18
Tacoma	Friday: June 20, July 25
Wilmington	Monday: June 16, July 21

Schedule change due to holiday observance.

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

Dispatchers' Report for Deep Sea

*"Total Registered" and "Total Shipped" data is cumulative from April 14 - May 13, 2025.
"Registered on the Beach" data is as of May 14, 2025.*

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	12	9	2	21	4	1	8	17	12	4
Anchorage	2	1	0	0	0	0	0	5	2	0
Baltimore	3	4	1	2	5	1	1	6	3	0
Fort Lauderdale	14	8	7	13	5	4	10	29	7	7
Guam	2	2	0	0	0	0	0	6	2	0
Harvey	5	4	3	4	6	3	6	12	7	4
Honolulu	6	2	0	2	0	0	0	12	4	0
Houston	27	17	9	26	13	7	18	44	30	19
Jacksonville	31	21	12	23	16	10	17	59	36	7
Jersey City	26	7	3	13	6	4	11	31	10	5
Joliet	0	4	0	1	1	1	0	6	7	1
Mobile	10	1	2	8	1	1	2	13	4	4
Norfolk	27	14	9	17	11	5	8	28	17	16
Oakland	8	4	0	3	2	1	2	12	7	1
Philadelphia	4	1	0	2	1	0	1	2	1	0
Piney Point	0	4	0	1	3	0	1	2	4	0
Puerto Rico	5	3	1	4	3	0	5	8	2	1
St. Louis	1	2	0	1	2	0	0	1	2	2
Tacoma	18	10	2	17	5	0	8	26	10	3
Wilmington	25	3	2	18	2	0	5	59	6	8
TOTAL	226	121	53	176	86	38	103	378	173	82
Engine Department										
Algonac	2	0	0	2	1	1	2	5	4	0
Anchorage	1	0	0	1	1	0	0	1	0	1
Baltimore	3	6	1	3	5	0	2	5	3	1
Fort Lauderdale	9	5	1	5	1	2	5	9	10	1
Guam	2	1	0	1	1	0	0	1	1	0
Harvey	3	4	1	3	4	0	3	2	2	3
Honolulu	1	2	0	4	1	0	1	7	2	0
Houston	10	9	2	3	5	1	3	15	13	6
Jacksonville	21	26	5	11	13	2	9	29	21	6
Jersey City	6	1	4	4	2	3	3	11	4	2
Joliet	1	1	1	1	1	1	0	1	1	0
Mobile	4	0	1	2	1	0	1	3	0	1
Norfolk	10	14	2	11	13	3	5	15	15	8
Oakland	4	4	1	3	3	0	2	4	5	3
Philadelphia	2	1	1	2	0	0	0	1	0	1
Piney Point	2	1	1	0	1	1	0	3	0	1
Puerto Rico	4	1	1	2	1	0	1	3	1	2
St. Louis	2	0	0	1	1	0	0	2	0	0
Tacoma	7	2	2	6	2	0	2	7	6	2
Wilmington	7	3	3	7	3	2	3	15	5	10
TOTAL	101	81	27	72	60	16	42	139	93	48
Steward Department										
Algonac	4	1	0	3	0	0	0	6	0	1
Anchorage	0	0	0	0	1	1	0	0	0	0
Baltimore	1	2	1	0	1	1	2	0	1	0
Fort Lauderdale	6	3	3	5	4	0	2	9	5	3
Guam	2	1	1	1	1	0	0	1	0	1
Harvey	2	4	0	1	6	1	5	3	8	0
Honolulu	4	1	1	5	2	0	3	5	3	1
Houston	12	7	4	7	7	1	8	19	10	7
Jacksonville	23	21	4	18	10	3	11	33	27	6
Jersey City	8	7	1	4	2	1	3	14	5	0
Joliet	0	2	0	0	1	0	0	1	2	0
Mobile	4	0	0	3	1	0	1	5	0	0
Norfolk	23	9	5	13	4	3	6	23	19	7
Oakland	9	2	1	12	2	1	4	14	2	1
Philadelphia	1	1	0	0	0	1	1	1	1	0
Piney Point	3	4	2	3	3	1	3	1	3	0
Puerto Rico	2	7	3	3	4	1	1	6	12	2
St. Louis	1	0	0	1	0	0	0	0	0	0
Tacoma	3	1	4	4	2	2	0	8	2	4
Wilmington	23	2	3	11	4	3	6	31	5	4
TOTAL	131	75	33	94	55	20	56	180	105	37
Entry Department										
Algonac	1	6	13	0	3	6	2	3	4	17
Anchorage	0	2	0	0	0	1	0	0	2	1
Baltimore	0	3	1	0	1	2	1	0	1	1
Fort Lauderdale	1	4	10	2	5	2	2	0	5	16
Guam	0	0	5	0	1	2	1	0	0	3
Harvey	0	0	2	0	1	1	1	0	1	6
Honolulu	0	2	3	0	1	3	0	0	2	4
Houston	4	17	14	1	13	3	3	7	26	28
Jacksonville	0	25	55	0	17	24	7	2	50	108
Jersey City	0	18	15	0	10	10	3	3	22	26
Joliet	0	0	1	0	1	0	0	0	0	1
Mobile	0	0	0	0	1	0	0	0	1	2
Norfolk	0	7	40	0	3	14	5	0	11	52
Oakland	1	11	22	0	6	7	3	1	12	22
Philadelphia	0	0	0	0	0	1	0	0	0	0
Piney Point	0	1	3	0	1	1	1	0	3	3
Puerto Rico	0	0	0	0	0	1	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	1	4	11	3	4	4	0	3	11	14
Wilmington	1	16	23	2	6	8	0	0	14	31
TOTAL	9	116	218	8	74	90	29	19	165	335
GRAND TOTAL	467	393	331	350	275	164	230	716	536	502

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

JOHN ALICEA

Pensioner John Alicea, 69, passed away February 22. He signed on with the Seafarers International Union in 2000 when he sailed aboard the *Independence*. An engine department member, Brother Alicea last shipped on the *Ocean Jazz* in 2021. He became a pensioner in 2023 and settled in Port St. Lucie, Florida.



DONALD BOATRIGHT

Pensioner Donald Boatright, 73, died March 24. He started shipping with the union in 1970, initially working with Michigan Tankers Inc. Brother Boatright was a deck department member and concluded his career aboard the *Spirit*. He went on pension in 2010 and resided in Pinole, California.



CARLOS BONEFONT

Pensioner Carlos Bonefont, 83, passed away March 13. He joined the SIU in 1960 when he sailed on the *Evelyn*. Brother Bonefont sailed in all three departments and last shipped on the *Horizon Hawaii*. He became a pensioner in 2008 and made his home in Amsterdam, New York.



ARNULFO CALDERON

Pensioner Arnulfo Calderon, 76, died February 6. He signed on with the union in 2001. Brother Calderon first shipped on the *Bernard F. Fisher* and was a member of the deck department. He last sailed aboard the *Harry Martin* and went on pension in 2013. Brother Calderon resided in the Bronx, New York.



DELFINO CASTRO

Pensioner Delfino Castro, 79, passed away March 30. He donned the SIU colors in 1995 and first shipped on the *Independence*. A member of the steward department, Brother Castro concluded his career aboard the *Chemical Pioneer* and retired in 2012. He was a Houston resident.



LEON CATLIN

Pensioner Leon Catlin, 79, died February 22. He became a member of the union in 2001. Brother Catlin worked in the steward department. He sailed aboard the *Delaware Trader* for his entire career before going on pension in 2012. Brother Catlin lived in Mobile, Alabama.



CRAIG CROFT

Pensioner Craig Croft, 58, passed away February 2. He joined the SIU in 1985, initially sailing with G&H Towing. Brother Croft worked in the engine department. He last sailed aboard the *Louisiana* in 2021. Brother Croft went on pension in 2023 and made his home in Hitchcock, Texas.



ALFREDO CUEVAS

Pensioner Alfredo Cuevas, 78, died December 4. He joined the Seafarers International Union in 1987 when he shipped on the *USNS Wyman*. Brother Cuevas was an engine department member. He concluded his career aboard the *Maersk Missouri* and became a pensioner in 2015. Brother Cuevas made his home in the Philippines.



JUANITO DANSALAN

Pensioner Juanito Dansalan, 83, has passed away. Sailing first aboard the *USNS Harkness*, he donned the SIU colors in 1988. Brother Dansalan worked in the engine department and last shipped on the *Charger*. He went on pension in 2011 and resided in the Philippines.



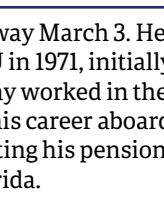
DANIEL GAMBOA

Pensioner Daniel Gamboa, 73, died March 15. He signed on with the Seafarers in 2002. A deck department member, he first shipped on the *Cape Farewell*. Brother Gamboa last sailed on the *Liberty Glory*. He became a pensioner in 2019 and settled in Houston.



MICHAEL GAY

Pensioner Michael Gay, 73 passed away March 3. He embarked on his career with the SIU in 1971, initially sailing aboard the *Yukon*. Brother Gay worked in the engine department and concluded his career aboard the *Ocean Freedom*. He began collecting his pension in 2014 and lived in Tallahassee, Florida.



GEORGE HOLLAND

Pensioner George Holland, 83, died February 1. He joined the Seafarers International Union in 1963. Brother Holland first shipped with Moore-McCormack Lines. A deck department member, he last sailed aboard the *Navigator*. Brother Holland retired in 2002 and called Lacey, Washington, home.



CHRISTIE JOHNSON

Pensioner Christie Johnson, 88, passed away February 3. A deck department member, he signed on with the SIU in 1958. Brother Johnson first worked on the *Beaugard*. He last shipped aboard the *Liberty Wave* in 2000. Brother Johnson went on pension the following year and made his home in Eupora, Mississippi.



PAULA KALEIKINI

Pensioner Paula Kaleikini, 75, died February 11. She became a member of the Seafarers International Union in 1992. Sister Kaleikini first sailed aboard the *USNS Adventurous*. She was a steward department member and last shipped on the *North Star*. Sister Kaleikini retired in 2015 and lived in Kapolei, Hawaii.

JOEL LECHER

Pensioner Joel Lecher, 66, passed away March 29. Brother Lecher embarked on his career with the Seafarers in 1979, initially sailing on the *Indiana Harbor*. He worked in the deck department. Brother Lecher's final vessel was the *Walter J. McCarthy*. He began collecting his pension in 2010 and resided in Estero, Florida.



ROMUALD LOS

Pensioner Romuald Los, 91, passed away March 6. He donned the SIU colors in 1963 and first worked aboard the *Transeastern*. A member of the deck department, Brother Los concluded his career aboard the *Freedom*. He became a pensioner in 1995 and settled in the United Kingdom.



PIOTR MLYMARCYK

Pensioner Piotr Mlymarczyk, 65, died January 21. He joined the Seafarers International Union in 2003. Brother Mlymarczyk first shipped on the *Gus Darnell*. He was a deck department member and last sailed aboard the *Matson Tacoma*. Brother Mlymarczyk became a pensioner in 2024 and made his home in Burien, Washington.



ROSINDO MORA

Pensioner Rosindo Mora, 100, passed away February 11. Sailing first aboard the *Yaka*, he donned the SIU colors in 1951. Brother Mora worked in the steward department and last shipped aboard the *Crusader*. He retired in 1990 and resided in New Port Richey, Florida.



GUILLERMO QUINONES

Pensioner Guillermo Quinones, 71, died March 4. He signed on with the Seafarers in 1969. A deck department member, he first shipped on the *Steel Apprentice*. Brother Quinones last sailed on the *Value* in 1994. He became a pensioner in 2018 and settled in Juana Diaz, Puerto Rico.



TOMMIE SANFORD

Pensioner Tommie Sanford, 86, passed away February 26. He embarked on his career with the SIU in 1958, initially sailing aboard the *La Salle*. Brother Sanford worked in the deck department and concluded his career aboard the *Overseas Ohio* in 1986. He began collecting his pension in 2003 and lived in Colmesneil, Texas.



JOSE SIALANA

Pensioner Jose Sialana, 72, died February 16. He joined the Seafarers International Union in 1991. Brother Sialana first shipped on the *Independence*. He worked in the steward department and last sailed aboard the *Freedom*. Brother Sialana retired in 2018 and called Pico River, California, home.



WARREN WRIGHT

Pensioner Warren Wright, 71, passed away March 10. He signed on with the SIU in 1978 when he sailed on the *Mohawk*. Brother Wright sailed in the engine department and also worked on shore gangs. He became a pensioner in 2018 and made his home in Newark, Delaware.



ROGELIO YBARRA

Pensioner Rogelio Ybarra, 67, died March 19. He became a member of the Seafarers International Union in 1978. Brother Ybarra first sailed aboard the *Connecticut*. He worked in both the deck and engine departments and last shipped on the *Overseas Chinook*. Brother Ybarra began collecting his pension in 2016 and settled in Texas City, Texas.



GREAT LAKES

RONALD DANDREA

Pensioner Ronald Dandrea, 80, passed away February 26. He joined the Seafarers in 1977 and first worked aboard the *CL Austin*. Brother Dandrea sailed in the deck department. He became a pensioner in 2009 after concluding his career on the *Walter J. McCarthy*. Brother Dandrea made his home in Duluth, Minnesota.



DONALD DEVLIEGER

Pensioner Donald DeVlieger, 73, died February 13. He donned the SIU colors in 1970 and initially worked aboard the *JA Kling*. Brother DeVlieger last sailed aboard the *JAW Iglehart* and retired in 2005. He resided in Redford, Michigan.



ANDREW EGRESSY

Pensioner Andrew Egressy, 87, passed away March 4. Brother Egressy signed on with the SIU in 1999. He first sailed aboard the *Sam Laud* and shipped in the engine department. Brother Egressy concluded his career aboard the *St. Mary's Challenger* and retired in 2008. He lived in East Concord, New York.



RONALD HALBERG

Pensioner Ronald Halberg, 75, died March 12. He signed on with the SIU in 1971. Brother Halberg worked in the steward department and was employed with Arnold Transit Company for the duration of his career. He became a pensioner in 2013 and made his home in Saint Ignace, Michigan.

INLAND

MEDFORD AUSTIN

Pensioner Medford Austin, 85, passed away March 22. He began sailing with the Seafarers in 1968. A deck department member, Brother Austin first was employed with Gulf Atlantic Transport Corporation. He concluded his career with Mariner Towing and went on pension in 2011. Brother Austin called Frisco, North Carolina, home.



DONALD AUTERY

Pensioner Donald Autery, 72, died March 29. He embarked on his career with the union in 1989 and shipped in the deck department. Brother Autery worked with Allied Transportation until he became a pensioner in 2011. He resided in South Mills, North Carolina.



DAVID KEEFE

Pensioner David Keefe, 65, passed away March 8. He became a member of the Seafarers International Union in 1990 when he sailed aboard the *Gulf Trader*. Brother Keefe was a deck department member and concluded his career working with Crowley Towing and Transportation. He became a pensioner in 2016 and lived in Jacksonville, Florida.



WAYNE PROUDLOVE

Pensioner Wayne Proudlove, 79, died February 28. He began sailing with the SIU in 1969 when he was employed with Berg Towing Company. Brother Proudlove worked in the deck department. He last sailed aboard the *American Eagle* in 1989. Brother Proudlove started collecting his pension in 2014 and called Rogersville, Tennessee, home.

LOUIS SMITH

Pensioner Louis Smith, 84, passed away February 21. A deck department member, he joined the union in 1967 when he worked with National Marine Service. Brother Smith was last employed with OSG Ship Management and retired in 1993. He resided in River-view, Florida.

NMU

CAROL ALLEN

Pensioner Carol Allen, 70, died March 28. Brother Allen shipped in the steward department. He concluded his career aboard the *Chesapeake* and began collecting his pension in 2010. Brother Allen called Milton, Massachusetts, home.



FELTON BERCY

Pensioner Felton Bercy, 76, died February 2. A deck department member, Brother Bercy last shipped on the *Green Cove*. He became a pensioner in 2009 and lived in New Orleans.



JOSEPH COSTA

Pensioner Joseph Costa, 94, passed away March 6. Brother Costa began sailing in 1950. A deck department member, he first shipped on the *Islander*. Brother Costa concluded his career aboard the *Eagle* and retired in 1995. He resided in Northborough, Massachusetts.

JOHN DORSEY

Pensioner John Dorsey, 81, died March 2. Brother Dorsey sailed as a deck department member. He last shipped aboard the *Denali* and began collecting his pension in 2003. Brother Dorsey made his home in Rincon, Georgia.

PHILIP HAWES

Pensioner Philip Hawes, 78, passed away March 5. Brother Hawes sailed in the deck department. He last shipped aboard the *Energy Enterprise* before becoming a pensioner in 2005. Brother Hawes lived in Harahan, Louisiana.



JAMES HOCKING

Pensioner James Hocking, 75, died February 26. Brother Hocking worked in the deck department. He retired in 2014 after concluding his career with Woods Hole Shipping. Brother Hocking resided in East Falmouth, Massachusetts.



RICHARD JOHNSON

Brother Richard Johnson, 93, has passed away. Brother Johnson sailed in the engine department. He last sailed aboard the *Chesapeake Bay* and lived in Goose Creek, South Carolina.



AGUEDO SABINO

Pensioner Aguedo Sabino, 81, died January 19. Brother Sabino was a deck department member and concluded his career aboard the *Energy Enterprise*. He became a pensioner in 2009 and made his home in Portugal.



ERNESTO SALANO

Pensioner Ernesto Salano, 97, passed away March 28. Brother Salano worked in the deck department. He sailed on his final vessel, the *Delaware Trader*, before retiring in 1996. Brother Salano resided in Isabela, Puerto Rico.

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.

CALIFORNIA (Fairwater Tanker Management), February 23 – Chairman **Kenneth Abrahamson**, Secretary **Dante Cruz**, Educational Director **Demarkus McNabb**, Deck Delegate **Leonard Ajoste**, Engine Delegate **Latiffe Brooks**, Steward Delegate **Rey Chang**. Chairman discussed the upcoming change of ownership. SIU contract agreement to stay in place. He reminded members to clean rooms before signoff. Educational director encouraged crew to renew documents as early as possible. No beefs or disputed OT reported. Members reviewed the latest union constitutional changes, including dues increases and four new constitutional halls, as approved by rank-and-file members during the most recent balloting period. Crew asked for tour of duty forms to be forwarded to ship. Vote of thanks given to all for working great together and special thanks given to steward department for providing excellent meals. Members requested increases in both safety boot allowances and vacation days to 18 for 30. Next port: Long Beach, California.

TORM TIMOTHY (Eco-Tankers Crew Management, LLC), March 2 – Chairman **Troy Glatter**, Secretary **Jeremias Luenzo**, Educational Director **Abasiana Essien-Ete**. Members welcomed new steward/baker and reported excellent morale on board. No beefs or disputed OT reported. Crew discussed ship launches and ship restrictions as well as the Eco Tankers contract. Bosun requested new pillows and fitted sheets. Captain is trying to get them in Singapore.

AMERICAN FREEDOM (Intrepid Personnel & Provisioning), April 6 – Chairman **Joshua Mensah**, Secretary **Bruce Johnson**, Deck Delegate **Dwuan Reed**, Engine Delegate **Melgar Daguio**, Steward Delegate **Andrew Miller**. Educational director advised crew to take advantage of the upgrading opportunities at the union-affiliated Paul Hall Center in Piney Point, Maryland, and to renew documents early. No beefs or disputed OT reported. Steward department was commended for a job well done. Chairman instructed crew to keep TVs connected so they work for the next member and reminded everyone to be considerate of those who are sleeping when closing doors. Members were reminded about phone use and shipboard safety.

LIBERTY PASSION (Intrepid Personnel & Provisioning), April 6 – Chairman **Duane Frosburg**, Secretary **Jessica Davis**, Deck Delegate **Efren Guerrero Cordova**, Engine Delegate **Darwin Alvarez-Lopez**, Steward Delegate **William Johnson**. New Wi-Fi routers to be installed once ship returns to U.S., per chairman. Educational director encouraged members to upgrade their skills at the Paul Hall Center and to keep documents up to date. Members requested online access for job boards and/or fuel reimbursement for those who travel long distances. Crew asked for completion of duty to not be deemed a quit in instances where they do not get a relief. Members suggested adding a larger TV, gaming systems, better books and DVDs to improve crew lounge.

Seafarer at Work



Bosun Kemer Rojas is pictured aboard the *Maersk Durban*.

Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested.

The proper address for this is:

George Tricker, Chairman
Seafarers Appeals Board
5201 Capital Gateway Drive
Camp Springs, MD 20746

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION (SPAD). SPAD is a separate segregated fund. Its proceeds are used to

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

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

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

Paul Hall Center Upgrading Course Dates

Printed below are dates for courses scheduled to take place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The QR code connects to a web page with the latest course dates (they may differ from what's printed here, though in most cases the only changes are additions that haven't yet made it into the *LOG*). Seafarers are welcome to contact the admissions office with questions about upgrading courses: (301) 899-0657, admissions@seafarers.org

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Lifeboatman/Water Survival	June 30	July 11
	Sept. 29	Oct. 10
Able Seafarer - Deck	Sept. 1	Sept. 19
	Oct. 13	Oct. 31
	Dec. 1	Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
Welding	July 14	Aug. 1
	Aug. 25	Sept. 12
	Oct. 6	Oct. 24
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	July 7	Sept. 12
	Sept. 15	Nov. 21
ServSafe Management	June 30	July 4
	Sept. 8	Sept. 12
	Nov. 17	Nov. 21
Advanced Galley Operations	July 21	Aug. 15
	Aug. 18	Sept. 12
	Sept. 15	Oct. 10
	Nov. 10	Dec. 5
Chief Steward	Oct. 13	Nov. 7
	Dec. 8	Jan. 2, 2026
OPEN/SAFETY UPGRADING COURSES		
Basic Training	Sept. 22	Sept. 26
Basic Training Revalidation	June 30	June 30
	July 25	July 25
	Aug. 15	Aug. 15
	Nov. 3	Nov. 3
	Nov. 7	Nov. 7
Tank Ship - DL (PIC)	July 14	July 18
Tank Ship Fam. - DL	Aug. 11	Aug. 15
	Sept. 29	Oct. 3
	Oct. 20	Oct. 24
Tank Ship Fam./LG	Aug. 4	Aug. 8
	Sept. 22	Sept. 26
	Oct. 27	Oct. 31



Engineers Needed

Chief Engineer/Engine Instructor (full- or part-time)

The SIU-affiliated Paul Hall Center for Maritime Training and Education has opportunities for qualified individuals to come ashore and use their seagoing experience to help prepare the next generation of mariners. Our instructors' professionalism helps sustain a unique and dynamic environment throughout our campus in Piney Point, Maryland.

If you're potentially interested in applying to be an instructor, please email monicaszepesi@seafarers.org with a copy of your credential.

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

Date of Birth _____

☐ Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member

If the following information is not filled out completely, your application will not be processed.

Social Security # _____ Book # _____

Seniority _____ Department _____

Home Port _____

E-mail _____

Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS/PHC trainee program? ☐ Yes ☐ No

If yes, class # and dates attended _____

Have you attended any SHLSS/PHC upgrading courses? ☐ Yes ☐ No

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic through course date.

I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which might become due to me.

<i>COURSE</i>	<i>START DATE</i>	<i>DATE OF COMPLETION</i>

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 Signature: _____ Date: _____

NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, Email: upgrading@seafarers.org Mail: 45353 St. George's Ave., Piney Point, MD 20674 Fax: 301-994-2189.

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Paul Hall Center Class Photos



Paul Hall Center for Maritime Training and Education
Lifeboat Class
919

APPRENTICE WATER SURVIVAL CLASS #919 – Recently graduating: Fuad Ali, Sincere Davenport, Dominick Davis, Ralpheal Evans, Travis Flippin, Devan Gadson, Daniel Gonzalez Jr., Kemar Grant, Harry Hurley, Reon James, Tomeria Kendrick, Karen Lira, Eric Nieves Jr., Lamillian Phillips, James Regan Jr., Demetrius Soto, Ishay Thomas, Trey Traugher, Noah Welch and Timothy Wheeler.



FWOT – Among those graduating April 11: Ismael Andriamasy, D'Angelo Brown, Robert Crain, Luke Eastman, Joshua Higdon, Brandon Jordan, Harry McKeever II, Cristian Salazar and Deontee Sayph.



FIRST AID – Graduated April 11 (not all are pictured): Abdulhak Ahmed, Tajle Johnson, Anthony Pace, Yoali Salcedo and Justin Shepler.



DECK OPERATIONS – Graduated April 4: Raheem Ali, David Henneken, Darren Joseph, Robert Kitchen III, Evan Koslofsky, Dennis Krevey Jr., Christopher Leasure, Stephen Pagan Laureano, Alejandro Rivera Martinez, Hayden Scott and Jacob Watson.



TANK SHIP FAMILIARIZATION – Graduated April 4: Cooper Allred, Dean Blake Jr., Andrew Cook, Jason Deeb, Floyd Dixon III, Ian Elder, Enrique Fernandez Martinez, Nicholas Gammon, Daniel Jones II, Conor Kennedy, Jack Knoll, Zachary Knox, Carlos Laureano Bonet, Boubacar Mbaye, Shandria McClain, Courtland Montejo, Seth Norris, Joseph Prather and Ayinde Richards.



GOVERNMENT VESSELS – Graduating April 11 (not all are pictured): Wajdi Ali, Sequoya Anderson, Thomas Bateman, Torina Brooks, Milton Buelto Fernandez, Dean Diaz Sr., Joy Eady, Casey Frederick, Daniel Hanback, Ardeccia Hill, Marquis Hill, Richetta Jackson, Ekaterina Jansone, Christian Jones, William Kilbuck, Arthur Kinsman, Steven Laubach, Angela Lewis, Kharon Mitchell, Ali Qasem, Ta'tiyana Roberts, Kassem Salem Sr. and Benjamin Wilson.



MARINE ELECTRICIAN – Graduated April 18: Micah Champion, Sherrod Frazier, Danielle Gore, Eric Hondel, Damon Johnson, Sherman Kennon Jr., Zion Lyons, Dennis Malaran, Tracy Mitchell Jr., Tyson Richardson, Marcelino Santos Bermeo and Sean Wilson.

Paul Hall Center Class Photos



GOVERNMENT VESSELS – Graduated April 4: Frank Balitewicz, Avery Branch, Hunter Buster, Jadreanna Charleston, Jayvon Clayborn, Abdelhamid Dika, Charles Evans Jr., Cayden Foster, Austin Gottschlich, David Hebb, Nasir Hinton, Savonce Jackson, Christopher Johnston, Joshua Jordan, Tristan Kinsella, David Levin, Michael Saputo, Tyrone Scott Jr., Terrell Slater, Natalia Smith, Jermerish Standberry, Alayla Tilley and Darius Washington.



TANK SHIP FAMILIARIZATION (DL) – Among those graduating April 18: Lekeano Babb, Tristan Casarez, Genesis Diaz Jimenez, Jonathan Gil Paul, Kier Hansen, Joshua Harrell, Kevin Johnson, Keith Jordan III, Freedom Le, Heaven McInnis, Alec Neace, Eric Nieves Cortes, Tyler Singletary, Charles Stratton, Mirela Sutter, Leon Thompson-Repole, Jeffery Vega, Maxwell Walsh, Tre'von Warren and Isaiah Wells.



RFPNW – Graduated April 25: Sincere Davenport, Devan Gadson, Daniel Gonzalez Jr., Kemar Grant, Tomeria Kendrick, Lamillian Phillips, James Regan Jr., Deandre Ryan and Timothy Wheeler.



CERTIFIED CHIEF COOK – Graduated April 25: Ronzell Collins, Grayson Goodwin, Raheem Joseph, Kassidy Mays, Unique Owens, Kendric Payne, Kyunjire Randall, Brittney Sharp and Natanael Velez Cordero.



TANK SHIP FAMILIARIZATION (LG) – Graduated April 11 (not all are pictured): Ahmed Ali, Scott Brainard, Kyra Buggs, Joshua Collins, John Edwards Jr., Jermie Francis, Bobbie Gibbs, Mohammed Gir, Carlos Gomez Hernandez, Deon Greenidge, Ja'von Harvey, Raphael Henson, Olivier Kozel, June Margaja, Jeffrey Phillips, Erwin Renon, Saleh Saeed and Wilma Smith.



SERVE SAFE MGMT – Graduated April 25, from left to right: Emma DiGennaro and LaToya Sanford-Leggs.



GOVERNMENT VESSELS – Graduated May 2: Cooper Allred, Dean Blake Jr., Andrew Cook, Jason Deeb, Floyd Dixon III, Ian Elder, Enrique Fernandez Martinez, Nicholas Gammon, Daniel Jones II, Conor Kennedy, Jack Knoll, Zachary Knox, Carlos Laureano Bonet, Boubacar Mbaye, Shandria McClain, Courtland Montejo, Seth Norris and Joseph Prather.

SEAFARERS LOG

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

Cape Knox Gets It Done

The SIU-crewed Ready Reserve Force (RRF) vessel *MV Cape Knox*, operated by Keystone Shipping Company, recently mobilized under a no-notice turbo activation – and the crew exceeded all performance expectations, according to vessel master Capt. Darin L. Huggins.

The ship on Feb. 3 started transforming from reduced operating status (ROS) to full operating status (FOS) for a 10-day sea trial. Huggins noted that, hours after the initial contact from the U.S. Maritime Administration, a follow-on communication came from the Military Sealift Command: load up and deploy.

“The SIU and MEBA answered that call, rapidly preparing the mighty *Knox* for an overseas deployment supporting multiple surge sealift missions,” Huggins stated. “Over the course of 90 days of exceptional operational performance, the crew delivered consistent results, earned multiple Bravo Zulus, and enjoyed some legendary BBQs.”

The SIU members who participated in the *Cape Knox* activation included Bosun **Ivan Vargas**, ABM **Terry Jackson**, ABM **Chester Pickens**, ABM **Edward Copeland**, ABM **Willie Dawston**, ABM **Saleh Almatari**, OS **Jason Pierce**, QEE **Jurgen Gottschlich**, Oiler **Joseph McClam**, Oiler **Jeremiah Anderson**, Oiler **Christopher Fisher**, Steward/Baker **Kenisha Neal**, Chief Cook **Zion Bradford**, SA **Latianah Griggs**, SA **Mohamed Diallo**, GUDE **Kimcherria Henry**, GUDE **Benito**

Figueroa, and GVA **Dion Sanchez Cubas**.

“When I got on the ship on Feb. 5 in New Orleans, it was ROS at that time. We were supposed to do a 10-day activation, and it turned into an actual mission,” said Pierce. “I was in New Orleans for Super Bowl weekend, so that was pretty cool, and then we took the ship up to Charleston, South Carolina. After that is when we got activated for the mission.”

Pierce, who began his journey as a Seafarer only a year ago, was aboard the *Cape Knox* completing his first full mission, outside of doing sea trials. This was also Pierce’s first time out of the country. “It was pretty exciting,” he said. “I can’t wait to do another one.”

Similarly, Gottschlich, a seasoned Seafarer with decades of experience, was content to have what might be his final voyage before retirement aboard the *Cape Knox*.

“This might be my last trip as a merchant seaman so, fortunately, we ended up with a great captain,” he said. “When we were out anchor, he made sure we had a launch to be able to go to shore to release some of this stress from working on the ship, 24/7. He made the trip very pleasurable for us.”

“The last time this ship was activated was two years prior, and they did a round-the-world trip,” added Gottschlich.

Transitioning a ship from ROS to FOS creates a host of opportunities, said Bosun Vargas. “ROS is great for us. I’m a married man who has bills, and a wife and kids, and this has been



Pictured above are many of the SIU members who sailed aboard the Keystone vessel during its recent activation. Kneeling in the front row (left to right) are AB Saleh Almatari and Electrician Jurgen Gottschlich. Standing behind them, from left to right are Bosun Ivan Vargas, AB Chester Pickens, QMED Jeremiah Anderson, GUDE Kimcherria Henry, AB Willie Dawston, AB Terry Jackson, AB Edward Copeland, QMED Christopher Fisher, OS Jason Pierce, and GUDE Benito Figueroa.

helpful financially for us,” he said.

He continued, “ROS is less demanding, with less activity and less pressure. The responsibility with FOS is higher, because we do have more work to do. We have to perform to the very best of our abilities, which is always the case, but you could say we have to do our jobs even more. Because the ship is at sea and because we have cargo, we have a higher responsibility.”

When a vessel is in ROS, the mariners aboard the ship comprise a skeleton crew, with only a handful of mariners working while the vessel waits for its next military support voyage, Gottschlich explained. “There are 11 of us.... We maintain the ship and get it ready and make sure it’s prepared for its next activation,” he said.

“It was a pretty smooth transition from ROS to FOS,” said Pierce. “There were some long days, but we also had some short days after we got everything secured for sea. As far as the

mission goes, there were no incidents or anything like that.”

Huggins said that the *Cape Knox* “stands as proof: When the call comes, the U.S. Merchant Marine – with SIU and MEBA on board – will always deliver. The mariners aboard the *Cape Knox* stepped up and demonstrated once again that the U.S. Merchant Marine remains a vital asset in support of our nation’s warfighters.”

Vargas said he was thankful the mission went smoothly.

“We went to some dangerous places where we were restricted to the ship, but that was beneficial to us because I feel that the union, the company and the government were concerned about our safety,” said Vargas. “It went great. We have a great captain and crew. Nobody got hurt, which is the main thing, and everybody is safe. We will make it back home safely to our families.”



Chief Cook Zion Bradford grills some chicken for the crew.



AB Sal Almatari and 2M Liam Reddan pose for a quick photo.



Electrician Jurgen Gottschlich



Bosun Ivan Vargas



The vessel (three photos directly above) upheld the United States Merchant Marine’s role as America’s fourth arm of defense.