President’s Report

Recognizing Industry’s Importance

Recent remarks by the deputy commander of the United States Transportation Command (USTRANSCOM) underscored the high-level military support enjoyed by the U.S. Merchant Marine.

U.S. Army Lt. Gen. John Sullivan addressed attendees at this year’s Admiral of the Ocean Sea (AOTOS) gathering in New York City on Oct. 28. As longtime Seafarers know, the AOTOS ceremony is an important event for our industry, in large part because it raises money to benefit mariners through the United Seamen’s Service. And also because it generates publicity for an often-overlooked industry.

Sullivan thanked the maritime industry for its history, dedication and patrotism, referring to the audience that this year’s honorees (including SIU members and executives) represent a vital component of our nation’s security and economy.

He also cited the enormous “impact our maritime community has made over the past months in supporting USTRANSCOM’s movement of matériel to the European continent. Even before Russia’s blatant aggression in Ukraine, with your assistance, USTRANSCOM began delivering supplies to reinforce our allies and partners,” he said. “The sheer volume of material moved by seafall has been incredible and has contributed immensely to this effort.”

Importantly, Sullivan explained that although “as a nation we have enjoyed the luxury of being able to strategically move forces and sustain them worldwide with relative impunity” throughout his career, the investments by foreign nations into their respective maritime industries makes it “foolish to believe that we will continue to enjoy that luxury.”

With that in mind, he stressed that mariners, U.S.-flag operators and American maritime workers such as USTRANSCOM’s Seafarer members have a critical role and sustain combat power worldwide, and it will be a team effort to “navigate, communicate, and adapt to the dynamic requirements of the joint force we support.”

“I am extremely proud of the relationship between USTRANSCOM and our maritime industry.”

The SIU is equally proud of that partnership, and we remain committed to always delivering the goods.

New Ships Ordered

One of the biggest stories in our industry is the recent order by Seafarers-contracted Matson for three new vessels, to be built at Philly Shipyard (a union facility). This is another example of American maritime capability, and it points to a future that will be as bright as we’re willing to make it.

You’ve probably heard the expression that America has always been a maritime nation. That’s because the industry has always been important to U.S. national, economic and homeland security. Maintaining a solid shipbuilding capability is an important part of that equation, as is keeping and building upon our shipboard manpower pool.

On that last point, we continue to ramp up our recruiting efforts and encourage our members to invite people to check out what we’ve got to offer. We’ve got no shortage of work, and our contracts and benefits are sources of pride.

Election Results

As you know, the SIU supports those elected officials who support us — no matter the party. That is why we have worked well with whoever is in the White House and whoever runs Congress.

That won’t change in 2023. We’ll work with President Biden, who has long stood by us. We’ll work with the new leadership of Congress to make sure the Jones Act, our preference, and the Maritime Security Program remain strong.

Happy Holidays

And just like that, another year has flown by. I extend heartfelt best wishes to our members, retirees and their families for a safe and happy holiday season.

Extra thanks to all who are spending the holidays in part of the job but not always easy.

And not least, I extend my gratitude to all of our women and men in uniform. Thank you for your ongoing service, please stay safe — and know that you always can rely on the SIU.

President Michael Sacco, pictured earlier this year, is among those leading an effort to educate New Jersey legislators on facts about the Jones Act and the law’s critical importance to the United States.

Senator, Maritime Unions Stand Up for Jones Act

A prominent United States senator and a number of labor organizations (including the SIU) recently spoke out in support of America’s freight cabotage law.

In early November, U.S. Sen. Roger Wicker (R-Mississippi), ranking member of the Senate Committee on Commerce, Science, and Transportation, sent a letter to Department of Homeland Security (DHS) Secretary Alejandro Mayorkas criticizing the “unnecessary and improper Jones Act waivers” issued by the agency for petroleum and liquid natural gas shipments to Puerto Rico following Hurricane Fiona.

“These waivers were unlawful, unnecessary, and in direct contradiction to the government’s longstanding expressed interest in protecting American industry,” Wicker wrote. “Both waivers were issued for vessels that had already left port and were in route to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis.”

Wicker continued, “When reviewing future Jones Act waiver requests, I urge you to consider the implications of unnecessary waivers, abide by the law, and put the domestic maritime industry ahead of foreign competition.”

He further noted, “The U.S. Merchant Marine is vital to our economic security and defense readiness. The issuance of these waivers sets a dangerous precedent and sharply erodes the strength of our domestic maritime industry. Both waivers were issued for vessels that had already left port and were in route to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis. Based on your recent decisions, Jones Act waiver requests will inevitably increase in frequency.”

Meanwhile, the SIU and allies are pushing back against an attack that originated in mid-October in the New Jersey legislature. Senate Minority Leader Royce (R-Montclair) aides presented a non-binding resolution asking Congress to “permanently waive” the Jones Act between mainland U.S. ports and Puerto Rico, due to natural disaster-caused shortages on the island commonwealth.

In response, the SIU, the Maritime Trades Department and several other labor organizations sent communications to Craig J. Coughlin, speaker of the New Jersey General Assembly, pointing out that the Jones Act helps maintain hundreds of thousands of American jobs and contributes billions of dollars each year to the national economy.

SIU President Michael Sacco was among the signatories.

One of those letters also pointed out, “The domestic maritime industry (governed by the Jones Act) contributes $3.8 billion annually to the New Jersey economy and supports more than 15,000 domestic maritime industry jobs there. This means New Jersey is one of the nation’s leaders in Jones Act-supported jobs — and they’re all at risk, because of the aforementioned resolution.”

“Crisis arbitrage is nothing new, and that’s especially the case regarding the Jones Act and Puerto Rico,” the letter continued. “Enemies of American-flag shipping routinely try to weaken or eliminate the law in the immediate aftermath of natural disasters, despite there being no factual justification for doing so. The Jones Act does not adversely affect prices in the territory and it not only doesn’t impede relief efforts, it helps ensure reliable, dedicated service to the island. Numerous studies have verified that Puerto Rico greatly benefits from the Jones Act.”

“There is nothing to gain and much to lose by exempting Puerto Rico from this commonsense law,” the letter added. “The island already receives most of its cargo from foreign-flag ships — vessels whose rates for Puerto Rico skyrocketed during the pandemic while U.S.-flag costs to the territory remained steady. Meanwhile, there’s simply no evidence that the law has ever had negative effects on commerce. Puerto Rico, due to natural disaster-caused shortages on the island commonwealth, supports more than 15,000 domestic maritime industry jobs there. This means New Jersey is one of the nation’s leaders in Jones Act-supported jobs — and they’re all at risk, because of the aforementioned resolution.”

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Hurricane Relief Efforts Continue

The union’s outreach for hurricane victims in Puerto Rico and Florida continues. The photo at left shows relief items being picked up outside the hiring hall in Fort Lauderdale, Florida, while the snapshot at right features Seafarers and other allies in the effort in Puerto Rico. SIU Asst. VP Amanda Crespo is third from left in the image at the right.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.
Matson Adding 3 New Aloha-Class Vessels

Seafarers-contracted Matson, Inc. recently announced that it has signed contracts with Philly Shipyard Inc. – which employs union labor – to build three new 3,600 TEU Aloha-Class containerships. The first vessel is expected to be delivered in the fourth quarter of 2026, with subsequent deliveries in 2027.

The new vessels will join the two Aloha-Class ships previously built for Matson by Philly Shipyard: the Daniel K. Inouye in 2018 and the Kaimana Hila in 2019. Like their sister ships, the new vessels will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other “green ship technology” features, such as a fuel-efficient hull design and environmentally safe double hull fuel tanks and freshwater ballast systems. While the earlier ships required some modification to operate with LNG, the new ships will be designed to run on LNG from the start.

The overall order is valued at around $1 billion, according to Matson and the shipyard.

“We are excited by this announcement and look forward to the continued modernization of the SIU-crewed fleet,” said SIU Vice President Contracts George Tricker. “The fact that the ships are being built by fellow union members makes the announcement even better.”

Steinar Nerbovik, Philly Shipyard’s president and chief executive officer, stated, “We are both honored and filled with immense pride that Matson has once again chosen Philly Shipyard to build its vessels. We have a proven track record of building high quality containerships and are looking forward to this renewed partnership. With a revitalized workforce nearing 1,400, our shipyard is ready for this important project.”

The 854-foot Aloha-Class vessels are the largest containerships ever built in the U.S., and are designed to operate at speeds in excess of 23 knots. The three new Aloha-Class ships will replace three vessels currently deployed in Matson’s China-Long Beach Express (CLX) service, which will in turn replace three older vessels currently deployed in its Alaska service, redeploying bigger and faster vessels into that trade lane.

“Our existing Aloha-Class ships are among the fastest, most efficient vessels in the Matson fleet,” said Matt Cox, chairman and chief executive officer of Matson. “These new Jones Act compliant vessels will be built specifically for our China-Long Beach Express service, and like their sisterships, are expected to help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as the CLX.”

Philly Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson’s first two Aloha-Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2005 and 2006.

“Winning this order creates historic backing for Philly Shipyard, as well as great visibility through 2027 for its shareholders and other stakeholders,” said Kristian Rokke, chairman of the board of Philly Shipyard ASA. “Long term, it also supports the yard’s vision to deliver quality vessels, while pivoting between commercial and government contracts.”

“It is the ultimate compliment when a former customer returns for another project. We are proud of the six vessels previously delivered to Matson, and are again ready to execute and deliver this important project,” added Nerbovik.

Existing vessels in the Aloha Class include the Daniel K. Inouye and the Kaimana Hila (above). (Photo courtesy of Matson)

Union Members Propel Pro-Worker Candidates in Key Political Races

Control of Congress May Take a While to Determine

Once again, citizens across the United States recently were reminded that Election Day isn’t necessarily “results day.”

They also proved that pollsters sometimes miss the mark. Control of the House and Senate remained up for grabs even after Nov. 8, with final results not expected for days or perhaps weeks. Most projections indicated that Republicans would gain a majority in the House, while Senate seemed too close to call.

SIU Political and Legislative Director Brian Schoeneman on Nov. 9 stated, “Yet again, voters have demonstrated that no amount of polling or punditry can accurately forecast what happens after the votes are counted. Despite claims that this would be a wave year like 2006 or 2010, what we’ve seen is another very close election cycle with House and Senate control still not determined, and Senate control likely not determined until December.

“Regardless of the outcome,” he continued, “the SIU works hard every election cycle to support our pro-union-friendly candidates and oppose those who don’t stand with the U.S. Merchant Marine. Whatever the outcome, we remain ready and willing to work with everyone in Congress to protect, promote and defend our industry.”

AFL-CIO President Liz Shuler applauded the grassroots efforts of working families and said that those investments paid off.

“Yes, the election. While it may be days or weeks until the vote is counted and we know the full results of this election, it’s clear the tireless organizing efforts of working people to engage voters in one-on-one discussions about the issues that matter made a critical difference this year in many races,” Shuler said. “No matter the outcome after all the votes are counted, working people know the fight isn’t over; in fact, it’s just getting started. The foundation that unions built through our 365-day-a-year political organizing campaign will engage voters every day through 2024 and beyond to create an economy that works for all of us.”

The first vessel is expected to be delivered in the fourth quarter of 2026, with subsequent deliveries in 2027.

She added, “This year’s AFL-CIO political organizing program was unlike any in history. The issue-based conversations that were the heart and soul of this effort will only intensify in the coming months as we head toward 2024. Soon, the midterm elections will be in the rearview mirror. But working people aren’t heading home. We’re staying in the fight to rebuild our economy, brick by brick, until America’s promise is fully realized.”

Pictured in photo directly above at the Maryland State and D.C. AFL-CIO Convention (which took place in Baltimore in October) are (from left) Shane Sterry, representative with the SIU-affiliated Seafarers Entertainment and Allied Trades Union; SIU Port Agent Mario Torrey; Wes Moore, who weeks later was elected as Maryland Governor; and SIU Port Agent John Hoskins. In the photo at center are Sterry, U.S. Sen. Chris Van Hollen (D-Maryland) and Hoskins. Van Hollen won re-election last month.

SIU Port Agent Ray Herder-
son (left) and U.S. Rep.-Elect Rob Mendendez (D-New Jersey) prepare for a block walk the weekend before Election Day, beginning at the hiring hall in Jersey City.
## Union Membership Meeting Dates for 2023

<table>
<thead>
<tr>
<th>Port</th>
<th>Traditional Date</th>
<th>January</th>
<th>February</th>
<th>March</th>
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<th>May</th>
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<th>July</th>
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Editor’s note: Membership meeting at several ports will be held on other than traditional dates (indicated by bold type in chart above) in Calendar Year 2023. Affected ports and the reasons for these changes are as follows:

- Piney Point change in January created by New Year’s Day Observance
- Piney Point change in September created by Labor Day Observance
- Jersey City change in July created by Independence Day Observance
- Algonac change in November created by Veteran’s Day Observance
- Norfolk change November created by Veteran’s Day Observance
- Houston change in October created by Columbus Day Observance
- Wilmington change in January created by Martin Luther King Day Observance
- Wilmington change in February created by President’s Day Observance
- Wilmington change in June created by Juneteenth Observance
- Guam change in November created by Thanksgiving Observance

Meetings at all ports start at 10:30 a.m.

## 2023 Health and Benefits Plan Scholarship Program

Scholarships totalling $132,000 are available under the 2023 Seafarers’ Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

### Seafarers Scholarships

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

### Dependents Scholarships

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

To take advantage of these opportunities, clip, complete and mail the form below, or visit www.seafarers.org, go to the Benefits menu, open the “Core Plus and Core Benefits” section, scroll to “Applications and Forms,” and select Scholarship Application. Although the booklet says 2021, all information is still current for the 2023 SHBP Scholarships.

Please send me the 2023 SHBP Scholarship Program Booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name: .........................................................................................................................

Street Address: ..........................................................................................................

City, State, Zip Code: .................................................................................................

Telephone Number ( ) ..................................................................................................

This application is for (circle one): Self Dependent

Mail this completed form to: Scholarship Program, Seafarers Health and Benefits Plan, 5201 Capital Gateway Drive, Camp Springs, MD 20746
The Seafarers International Union, AGLIW as-sists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland wa ters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee repre- sentation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community ser- vices. All of these services advance the interests of the union and its membership.

The SIU officers and employees are elected by and are sent to advise employees represented by the Seafar- ers International Union, AGLIW about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with information to have you become an agency fee payer. An agency fee payer is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this informa- tion, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIW.

Beck Notice

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

The National Glory was the only one that went back to save them. Mihakel continued, “They told us we were the only ones that went back to save them. A few ships passed them, and they weren’t sure if they even saw them, or if they thought they were okay.”

The officers and crew of the National Glory included: Capt. Thomas Lisante II, Chief Mate Kevin Wood, 2nd Mate Alexander Jenkins, 3rd Mate Peter Carmaza, Bosun Edward Williams, ABs Moses Noberto Arzu, Carlos Alberto Lasso and Marlón Eric Suazo Fernandez, OSs. Dentor Omar Arbizu Arzu and Jose Enrique Soler Cifre, Chief Engineer Jacob Emery, 1st Asst. Engineer Devin Glossen, 2nd Asst. Engi- neer Justin Keremece, 3rd Asst. Engineer Grace, OMElectrician Edward Williams, Oilers Ibrahim Mohammed Mansoor Ahmed and Thomas Bateman, Radar Operators Lionel Packnett and Chief Cook Esperanza Cepero.

In an email sent to the bosun after the res- cue, the captain wrote, “Great job by you and the entire SIU crew spotting the raft, notifying the bridge, helping translate with the survivors and safely recovering all seven survivors. To- gether, the crew represented the best of what the U.S. Merchant Marine is all about. It is pleasure sailing with you and this crew of pro- fessional SIU mariners. The survivors will forever be grateful for the crew’s professionalism, seamanship and compassion shown.”

Nagi Ahmed Mihakel

Seafarers once again answered the call on Oct. 29, as those sailing aboard the National Glory aided in the rescue of seven adrift boat- ers off the coast of Cuba.

Esperanza and several other vessels maneuvered next to the Coast Guard just after midnight, and the National Glory re- sumed its previous route to Houston.

Mihakel continued, “If we didn’t see them, seven lives would be gone. The ocean doesn’t have mercy, and if a heavy wind hits six strong waves, it can wash away islands or cities. That tiny raft, which was cus- tom built, wouldn’t last a second.”

National Glory Crew Rescues 7 Boaters

Beck Notice

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

The National Glory (slightly visible in far right section of photo) maneuvers next to the disabled boat.

December 2022

Seafarers LOG 5

Some of the SIU crew members are pictured with the seven individuals they helped rescue.

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

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

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

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is $397.70 (three hundred ninety-seven dol- lars and seventy cents) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vaca- tion benefits and are paid when the members file a vacation application.

3. Agency fee payers — Employees who choose not to become union members may become agency fee payers. As a condition of employment, in states which permit such arrangements, individuals are ob- ligated to make payments to the union in the form of an agency fee. The fee these employees pay is to sup- port the core representative services that the union provides. These services are those related to the col- lective bargaining process, contract administration and grievance adjustments. Examples of these ac- tivities include, but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agree- ments and meetings with employers and employees. Union services also include representation of em- ployees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employers who pay agency fees are not re- quired to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and politi- cal activities.

4. Amount of agency fee — As noted above, due to the nature of the work employees pay a fixed fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2021 calendar year, the fee tax associated with this representa-
Longtime Piney Point Fixture Rogers Retires

Though he initially balked at sailing and had envisioned a different career, Bart Rogers says he truly found a home with the Piney Point Union (PHC) in 1973. "This ended up being the perfect place for me," states Rogers, who retired Nov. 30 following more than 42 years with the union and its affiliated school in Piney Point, Maryland. "It’s been my privilege to be part of this. It really has."

Rogers, 65, served both organizations in numerous capacities, most recently as the assistant vice president at the Paul Hall Center (PHC). At various times, his titles (official or otherwise) included manpower coordinator, dispatcher, recruiting coordinator, admissions director, athletic director, and president of an old local union that’s affiliated with the SIU.

"Bart has been an integral component at the school for decades, doing everything and anything that needed to be done," notes PHC Vice President Tom Orzechowski. "Many of the things he’s done have been behind the scenes or without fanfare, and he’s always handled them in the best fashion, always been an asset to the school. He’ll be missed."

SIU Executive Vice President Augie Tellez was among the first people in the union to meet Rogers.

"I remember Bart the wide-eyed young man as I dispatched him to his first two ships from the Brooklyn hall," Tellez recalls. "Since then, Bart has been a positive force in every aspect of Piney Point life, whether as a mentor to the trainees/apprentices or as the union’s manpower director. He is someone you can always count on. Our current manpower system is due in large part to his contributions and has been the paramount reason for our success in meeting our obligations to the industry. I wish him and (wife) Cindy and the family only the best as he enjoys his retirement.”

SIU Secretary-Treasurer David Heindel describes Rogers as "a big brother and mentor to many of the trainees, for more than 40 years. Many of those individuals owe their careers to Bart’s efforts — his steady guidance and support. While his presence will be missed, it is reassuring that his legacy will be picked up by others stepping into his shoes.”

If someone in the late 1970s had described to Rogers how his career would unfold, he wouldn’t have believed it. He had graduated from college but couldn’t immediately find a job in his chosen field (education and coaching). A family member knew about the SIU and recommended shipping out as a stopgap measure.

Despite initial reluctance, Rogers went to the Brooklyn hiring hall and then secured his credentials.

"I met a young fellow named Augie Tellez," he remembers. "Augie (then a patrolman) put me on my first ship, a Puerto Rico Marine vessel. I sailed for a while and then was asked to start a physical education program in Piney Point. I remember my first day at the school (Sept. 3, 1980) like it was yesterday," Rogers continues. "I drove for what seemed like forever, and then in mind you followed a printed map in those days. The next morning, I woke up to 350 trainees coming down the avenue with Ken Conklin (trainee commandant and de facto founder of the program)." A few years later, then-SIU President Frank Drozak asked Rogers for ideas on creating a system to track shipping and registration.

"The current manpower operation was borne from that effort," Rogers says. "We had something very small at the school in 1984 – KC (Conklin) was keeping track of the LNG ships. But we brainstormed and started with an original mainframe, and that’s how it began."

As his duties expanded, Rogers also achieved his original objective of coaching. He teamed up with other volunteers to, essentially, introduce lacrosse to the local area, both at public schools and via clinics. Fast-forward to 2022, and the sport has become a southern Maryland staple – while Rogers is in his twenty-fifth year coaching at Leonardtown High School, a regular contender for championships.

"There are similarities between coaching and working at the school," explains Rogers, whose sports passions also include supporting the NFL’s New York Giants. “In both cases, you feel like you’re making a difference in kids’ lives. That’s something I really enjoy. Plus, it keeps me feeling young and in shape.”

Reflecting on his time with the SIU and the PHC, Rogers says it is collectively “the best thing I ever did. Everything I have in this world came from the SIU and I also learned more here than I did at any school anywhere. It’s one of the most unique places I’ve been to, and I’ve been around.”

He credits SIU President Michael Sacco, Tellez, Drozak, Conklin and others not only for guidance but also for instilling enthusiasm that “makes it become a passion to work here and not just a job. I want the people who mentored me to know I did my very best, it was always my goal to represent them properly and do things the way they’d want them done.”

Looking ahead, Rogers plans to travel with his wife but will still live in the area. He’s confident that the PHC “will continue advancing, and offers the following advice to those entering the maritime industry: “Stay motivated, be disciplined, have structure and know how to conform. Those are four keys to success in anything you do.”

He says he’ll miss “seeing our successes, kids coming to the office to get their sea project, seeing them come back (for upgrading). The other day, a member came in to say hello and brought a picture of us standing on a softball field. I hadn’t seen him in 30 years. Those are the things I’ll miss, but if the SIU needs me for anything, I’m available to help.”

Longtime Piney Point Fixture Rogers Retires

‘The Perfect Place for Me’

Rogers addresses an advisory board meeting at the Paul Hall Center in 2009.

In addition to ably fulfilling his duties with the union, Rogers (pictured in 2018) is an accomplished lacrosse coach.

Piracy Incident Have Lowest in 3 Decades

The International Chamber of Commerce’s (ICC) latest piracy report revealed that recorded incidents of piracy are at their lowest level in three decades.

According to the report, which tracked piracy incidents from Jan. 1 to Sept. 30, 2022 and is released quarterly by the ICC’s International Maritime Bureau (IMB), there were a total of 90 attacks throughout the world. Of those attacks, 85 vessels were boarded, four attacks were thwarted, and a single vessel was hijacked. Twenty-seven crew members were taken hostage during the period.

According to the IMB, “Of the 90 global piracy and armed robbery incidents, 13 have been reported in the Gulf of Guinea region – compared to 27 over the same period of 2021 — signaling a positive and significant decline in the number of reported incidents in the region off West Africa which emerged as the world’s biggest piracy hotspot in recent years.”

IMB Director Michael Howlett said, “We commend the efforts of the coastal states and the international navies that remain essential to safeguard seafarers and long-term regional and international shipping and trade. There is no room for complacency.”

Additionally, reports out of Callao Anchorage in Peru have dropped from 15 in 2021 to eight in 2022, signaling a change for the better in that area. However, incidents in the Singapore Straits have increased, with 31 incidents reported during the period, compared to 21 last year. As detailed in the report, “Vessels underway, including several large vessels and tankers, were boarded in all 31 reports and in most cases, ship stores or properties were stolen. Crews also continue to be at risk with weapons reported in at least 16 incidents, including some involving very large bulk carriers and tankers.”

According to the report, “The IMB Piracy Reporting Centre also believes there is a degree of underreporting as well as late reporting of incidents from these waters and encourages masters to report all incidents as early as possible so that local authorities are able to identify, investigate and apprehend the perpetrators.”

Since 1991, the IMB Piracy Reporting Centre has served as a single point of contact for mariners to report attempted acts of piracy, 24 hours a day. As stated by the ICC, “Their prompt forwarding of reports, and liaison with response agencies, broadcasts to shipping via GMDSS Safety Net Services, and email alerts to CSOs, all provided free of cost, help the response against piracy and armed robbery globally. As evidenced by the standing up of multiple regional cooperation, reporting, and response mechanisms, their reports have over time increased awareness, resulting in the allocation of adequate resources to make waters safer.”

Piracy Incident Have Lowest in 3 Decades

ICC International Maritime Bureau Releases Quarterly Report

Personnel from the Arleigh Burke-class guided-missile destroyer USS Gridley participate in a counter-piracy exercise aboard a foreign-flag ship in San Diego. (U.S. Navy photo by Mass Communication Specialist 2nd Class Colby A. Mothershead)
AOTOS Event Includes Accolades for Seafarers

Mariners from four SIU-crewed vessels were among those recognized Oct. 28 in New York as the United Seamen’s Service conducted its 53rd annual Admiral of the Ocean Sea (AOTOS) Awards dinner. The primary awards were given to (from left in photo at immediate right) International Longshoremen’s Association President Harold Daggett, American Roll-Off Carrier Group President and CEO Eric Ebeling, and American President Lines President Edward Aldridge. Pictured from left in the photo at lower right are SIU VP Atlantic (TOTE Services), Herodote (APL), and USNS Yuma (whose crew includes members of the SIU Government Services Division). The photo below left includes SIU Exec. VP Augie Tellez (right) and Daggett, while the remaining photo includes SIU Secretary-Treasurer David Heindel (right) and U.S. Army Lt. Gen. John Sullivan, deputy commander, U.S. Transportation Command.

Union Member Rights, Officer Responsibilities Under The Labor-Management Reporting and Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

- **Bill of Rights**
- **Union members have the right:**
  - Equal rights to participate in union activities
  - Freedom of speech and assembly
  - Protection of the right to sue

- **Safeguards against improper discipline**

Copies of Collective Bargaining Agreements:

- Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports:

- Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause.

- The reports are public information and copies are available from OLMS.

Officer Elections:

- **Union members have the right to:**
  - Nominate candidates for office
  - Run for office
  - Cast a secret ballot
  - Protest the conduct of an election

Officer Removal:

- Local union members have the right to remove an elected officer guilty of serious misconduct.

Trusteeships:

- Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Certain Discipline:

- A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

Prohibition Against Violence:

- No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards:

- Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union’s constitution and bylaws.

- Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding:

- Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed $5,000.

Labor Organization Reports:

- **Unions must:**
  - File an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.
  - Retain the records necessary to verify the reports for at least five years.

Officer Elections:

- Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employees whose employees their unions represent and businesses that deal with their unions.

Officer Removal:

- Conduct elections for officers of national unions or intermediary districts at least every four years by secret ballot.

- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.

- Mail a notice of election to every member at least 15 days prior to the election.

Restrictions on Holding Office:

- A person convicted of certain crimes may not serve as a union officer, employee, or other representative of a union for up to 13 years.

Loans:

- A union may not have outstanding loans to any one officer or employee that in total exceed $2,000 at any time.

Fines:

- A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

Notice/Reminders About SIU Text Message Alerts

The union occasionally sends text messages to Seafarers (and others) who have signed up for such alerts. Those texts contain information relevant to members’ careers, including important news about the SIU, its contracted companies and the industry as a whole. The messages may include alerts about open jobs, information about grassroots campaigns, and other time-sensitive bulletins.

The SIU does not charge for this service, but there may be costs associated with receiving messages, depending on an individual’s phone-service plan that they have with their provider. People can unsubscribe from SIU text alerts at any time, simply by texting the word STOP to (412) 899-8899.

To sign up for the alerts, text the word JOIN to (412) 899-8899.

Terms and Conditions

By signing up for this service, you acknowledge that you understand there may be costs associated with the receipt by you of such text messages depending on the cell phone service plan that you have with your provider. You are providing your cell phone number and your consent to use it for these purposes with the understanding that your cell phone number will not be distributed to anyone else without your express consent and that this service will not at any time be used for the purpose of distributing campaign materials for official elections for union office.

December 2022
Seafarers LOG 7
Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 29-19942111, Plan No. 04-275, 5201 Capital Gateway Drive, Camp Springs, MD 20746, (301) 899-0675). The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

After subtracting liabilities of the plan, the plan had total contributions of $54,083,520 as of January 1, 2021. During the plan year the plan assets experienced an increase in its net assets of $4,232,492. This increase included unrealized appreciation of the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of $54,083,520 as of January 1, 2021. During the plan year the plan assets experienced an increase in its net assets of $3,135,315. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the plan year and the value of the assets at the beginning of the year, or the cost of assets acquired during the plan year. The plan had total expenses of $51,089,506 as of January 1, 2021. During the plan year the plan expenses were $70,234,096. These expenses included $14,774,870 in administrative expenses, $7,094,620 in insurance expense, and other income of $6,430.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Actuary, Plan Number 04-275, Gateway Drive, Camp Springs, MD 20746, (301) 899-0675.

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(k) Plan, (Employer Identification No. 15-3100447, Plan No. 565, 5201 Capital Gateway Drive, Camp Springs, MD 20746, (301) 899-0675). The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was $34,979,646 as of December 31, 2021, compared to $32,336,901 as of December 31, 2020. During the plan year the plan assets experienced an increase in its net assets of $2,630,745. This increase includes unrealized appreciation or depreciation in the value of plan’s assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of $34,979,646 as of December 31, 2021. During the plan year the plan assets experienced an increase in its net assets of $12,068,841. This income included employee contributions of $70,524,435, realized gains of $706,395 from the sale of assets, earnings from investments of $1,636,445 and other income of $6,787,699. Plan expenses were $70,234,096. These expenses included $7,094,620 in administrative expenses, $553,318 from service providers, $7,094,620 in insurance expense, and other income of $6,430.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: The Prudential Insurance Company of America which allocates funds toward individual policies.

Your Rights to Additional Information

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

- An accountant’s report.
- Expenses held for investment.
- Transactions in excess of 5 percent of the plan assets.
- Information including sales commissions paid by insurance carriers; and
- Information regarding any common or collective trust, pooled assets held for investment; and
- Information regarding any part thereof, on request. The items listed below are included in the full report:

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ABOARD OVERSEAS LOS ANGELES – These snapshots were taken during an October servicing on the Overseas Ship Management vessel. From left in the group photo at left are AB Michael Adote, AB Noel Engo, GUDE Reynaldo Agbulos, SIU Jacksonville Port Agent Ashley Nelson and GUDE Angel Palacios. The other photo includes Bosun Shown Rankin (left) and Nelson.

ABOARD CAPE DOUGLAS – GUDE Christopher Skinner takes a meal break on the Keystone vessel in Jacksonville, Florida.

ABOARD USNS MAURY – From the Ocean Shipholdings vessel (photo at immediate right), Bosun Adiener “Chu” Alfaro reports the following, regarding a shipboard Blue-nose Ceremony: “After crossing the Arctic Circle, the USNS Maury was graced by a visit from his majesty Boreas Rex, Ruler of the North Winds. The King of the Frozen Realms proceeded to deliver a proclamation to all those in attendance that magically transformed every neophyte into a Blue-nose.” SIU members and AMO members are among those pictured. Kneeling are Chu Alfaro and Jediah Bishop. In the front row: Brandon Maeda, Brian Peralta, Chris Hunnings, Shardaysha Giles, Kato Gezon (aka Boreas Rex), Mildrid Seck, Lester Alfaro, Alex Craft and Zachary Cartwright. Back row: Roman Hutson, Alphonso Amos, Chris Irwin, Katrina Aleska, Marvin Fabrizius, Amos Porter, Joey Liwag, Hermano Sillon, Anthony Jackson, Joe Tegeder, Andres Perez and Steve Welcome.

WEST COAST OUTREACH – The SIU in early October took part in San Francisco Fleet Week. SIU Patrolman Dylan Rivera (center) is pictured with U.S. Naval Sea Cadets, discussing maritime career opportunities.

CELEBRATING U.S. SHIPBUILDING – SIU Philadelphia Port Agent Joe Baselice (right) and U.S. Maritime Administrator Ann Phillips were among those attending the keel-laying ceremony for the Patriot State II at Philly Shipyard (a union facility) earlier this year. The ship will be a “national security multi-mission vessel” based at Mass Maritime.
CATCHING UP IN CAMP SPRINGS – Retired Recertified Steward Denis Burke (left) recently stopped by the union’s headquarters building, and chatted with (among others) SIU Secretary-Treasurer David Heindel (right).

A-BOOK IN OAKLAND – AB Peter Mertz (center) receives his A-seniority book. He’s pictured at the hiring hall with SIU Port Agent J.B. Niday (right) and SIU Patrolman Dylan Rivera.

At Sea and Ashore with the SIU

AT THE HOUSTON HALL – QMED Edward Williams (above) displays his newly acquired A-book, while AB Thomas Arzu (left in photo at immediate right, with SIU Patrolman Clay Casteel) shows off his full B-book.

AT THE JERSEY CITY HALL – GUDE David Bronshtein (left) receives his full book from SIU Port Agent Ray Henderson.

WITH SEAFARERS IN NY – SIU member Stephen Krupp (third from right) receives his full book at Seafarers-contracted Watco. He’s pictured with SIU Patrolman Jose Argueta (second from left) and fellow members (from left) Orlando Reveron, Nabeel Alawi, Denis Laren and Sean Wanamaker.
ABOARD HUDSON EXPRESS – Pictured in the group photo directly above are (from left) Bosun James Gregory, SIU Jacksonville Port Agent Ashley Nelson, QEE Francois Doucet and AB Glenn Davis. The galley photo at right features (from left) Chief Cook Alexus Guillory and SA John Ferris, while the remaining photo at left includes AB Chandler Dixon (left) and SIU Jacksonville Safety Director Adam Bucalo. The vessel is operated by Marine Personnel and Provisioning.

At Sea and Ashore with the SIU

BOOKS GALORE IN PINEY POINT – A number of Seafarers in recent months received their respective full B-books at the hiring hall in southern Maryland – and one member, AB Jeffery Griffin, got his A-book. A few of those Seafarers are pictured with SIU Port Agent Mario Torrey (at right in three of the photos).
Editor’s note: Two of the individuals interviewed for this feature – Nathaniel Russell and William Goss – are members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union. All of the interviews took place in Piney Point, Maryland.

Question: What is one of the best gifts you’ve ever received, and what made it so?

Nathaniel Russell
SEATU Member
Winter socks, for use at the apartment I was living in. It was really awesome and made life more comfortable. We had hardwood floors.

William Goss
SEATU Member
A passion for travel and adventure. I consider the interest in travel a gift. I just love new experiences – experiencing other cultures, experiencing the world.

Jamaal McKenzie
Chief Cook
Traveling. Opening my mind up to new ways of living – seeing what other people go through. Going places I would never go without this career.

Reinaldo Rivera
Chief Cook
Wow. It’s been a long time, so I don’t know what to say. I don’t recall anything. Sorry about that, but it’s true. I’m not going to lie.

Richetta Jackson
Chief Steward
Coming here (to the school) is a great experience, and so is traveling overseas. Seeing the whole world and providing for your family.

Ashley Fabor
Chief Cook
My greatest gift has been travel. I get to travel for free, meet new people and upgrade in my career. That’s a blessing and a great opportunity. I would also say home ownership has been a great gift.

Nicolaesa International

Union Directory

Michael Sacco, President
Augustin Tellez, Executive Vice President
David Heindel, Secretary-Treasurer
George Tricker, Vice President Contracts
Tom Orzechowski, Vice President Lakes and Inland Waters
David Heindel, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Nicholas Celona, Vice President Government Services

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 Seaside 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
(671) 477-1350

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

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

JACKSONVILLE
3100 Beltway 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
3640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

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

NORFOLK
11 Mill Creek Parkway, Suite 100, Chesapeake, VA 23323
(757) 622-7984

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

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

PINEY POINT
4533 St. George’s Avenue, Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES
1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 280-7584

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

ST. LOUIS/ALTON
4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

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

WILMINGTON
510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4001/4002
Updated COVID Vaccination Policy for Entry into Paul Hall Center, Union Hiring Halls

Editor’s note: The following news item was sent to the hiring halls and posted on the SIU website in late October.

Effective immediately, the COVID vaccine will no longer be a requirement to enter a hiring hall or to attend classes at the Paul Hall Center. Apprentices are, however, still required to be vaccinated in order to be assigned to apprentice positions. If anyone else is not fully vaccinated (meaning the original vaccines and any available booster shots), either by choice or by an approved medical or religious exemption, you are required to be masked at all times while indoors on the properties.

In a memo to SIU vice presidents and the halls, SIU Secretary-Treasurer David Heindel wrote, “We are strongly recommending and encouraging all members to be fully protected from the virus.” He noted that while the vaccines don’t provide complete immunity, they have “been consistently shown to lessen the effects of the illness and keep us out of the hospital or worse. With that in mind, we will continue to provide benefits for the COVID vaccine(s) and booster vaccine(s).”

For more information, Seafarers are encouraged to contact their respective port agents.

Make Arrangements Before Arriving for Piney Point Stay

Seafarers are welcome to stay at the Paul Hall Center in Piney Point, Maryland, even if they’re not enrolled in a class there – if space is available and a reservation has been made.

Members are encouraged to work with their respective port agents or email Jay Wiegman at jay-wiegman@seafarers.org regarding reservations for themselves and any family members who want to stay with them at the school. The cost for room and board for members is $40 per night (plus tax), and $10 apiece for each guest. This applies to individuals who are not enrolled in a course. Any one showing up to the base unannounced will not be allowed on campus.

In addition to verifying arrival and departure dates, members will be required to submit proof of vaccination (or exemption from the requirement) for COVID-19 both for themselves and any guests.

Each port’s meeting starts at 10:30 a.m.
EDWARD A CARTER, JR (Sealift Inc) April 25 – Chairman Reynaldo Tinay, Secretary Janelle Harper, Education Director George Box. Chairman went over concerns regarding gym equipment. He announced his plans to write a formal letter to company requesting a new weight machine and space in gym. Every few weeks, a director to company should be addressed in writing per Chairman. Directors addressed companies’ difficulties among members who are or are not taking SIU courses within the Pacific Ocean classes within a timely manner. No beefs or disputed OT reported. Ship was cleaned May 2. Chairman announced updates of upcoming annual Coast Guard inspection. New educational director and several new delegates were announced for deck and engine departments. Members requested company-supplied cleaning cloths, new showers, repair to washers and dryers and updated material in Library. Next Port: Chinhae, Korea.

LIBERTY (Tote Services) October 6 – Chairman David Denizac, Secretary Rondell Richardson, Delegated Advocate Maria Victoria. Chairman encouraged crew to read President’s column in the Seafarers LOG. Educational director reported difficulty in getting HELP Center classes within a timely manner. No beefs or disputed OT reported. 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 fail to protect equally and reasonably, the function and missions of the union and management representatives and their alternates. All expenditures and agreements 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 collective bargaining with an employer and the employer. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there has been violation of their shipping rights, they should have the matter adjusted in the contracts and the union and the employers should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Augustin Tellez, Chairman Delegated Advocate 5201 Capital Gateway Drive Camp Springs, MD 20746.

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.

Holiday savings just for you
Do you want to save money? We thought so. Thousands of union families save money every day by taking advantage of exclusive benefits from Union Plus. Join them in accessing all kinds of discounts.

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 employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION — If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is: Michael Sacco, President Seafarers International Union 5201 Capital Gateway Drive Camp Springs, MD 20746.
Welcome Ashore

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

**DEEP SEA**

**OHENEBA FRANCIS ACKON**
Brother Ohe内ba Francis Ackon, 65, started his career with the union in 2005. He first sailed on the Pride of America and sailed in both the deck and engine departments. Brother Ackon upgraded to the Paul Hall Center on multiple occasions. He most recently sailed on the Seafarers Challenge and makes his home in Fairlfield, Ohio.

**OLIVER BALICO**
Brother Oliver Balico, 65, joined the Seafarers International Union in 1991. Initially sailing aboard the Independence, he upgraded at the Piney Point school on multiple occasions and worked in the deck department. Brother Balico’s final vessel was the Maersk Utah. He last sailed on the Maersk Utah and lives in Fall River, Massachusetts.

**MICHAEL GELLIZEAU**
Brother Michael Gellizeau, 66, joined the SIU colors in 1990 and he worked at the Piney Point school on several occasions and upgraded at the Paul Hall Center. He last sailed on the Horizon Enterprise and resides in Saipan, Northern Mariana Islands.

**OLIVIA BALICO**
Brother Omega Balico, 65, joined the Sierra Leonean International Union in 2005. He first sailed aboard the Freedom. He upgraded at the Piney Point school on multiple occasions and worked in the engine department. Brother Balico’s final vessel was the Maersk Sara-toyo. He is a resident of Bergenfield, New Jersey.

**JEROME BUTLER**
Brother Jerome Butler, 65, embarked on his career with the SIU in 1981 when he sailed on the Coastal Cali. Johnson. He worked in both the deck and engine departments and upgraded at the Pine Hall Center within his first year of membership. Brother Butler’s final vessel was the Stonewall Jackson. He resides in Tickfaw, Louisiana.

**HAYDEN GIFFORD**
Brother Hayden Gifford, 65, joined the union in 1978. A deck department member, he first sailed aboard the Sea Lady Martine. He upgraded at the Piney Point school on several occasions and was a steward department member. Brother Haddox most recently sailed on the Horizon Anchorage. He makes his home in Yakutia, Washington.

**ABDUL HASAN**
Brother Abdul Hasan, 66, signed on with the SIU in 1985 and first sailed aboard the Horizon Enterprise. He upgraded at the Piney Point school on several occasions and was a steward department member. Brother Hasan most recently sailed on the Horizon Anchorage. He makes his home in Alaska.

**GEORGE HENDERSON**
Brother George Henderson, 65, became an SIU member in 1990 when he sailed on the USS Silas Bent. He upgraded often at the Paul Hall Center and worked in the engine department. Brother Henderson’s final vessel was the Liberty Island. He is a resident of Mountain City, Tennessee.

**PAUL JOHNSON**
Brother Paul Johnson, 65, embarked on his career with the Seafarers in 1975, initially sailing on the Aquadilla. He was a member of the engine department and upgraded at the Piney Point school on multiple occasions. Brother Johnson last sailed on the Buyer and calls Cheyenne, Wyoming, home.

**JUMA JUMA**
Brother Juma Juma, 68, joined the SIU in 1977 when he sailed on the Moran Towing of Philadelphia. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Juma most recently sailed on the Garden State and makes his home in Philadelphia.

**GARY LORFIN**
Brother Gary Lorfin, 67, signed on with the union in 1989 and he first sailed aboard the USNS Chairman. He then joined the Union in 2001. He last sailed on the Horizon Enterprise and is a resident of Lacey, Washington.

**RONALD LUKACS**
Brother Ronald Lukacs, 73, began sailing with the Seafarers in 1968 and was initially sailing aboard the Amjad Steamship vessel. He sailed in the engine department and upgraded at the Pine Hall Center on several occasions. Brother Lukacs most recently sailed on the Cape Kennedy. He lives in Slidell, Louisiana.

**NIEVES NUÑEZ**

**PHILIP PAQUETTE**
Brother Philip Paquette, 66, signed on with the SIU in 1990. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Paquette’s final vessel was the Sea Wolf. He last sailed on the Horizon Enterprise and makes his home in Bronx, New York.

**BRENDAN MURPHY**
Brother Brendan Murphy, 65, signed on with the SIU in 1994 and first sailed aboard the Paul Hall Center when he worked with H&K Marine Transportation. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother Murphy’s final vessel was the Cleveland. He settled in Morgan City, Louisiana.

**EUGENE TUGGLE**
Brother Eugene Tuggle, 72, embarked on his career with the Seafarers in 1999 when he sailed with the SIU. He switched over to the USS Wainwright and upgraded at the Paul Hall Center in 2018. Brother Tuggle’s final vessel was the Liberty Peace. He resides in Harvey, Louisiana.

**GREAT LAKES**

**MICHAEL FORBES**
Brother Michael Forbes, 69, signed on with the SIU in 2012. He was employed by Port City Marine Services for the duration of his career, often working aboard the Prentiss Brown. Brother Forbes was a deck department member. He resides in Cuba, Wisconsin.

**JEFFERY JOHNSON**
Brother Jeffery Johnson, 65, started sailing with the SIU in 1988 and initially joined the USS Doss in the United States. He last sailed with the SIU in 2008. Brother Johnson concluded his career aboard the Walter J. McCarthy and calls Tempestaean, Wisconsin, home.

**NEVIA NUNEZ**

**BRENDAN MURPHY**
Brother Brendan Murphy, 65, signed on with the SIU in 1994 and first sailed aboard the Paul Hall Center when he worked with H&K Marine Transportation. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother Murphy’s final vessel was the Cleveland. He settled in Morgan City, Louisiana.

**STEFAN ROZNOWski**
Brother Steven Roznowski, 65, joined the SIU in 1988 and initially joined the USS Doss in the United States. He last sailed with the SIU in 2008. Brother Roznowski last sailed on the American Mariner and settled in Alpena, Michigan.

**RICHARD ROEL**
Brother Richard Roel, 65, started his career with the union in 1978 when he sailed aboard the Independence and worked for Crowly Towing & Salvage for the duration of his career. Brother Roel lives in Destrehan, Louisiana.

**ROBERT VALENTIN VEGA**
Brother Roberto Valentin Vega, 62, joined the SIU in 1969. He last sailed on the USS Wainwright and upgraded at the Piney Point school on multiple occasions. Brother Valentin Vega was employed by Crowley Puerto Rico Services for the duration of his career. He resides in Arcibo, Puerto Rico.

**ROBERT WARDE**

**JOSE DE BRITO MORENO**
**DEEP SEA**

**JAMES DAIDRE**


**LUIS ALMODOVAR**

Pensioner Luis Almodovar, 70, passed away October 1. He joined the Seafarers International Union in 1970. Brother Almodovar’s first vessel was the Guamine. He sailed in the engine department and also worked on shore gangs. Brother Almodovar was last employed by Cargotec and retired in 2012. He sailed in the deck department. He most recently sailed on the Lykes Explorer in 2004. He went on pension in 2015 and settled in Houston.

**JORGIE BERMEO**

Pensioner Jorge Bermeo, 77, died January 16. He began his career with the SIU in 1969 when he shipped on the Ov Val. Brother Bermeo was an engine department member. He last sailed aboard the Expedition before becoming a pensioner in 2007. Brother Bermeo resided in Linwood, New Jersey.

**WILLIAM DICKEY**

Pensioner William Dickey, 79, passed away October 25. He began sailing with the SIU in 1967. Brother Dickey was a deck department member and first shipped on the Western Concor. He last sailed on the Florida and retired in 2007. Brother Dickey made his home in Livings- ton, Texas.

**RICARDO ELLIS**

Pensioner Ricardo Ellis, 66, died November 1. He became a member of the SIU in 1964 when he sailed with Orgull Transport. Brother Ellis worked in the steward department and most recently shipped on the Pennsylvania. He became a pensioner in 2021 and settled in the Bronx, New York.

**REGINALD GREEN**

Pensioner Reginald Green, 65, passed away October 22. He signed on with the Seafarers International Union in 1978, initially sailing with Southern Ohio Towing. Brother Green sailed in both the deck and engine departments. He last shipped aboard the Embassy in 1991. Brother Green began collecting his pension in 2013 and lived in Tampa, Florida.

**RUSSELL HAYNES**

Pensioner Russell Haynes, 70, died November 2. He started sailing with the union in 1969. A deck department member, Brother Haynes first shipped on the Jefferson Davis. He continued his career aboard the Lubery Spirit before retiring in 2012. Brother Haynes resided in Shenandoah, Texas.

**CHARLES MOLL**

Pensioner Charles Moll, 81, passed away October 26. He joined the union in 1967 and first sailed aboard the Chilore. Brother Moll sailed in all three departments and also worked on shore gangs, but spent most of his time with the SIU sailing in the deck department. He most recently sailed on a Waterman ship, in 1992. Brother Moll lived in Del/auk Springs, Florida.

**ARDEN SELLICK**

Pensioner Arden Sellick, 83, has passed away. An engine department member, he joined the Seafarers International Union in 1963 when he worked with Ito Inc. Brother Sellick’s final vessel was the Walter Rice. He began collecting his pension in 2003 and made his home in Portland, Oregon.

**WILLIAM SMITH**

Brother William Smith, 68, has passed away. He signed on with the union in 2011 and first sailed aboard the Courage. Brother Smith shipped in the deck department, and most recently aboard the Lawrence Gianella in 2017. He lived in Orono, Maine.

**GREAT LAKES**

**MICHAEL BUDNIK**

Pensioner Michael Budnik, 71, passed away October 9. He joined the SIU in 1970 and was an engine department member. Brother Budnik’s first vessel was the Lewis G. Harriman. He last sailed aboard the American Republic in 1993. Brother Budnik went on pension in 2016 and settled in Pearlard, Texas.

**JOSE VERA**

Pensioner Jose Vera, 78, died October 22. He joined the SIU colors in 1964 when he sailed with Great Lakes Associates. Brother Vera worked in the engine department and last sailed on the Steel Crucero. He began collecting his pension in 1989 and lived in Laredo, Texas.

**ALTON BERTRAND**

Pensioner Alton Bertrand, 87, passed away October 12. He signed on with the Seafarers International Union in 1985 and sailed in the deck department. Brother Bertrand was employed by Hijman Barge Line for the duration of his career. He retired in 1996 and made his home in Lake Arthur, Louisiana.

**JAMES CONNOR**

Brother James Connor, 63, died September 23. Born in Philadelphia, he joined the union-colors in 1996. A deck department member, Brother Connor worked with Crowley for his entire career. He called Cherry Hill, New Jersey, home.

**LEWIS LAWRY**

Pensioner Lewis Lawry, 78, passed away October 14. He joined the SIU in 1979 and was a deck department member. Brother Lawry was employed with Allied Transportation for the majority of his career. He retired in 2007 and made his home in Norfolk, Virginia.

**WILFRED POPOUR**

Pensioner Wilfred Popour, 88, died October 23. He started sailing with the union in 1977 when he worked with Gulf Atlantic Transportation. Brother Popour was a member of the deck department. He was last employed by Admiral Towing and Barge and went on pension in 1996. Brother Popour called Orange Park, Florida, home.

**STUART STEPHENS**

Pensioner Stuart Stephens, 74, passed away September 25. He signed on with the Seafarers International Union in 1997. Sailing in the deck department, Brother Stephens worked for Crowley Barge and Transportation for the duration of his career. He became a pensioner in 2013 and resided in Port Orange, Florida.

**JOSEPH VOLIVA**

Pensioner Joseph Voliva, 76, died October 22. A deck department member, he began his career with the Seafarers in 1963. Brother Voliva was first employed by R.K. Davis Transportation. He retired in 1997 after concluding his career with Penn Maritime. Brother Voliva made his home in Belhaven, North Carolina.

**INLAND**

**BIENVENIDO PAGAN**

Pensioner Bienvenido Pagan, 71, passed away January 24. He sailed with the NMU prior to the 2001 merger with the SIU. Brother Pagan was an engine department member and last sailed aboard the Lykes Explorer in 2004. He went on pension and settled in Houston.

In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to determine summaries of their respective careers.

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<tr>
<th>NAME</th>
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<td>Belkis, John</td>
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<td>Wilson, Raymond</td>
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**Seafarers Money Purchase Pension Plan Update**

Recently, statements were mailed that provide lifetime income illustrations for participants in the SMPPP. This statement is in addition to the one that you will receive in April of each year.

New forms and regulations require us to send you an estimate of your SMPPP benefit if it is paid as a monthly annuity beginning at age 67. In that case, your current account balance is converted to monthly payments. The example in the notice assumes that payments began December 31, 2021 and that you were at least age 67 on that date. If you are younger or older when you retire, and elect a monthly benefit payment, that will affect the amount.

Note that this statement does not reflect any benefit that may be available from the Seafarers Pension Plan. The notice may be confusing, so if you have any questions, please contact the Member Assistance Department (MAP) at 1-800-525-4674.

**Credentials Lost Due to Hurricanes Fiona and Ian**

In accordance with Federal regulations, duplicate Merchant Mariner Credentials (MCs) may be issued free of charge to mariners whose credentials were lost or destroyed as a result of Hurricane Fiona in Puerto Rico and Hurricane Ian in Florida. Affected mariners should follow the steps below to obtain an expedited replacement credential.

Provide a statement of loss to the National Maritime Center (NMC) via fax at (304) 433-3412 or via e-mail at IASKNMC@uscg.mil. The statement should contain the following:

- Mariner’s full name
- Mariner’s date of birth
- Mariner’s reference number (MRN) (if you don’t know the MRN, include the mariner’s Social Security number)
- The mailing address that the replacement credential should be sent to
- Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary
- Description of the circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, any duplicate MCs issued per the request process above will include a corresponding Medical Certificate, if previously issued. We will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit form CG-719B, Application for Merchant Mariner Credential, to one of the Regional Exams Centers with the information above. If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to the NMC.

If you have questions or feedback regarding duplicate credentials, please contact the NMC via our Online Chat or E-mail system, by e-mailing IASKNMC@uscg.mil, or by calling (888) IASKNMC (427-5662).
The following is a list of courses that currently are scheduled to be held at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland during the next several months. More courses may be added. Course additions and cancellations are subject to change due to COVID-19 protocols. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

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<tr>
<th>Title of Course</th>
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<tr>
<td><strong>Deck Department Upgrading Courses</strong></td>
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<tr>
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<td>Fast Rescue Boat</td>
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<td>Leadership &amp; Management Skills</td>
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<td>Junior Engineer Program</td>
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<td>Advanced Refer Containers</td>
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<td>Machinist</td>
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<tr>
<td>Engineer Room Resource Management</td>
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<tr>
<td><strong>Steward Department Upgrading Courses</strong></td>
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<tr>
<td>Certified Chief Cook</td>
<td>January 16</td>
<td>February 17</td>
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**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.

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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

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With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days before the date of your course. 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. You must have a valid SHRP 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.

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The following table lists the courses currently scheduled to be held at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland during the next several months. More courses may be added. Course additions and cancellations are subject to change due to COVID-19 protocols. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

<table>
<thead>
<tr>
<th>Title of Course</th>
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<td><strong>Engine Department Upgrading Courses</strong></td>
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<td>Junior Engineer Program</td>
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<td>Marine Electrician</td>
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<td>Marine Refer Tech</td>
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<tr>
<td>Fast Rescue Boat</td>
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<tr>
<td>Leadership &amp; Management Skills</td>
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Paul Hall Center Classes


Water Survival (Upgrader) – Yahia Obadi Yahia (above) recently completed his requirements in this course. A GUDE who ships out of Tacoma, Yahia graduated Oct. 10.

RFPNW (Phase III) – Graduated Oct. 14 (above, in alphabetical order): Marc-Antony David Arcila, Corey Bellezza, Jacob Burleson, Elijah Courtney, Dashiel Depaulis, Elijah Dejean Diallo, Nathan Dixon, Tyler Dreschel, Mark Ina Jr., Dion Martin, Julian Ramirez, Alexander Reay, Riley Russ, Kamron Jaquez Stripling, Stephanie Lee Marie Vidro, Steven Ware and Landon Williams. Upon the completion of their training, each plans to work in the deck departments aboard SIU-crewed vessels. Instructor Dominic Hix is second from left.


Important Notice

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover – for whatever reason – that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.
Paul Hall Center Classes


Certified Chief Cook (Module 4A) – Graduated Oct. 14 (photo at left, in alphabetical order): Cameron Keating, Steven Laubach, Luis Alberto Mejia Lambert, Naji Ahmed Musa, Edgardo Padagtag and Andrea Sharpe.
IU members played key roles in a recent mobilization supporting Cuban migrants on an overloaded boat in the Straits of Florida. Mariners from the Alliance Fairfax (operated by Maersk Line, Limited) provided medical assistance, water and general support for the 18 people aboard the small craft, beginning around 7 a.m. on Oct. 18. The SIU-crewed ship launched its lifeboat and remained on the scene until U.S. Coast Guard personnel arrived.

ABs Jairo Jacob Rochez and Benjamin Romero were part of the lifeboat crew. Vessel master Capt. Chuck Hendricks said the Alliance Fairfax was headed to Port Arthur, Texas, when a crew member spotted smoke on the horizon. The smoke soon died out, but mariners then identified the small boat.

“We got a little closer and the people on the boat started waving at us,” Hendricks said. “I called the Coast Guard, and they asked us to stay on scene until they got there in an hour or so. We then launched a rescue boat.”

One of the migrants had passed out. The bilingual ABs facilitated communications with the Cubans, while all of the lifeboat personnel teamed up in delivering water and making sure the distressed individual became stable.

“This was the first time I’ve done anything like this, but there were no problems,” said Romero. “We had a plan, and everything went fine. For me, it was very nice to help people.”

Hendricks said the crew’s response “was outstanding. They really shined and did a great job of carrying on the tradition of maritime unions helping people at sea who are in distress. Everybody just jumped in right away and helped out wherever they could. It was all very professional and safe, and made me proud to say I work with these guys.”

SIU members aboard the Alliance Fairfax during the voyage included Wilson, Rochez, Romero, Dupraw, ABs Andrew Bennett and Durlas Ruiz, QEE Ricardo Ducay, OMUs Leonilo Arano and Randy Shie, Chief Cook Santiago Amaya and SA Joshua Moore.

Built in South Korea in 2005, the Alliance Fairfax is a roll-on/roll-off ship that’s enrolled in the U.S. Maritime Security Program. The vessel is approximately 653 feet long and has a 104-foot beam.