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Reflagged Containership Means New SIU Jobs



Seafarers are sailing aboard the newly reflagged *CMA CGM Phoenix*, which formally joined the U.S. fleet in late July. In the inset photo, SIU President David Heindel (standing fourth from left) meets with SIU crew members aboard the containership before the flag-in ceremony in Charleston, South Carolina. Pictured from left are Joseph Horton, Joshua Mensah, Toinette Williams, President Heindel, (crouching) Alexis Figueroa, Nathaniel Simmons, Fernandez Wilcox, and Raymond Murphy. *Page 3.*

Cable-Laying Vessel Joins SIU Fleet

The new cable-laying barge *Marmac 306*, pictured below, is one of the newest additions to the Seafarers-crewed fleet. The Jones Act-compliant vessel is part of a joint project involving Crowley Wind Services and the energy company Nexans. *Page 4.*



Cargo is King



David Heindel

Congress is in recess as of this mid-August writing, but the SIU and our maritime industry allies are still very active on Capitol Hill, working to advance and protect your interests and those of the U.S. maritime industry.

As you may recall, one of our central objectives is to help secure enactment of the SHIPS for America Act, a bipartisan bill that promises to revitalize multiple segments of our industry. We have reported the following fact more than once, but it's worth repeating: The legislation does focus – in part – on domestic (Jones Act) and international shipbuilding, but it is wide-ranging. There's more to it than boosting vessel construction.

With that said, our current work also includes detailed, behind-the-scenes promotion of the U.S. Maritime Security Program, the Jones Act, cargo preference laws and more. These are among the staples that will help ensure there are cargoes available for carriage on however many new vessels enter the U.S.-flag fleet.

Depending on how long you've worked in the industry, you may have heard this expression once or a hundred times: Cargo is king. Without cargo, we could gain a huge number of vessels, but it wouldn't matter. You can think of it like the maritime version of the movie "Field of Dreams," whose script famously included the line, "If you build it, they will come." I am very confident that if there's ample cargo for American-flag ships, the SIU will help meet any manpower challenge.

Speaking of which, I'm sure many Seafarers have noticed the tremendous progress we've made in the past year addressing our segment of what truly is a global maritime manpower shortage. Our all-ports list is the smallest it has been in years, and our affiliated school in Piney Point, Maryland, is consistently packed, both with apprentices and with upgraders. Our recruiting efforts are

paying off, and we won't let up. By the way, your consistently outstanding work aboard the ships and tugs makes it easier for us to promote the union and the industry.

New Tonnage

This month's LOG includes coverage of three new – and very different – types of vessels that now employ Seafarers: a cargo ship, a tugboat, and a cable-laying barge. These gains reflect our membership's wide-ranging capabilities along with the SIU's perpetual striving to secure new work.

These aren't isolated occurrences. This year alone, we have welcomed new passenger ferries, an LNG carrier, and a general cargo ship. We anticipate additional flag-ins before the end of the year, too. And, as with our political outreach, we never stop working to facilitate gains in the deep sea, Great Lakes, and inland sectors.

Workers' Labor Day

Labor Day will have passed by the time many of you read this column, but the lead-up to this year's holiday was unique. The SIU planned to join with our sisters and brothers from throughout organized labor at various Labor Day events around the country aimed at underscoring the vital importance of trade unions and workers' rights.

These gatherings and demonstrations marked a high point of a nationwide bus tour titled "It's Better in a Union – Freedom, Fairness and Security." As part of the outreach, which began July 9 in the nation's capital, the AFL-CIO identified the holiday not merely as Labor Day, but as Workers' Labor Day.

A central message of the campaign is that when working people join together and fight for each other, we can win. Although there is no doubt that these are challenging times, toughness defines working people, especially now. We've got the most unified labor movement that we've had in decades, and working people are hungrier than ever for a union on the job. More than 70 percent of our citizens, including nearly nine in ten people younger than age 30, support unions.

From factory floors and deckplates to federal agencies, unions have always stood as the frontline advocates for working families. Through our persistence and unity, we'll remain a cornerstone of the American workforce.

SIU Jobs Secure with RRF Awards

SIU members will continue sailing aboard dozens of U.S. Ready Reserve Force (RRF) vessels for the next 10 years, following the recent announcement of new contracts by the U.S. Maritime Administration (MARAD).

The agency on July 30 reported that agreements covering 51 vessels had been signed, with a combined value of \$6.2 billion.

For the SIU, the number of shipboard jobs will largely remain unchanged, though the union did gain around 40 billets when the "Cape Ts" (Taylor, Texas and Trinity) are in full operating status.

As noted by MARAD, the RRF "provides strategic sealift support for the rapid deployment of U.S. military forces and equipment during conflicts, crises, and emergencies."

"The Ready Reserve Force supports our military men and women and strengthens our supply chains," said U.S. Transportation Secretary Sean P. Duffy. "When our military is called to respond, the RRF delivers the tanks, the trucks, and the supplies. These ships don't just support the mission – they are the linchpin that makes the mission possible. National security depends on strategic sealift, and strategic sealift depends on the RRF."

"Our contracts with seven ship managers will ensure the fleet stays ready, reliable, and responsive," said Acting Maritime Administrator Sang Yi. "MARAD

has a tremendous responsibility to maintain the RRF so that during critical military, humanitarian, and natural disaster operations, Americans can rely on these vessels for logistics support."

Vessel turnovers were expected to start around press time. Under terms of the new agreements, the following Seafarers-contracted companies will operate the vessels that are listed:

TOTE: Cape Taylor, Cape Texas, Cape Trinity, Pollux, Regulus, Altair, Bellatrix, Pacific Tracker, Pacific Collector, Gordon, Gilliland, Cape Sabel, Cape San Juan, Cape Starr.

Patriot Contract Services: Cape Victory, Cape Vincent, Admiral Callahan, Cape Orlando, Cape Henry, Cape Horn, Cape Hudson.

Ocean Duchess: Cape Inscription, Cape Intrepid, Cape Isabel, Cape Island, Curtiss, Wright.

Intrepid Personnel and Provisioning: Mendonca, Benavidez, Cape Arundel, Cape Cortes.

Pacific-Gulf Marine: Cornhusker State, Gopher State, Cape Kennedy, Cape Knox, Keystone State, Gem State.

Keystone: Cape Decision, Cape Diamond, Cape

Domingo, Cape Douglas, Cape Ducato, Cape Edmont, Cape Race, Cape Ray, Cape Rise, Bob Hope, Brittin, Fisher.

Sunrise Vessel Operations: Cape Washington, Cape Wrath.

The fleet includes roll-on/roll-off vessels, auxiliary crane ships and aviation maintenance vessels.

As further reported by MARAD, "The 10-year contracts cover maintenance, repair, logistics support, activation, operation, deactivation, crewing, and management of RRF vessels, ensuring they are ready to deploy at a moment's notice.... RRF ships are a key component of the Department of Defense's strategic sealift capability, transporting unit equipment, combat support gear, and initial resupply during critical surge periods.

"These MARAD-owned, contractor-operated vessels are maintained in a high state of readiness and can be activated within five days for worldwide deployment. Ships in priority readiness are staffed in reduced operating status, with maintenance crews of about 10 merchant mariners. Once activated, these crews are supplemented by additional mariners as needed."

Honoring Capt. Johnston



The SIU and its affiliated Paul Hall Center earlier this year joined in saluting Capt. Robert Johnston with an honorary union book. Pictured at the presentation in Piney Point, Maryland, are (from left) SIU Secretary-Treasurer Tom Orzechowski, SIU President David Heindel, and Capt. Johnston. Although he retired more than a decade ago as president and CEO of Overseas Shipholding Group, Johnston remains active in the industry, including service as chairman of the American Maritime Association. His maritime career dates to the 1960s; prior to coming ashore in 1976, he served on crude oil tankers and product carriers in positions ranging from third mate to master.

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

Stars and Stripes Raised aboard Phoenix



The vessel formerly sailed under the flag of Singapore, as the *APL Phoenix*. (Photo by Thorsten Aurin)

SIU members are sailing aboard the newly reflagged *CMA CGM Phoenix* – the largest U.S.-flag commercial containership.

SIU President David Heindel and Vice President Contracts George Tricker attended the flag-in ceremony July 24 in Charleston, South Carolina. The vessel, formerly named the *APL Phoenix* and sailing under the flag of Singapore, is operated by Osprey Ship Management, Inc.

“It was a short but meaningful event,” Heindel stated. “We had the chance to meet with most of the unlicensed crew on board, and morale was strong. The vessel is modern, well-kept, and a solid addition to the American-flag fleet.”

The *CMA CGM Phoenix* is the first of several vessels that reportedly are expected to reflag American in the months ahead.

During the ceremony, Acting U.S. Maritime Administrator Sang Yi said, “Adding the *CMA CGM Phoenix* into the U.S.-flagged fleet is a powerful move toward reclaiming America’s maritime strength. This is about more than ships; it’s also about jobs, trade, and economic strength and national security for Americans. By partnering

with innovative companies, we’re reinforcing American competitiveness and protecting the future of global commerce.”

First launched in 2013, the *CMA CGM Phoenix* is a Neo-Panamax container ship measuring approximately 1,079 feet long and 151 feet wide, with a gross tonnage of 110,000 GT and a summer deadweight capacity of about 130,000 tons. It has a 9,300 TEU capacity.

“We’re proud to be investing in the future of U.S. maritime power,” said Adeline Franger Chouraqui, CEO of CMA CGM America. “This milestone marks a new chapter in our long-term commitment to the United States. By expanding our U.S.-flagged fleet, we will create new jobs, support American exports, and help strengthen the nation’s maritime capabilities for years to come.”

According to the company, the vessel will also serve as a training platform for future mariners and “will operate on the CMA CGM INDAMEX Service, connecting the U.S. East Coast with Pakistan, India, and Sri Lanka.”



AB Javulin Pollard (right) greets SIU President David Heindel before the ceremony.



Union officials join company, port and government personnel for the formal reflagging. Among those pictured are (from far right) SIU VP George Tricker, SIU President David Heindel, and American Maritime Officers President Willie Barrere.



Pictured from left aboard the ship are ACU Toinette Williams, Steward/Baker Nathaniel Simmons, SIU Jersey City Port Agent Osvaldo Ramos, Chief Cook Raymond Murphy, and Recertified Bosun Joshua Mensah.

Cable-Laying Barge Means New Jobs for Seafarers



The new barge is crewed by SIU and AMO members. (Photo by John Mansfield)

SIU members are sailing aboard the new Crowley barge *Marmac 306*, a cable-laying vessel that is Jones Act-compliant.

The barge is part of a joint endeavor involving Crowley Wind Services and the energy company Nexans.

In a joint news release, Crowley and Nexans noted, “Dedicated to supporting the installation of subsea transmission lines necessary for offshore wind energy, telecommunications and other major industrial applications, this collaboration underscores both companies’ commitment to providing solutions for the expansion of U.S. energy sources and other industrial uses that require underwater cabling.”

Built in Louisiana, the *Marmac 306* is 300 feet long. It is expected to “play a critical role in laying and burying the subsea cables needed to deliver energy from offshore to the grid onshore,” the release continued. “The barge is the first to have vertical injectors along with a dynamic positioning system and a multiple-anchors positioning system, which

allow for accurate and efficient cable placement, even in challenging conditions.

“The barge boasts a 3,500-ton capacity carousel to lay and bury subsea cable using burial tools such as a vertical injector, a jet sled, or a jetting ROV, with the potential to be upgraded to 7,000 tons with two carousels for bundle cable lay and burial. The barge is positioned to support Equinor’s Empire Wind offshore wind farm for New York and can be configured to lay or repair cable for a multitude of other subsea applications.”

“The SIU welcomes this exciting opportunity and looks forward to providing dedicated, well-trained mariners to help ensure the new vessel’s success,” said SIU President David Heindel. “SIU members have sailed aboard cable-laying vessels for decades, so we are more than up to the task. This is a worthwhile project that will boost American shipboard manpower while reinforcing the great importance of the Jones Act, which has protected United States national, economic and homeland security for more than a century.”

“AMO is proud to be the leading source for United States Coast Guard licensed officers in the wind farm space,” said American Maritime Officers President Willie Barrere. “Our long-lasting partnership with Crowley, and our new relationship with Nexans, will help to provide clean, affordable and sustainable energy to millions of Americans and will open the door to future offshore projects.”

Pascal Radue, an executive with Nexans, stated, “This barge will support our existing fleet of cable-laying vessels ... and we are pleased to be working with Crowley on developing the capability to lay nearshore subsea cable in the U.S.”

“The cable-lay barge will provide a productive supply chain solution for offshore energy, telecommunications and other sectors,” said Graham Tyson, vice president of operations, Crowley Wind Services. “Coupled with our U.S. maritime fleet and mariners providing feeder services and other logistics and project management capabilities, we could not be better equipped to serve the needs of industries seeking subsea cable solutions.”

Labor Groups Seek Tax Relief for Members

The SIU has teamed up with 20 other labor organizations in asking United States House and Senate leaders to correct a technical error in the tax code which could cost individual union members thousands of dollars each year.

As noted in a joint letter sent in late July to Senators John Thune (R-South Dakota) and Chuck Shumer (D-New York), along with Representatives Mike Johnson (R-Louisiana) and Hakeem Jeffries (D-New York), “As amended by the One Big Beautiful Bill Act, the tax code allows most hourly workers to deduct up to \$25,000 of overtime pay from their annual income for tax purposes. That represents as much as \$6,000 in tax savings per year for working families.... However, the tax code uses an extremely limited and outdated definition of overtime from the Fair Labor Standards Act (FLSA) – a law that was never intended to be used related to the tax code or the taxable treatment of worker’s time. This definition exempts millions of hourly workers and uses arbitrary formulas that begin overtime at 55 hours of work or more each week.”

The letter continued, “Wedging this definition into the tax code has left airline, motorcoach, railroad, trucking, delivery, emergency response, and many other workers out in the cold. The FLSA definition of overtime completely excludes nearly all transportation workers, including airline, rail, trucking, maritime and others based off their employer and job duties.”

It is worth noting that the recently passed legislation does not end taxes on all overtime pay. Instead, it allows for a tax deduction that can lower the federal income tax burden on such earnings. Additionally, the deduction only applies to federal income tax.

For now, the overtime component of the Big Bill does not help mariners. The SIU and our allies are pushing for new legislation that ensures all hourly workers are eligible for the new financial benefit.

SIU Mourns Valerie Cole



She may not have been an SIU member, but Union Plus Representative Valerie Cole (pictured in 2019 in Piney Point, Maryland) definitely was part of the Seafarers family. “Val” passed away July 28, at age 55, following a number of health challenges. She served as the Union Plus representative for the SIU and for affiliate unions the United Industrial Workers and the Seafarers Entertainment and Allied Trades Union for decades, and repeatedly visited hiring halls throughout the years in order to helpfully promote and explain the Union Plus benefits available to Seafarers and their families. SIU President David Heindel and SIU Union Plus Liaison Kristy Clements (a close friend of Val’s) were among the attendees at her memorial service.

Great Lakes Maritime Task Force Honors Rep. McClain

The Great Lakes Maritime Task Force (GLMTF) on Aug. 18 recognized Michigan Congresswoman Lisa McClain (R) for her efforts advocating for the Great Lakes Navigation System and those who live and work on or near the Fourth Sea Coast.

A ceremony took place in Port Huron, Michigan, with SIU Assistant Vice President Todd Brdak in attendance. McClain received the task force's Legislator of the Year award.

The SIU is a GLMTF affiliate.

"It is an incredible honor to be recognized as Legislator of the Year by the Great Lakes Maritime Task Force," McClain said. "The Great Lakes are not only a vital economic engine for our region, but a national treasure that demands strong, informed policy. I am proud to advance legislation in Congress that strengthens maritime commerce, modernizes our water infrastructure, and protects the long-term sustainability of the Great Lakes. I will always fight to ensure our Michigan ports, waterways, and maritime workers have the support they need to thrive."

John Clemons, president of the GLMTF and national vice president of the Seafarers-affiliated American Maritime Officers, said, "Representative McClain has been a relentless advocate for the Great Lakes Navigation System. Whether she is supporting the new heavy U.S. Coast Guard Great Lakes icebreaker, funding for arguably the most important infrastructure project ever at the Soo Locks, or ensuring our lakes are mapped to the highest modern standards, Representative McClain leads the way for Michigan and the entire Great Lakes."

McClain's district falls squarely in the crosshairs of annual ice jam flooding that occurs on the St. Clair River. The new heavy Great Lakes icebreaker is a critical tool needed to alleviate those jams to prevent flooding, the task force noted, and McClain



U.S. Rep. Lisa McClain (R-Michigan) (fifth from left) and supporters including SIU Asst. VP Todd Brdak (left) at the award ceremony.

"has aggressively sought construction funding for the vital asset."

The construction of the new large navigational lock in Sault Ste Marie, Michigan, remains on track for completion in 2030, "thanks in large part to Representative McClain's tenacious pursuit of U.S. Army Corps of Engineers funding which has kept costs under control and workers on the job. The progress at the Soo Locks has been phenomenal and serves as an ideal example for how a major infrastructure project can be completed when Congress provides bipartisan support," the GLMTF added.

Jim Weakley, president of the Lake Carriers' Association and vice president of the GLMTF, said, "It is a privilege to be here today to award Representative McClain a well-deserved 'thank you'

on behalf of the entire U.S. Great Lakes maritime industry. Legislators like Congresswoman McClain get things done and the Great Lakes are fortunate to have such a powerful voice on Capitol Hill moving our region forward."

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

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

New Boat Joins GLT Fleet



The SIU helped celebrate Great Lakes Towing's (GLT) newest boat, the *New York*, during a July 31 ceremony in Cleveland. Pictured from left at the event are Maritime Partners CFO Stewart Andrade, SIU Port Agent Tyson Little, SIU VP Bryan Powell, GLT President & CEO Joe Starck, GLT VP Gregg Thauvette, SIU Asst. VP Todd Brdak, and Maritime Partners VP Troy Bernier. (Maritime Partners recently acquired GLT's parent company, The Great Lakes Group, but there is no change to the SIU's contract with GLT. All SIU jobs with the company remain secure.) (Tug photo, inset, by Bill Kloss)

In Their Own Words: SIU Women at Sea

Editor's note: This article is the fourth in an occasional series spotlighting female mariners. Our aim is to increase awareness about maritime career opportunities, and to underscore the fact that the U.S. Merchant Marine is a viable path for all people. This installment focuses on Faith Gonse, a chief cook who sails from the port in Norfolk, Virginia.

Q: What has your overall experience been like as a female Seafarer?

A: It's been a great experience overall, especially the last few years that I've been sailing. Every career has its ups and downs, but for the most part, it's been really rewarding, and I love being at sea.

Q: Since the last time I talked to you (her last LOG feature, which ran in the February 2024 edition, described how she and her son both have made careers for themselves as Seafarers), I think you were in the process of taking a couple of classes to become a chief cook. How is that going?

A: I was taking a chief cook class, yes. I've been cooking since we spoke and I just came back from training to upgrade for Advanced Galley Ops, which is the first step on the path to becoming a chief steward. Although I mainly sail as a chief cook, I can still pick up a steward job, or steward/baker job to get that sea time – but right now, I'm just going to do a couple more tours cooking, because I really enjoy cooking.

Q: What is a normal day like for you when you're sailing?

A: I'm an early bird so I wake up really early and get myself together, and grab some coffee. Then I go downstairs and I pull whatever I need for the day for each meal. Breakfast is the first meal of the day, and my

steward mainly handles that, but we work together as a team and I help him serve breakfast. After that I start preparing things for the next meals of the day. When I've got the music playing, I'm in my own world, in my own zone, and I just cook up a storm and enjoy what I do.

Q: So you get to do what you love. You get to be at sea. You get to see a lot of new places.

A: Absolutely.

Q: My next question kind of coincides with that. Do you feel that being a woman at sea offers you any unique opportunities, and if so, what are they?

A: As far as offering me any unique opportunities, I feel like we get rewarded with the same opportunities men get. However, sometimes we do have to work a little bit harder just to prove ourselves, because we generally get the misconception that, you know, we don't pull our weight. We've got to work twice as hard and go above and beyond because the last thing we want anybody saying is, 'Oh, she's pulling the girl card. She's making everybody else do her work for her.' So, we have to do our work with storage; I'm lifting heavy things, I bring it all in and put it all away. If I need your help, I'll ask you. I put in a little extra effort because that's how I work anyway, but it needs to be like that on the ships because of that stereotype.

Q: So, you are actively working against that to kind of prove them wrong?

A: Yes, I want to show them that we (female mariners) can do this.

Q: Do you feel like there are any unique challenges that you face as a female seafarer? And then, if so, what are they? And I think that your last answer kind of ties into that.



Seafarer Faith Gonse says she enjoys many different aspects of her maritime career.

A: You've got just a few old-fashioned sailors that have been in the business a long time that aren't really happy with women in the industry, because in the past, I guess, it has caused some problems, but I wasn't there for that. I just try to stay focused on my job and keep my nose in my own business, and stay to myself for the most part, but when it comes to doing my job and cooking, I always greet people with a smile, but I still take care of my business.

Q: It seems like you don't pay much attention to people that have something negative to say, but

you're all for being a team player with people who don't act like that. With this series, our goal is to paint a realistic picture of what it's like to sail, because we want to encourage more women to sail, and that way, hopefully you won't be such a minority there and it will be more diverse, and so people will be more comfortable. That's our goal, but we need to hear an accurate experience of what it's like for women who are sailing right now so we know what we need to improve, and we know what we want to focus on and emphasize what's going well, and we know what challenges that we still need to work on.



Faith Gonse captured these images during various voyages that took her to (from left to right) Australia, Singapore, and Japan.

A: For the most part, I've worked with a great group of people. I've met a group of amazing people throughout my journey, and they have taught me a lot. And, you know, I've kept in contact with some of them because you can make a lot of good friends and good connections out there, and not just a professional rapport, but you know, on a friendship level. There are other women who I've sailed with that I've gotten to know, too which has been very empowering.

Q: How many women are usually sailing with you when you're on a ship? What are the numbers like? Is it usually just you or are there maybe a few other women aboard?

A: For the current ship that I'm working with now I was the only female on the crew of 17 until another female came aboard. She was awesome and a really hard worker. On the ship prior to that that I was on, which had a larger crew, there were about three or four women aboard. I can't say too much about that one though, because it was one of the "secret" ships, but it had a lot of sponsors and civilian contractors on it, and probably at least half of them were women. So, we can get anywhere from five women on a ship, up to 15.

Q: Oh, that's a lot. Okay so my next question would be, would you encourage other women to follow in your footsteps as a Seafarer and

consider this career?

A: This job isn't for everyone. You gotta have a little bit of thick skin and make good choices when you're out there, because it is a male-dominated industry. Things happen, but for the most part, I would definitely encourage women to go through the channels to become a Seafarer, because it's very rewarding. I'm proud to say that I'm a mariner, and I love being out to sea, and I would recommend it.

Q: How long have you been doing this, by the way?

A: Going on four years.

Q: Okay that's a nice amount of time to get an idea of all the things you could do and see in this line of work.

A: Well, I came in a little late in the game, in my upper 40s and as a mother. That's another thing – when you have children at home as a parent, especially for women and moms, it's hard to be away from them. My son graduated high school before I actually went out, and then I got him on the ship and into the sailing industry, and then we got to sail together for two years on the one ship. It's a good industry to work in, and I just wanted to make sure that all the kids were squared away before I took off.



Chief Cook Faith Gonse and her son, OMU Christopher Gonse, both have found a home with the SIU. They are pictured at the hiring hall in Virginia, and aboard the *USNS Mary Sears* (Ocean Shipholdings)

“Sailing is amazing.... I like the camaraderie. I like being out to sea, on the ocean. I like the job itself. I love cooking. I love being a part of a union, and I love that we have this wonderful school....” – Faith Gonse

Q: I think that's good, though, that you were able to make that career change later in life. Since your kids are not as young, you don't have to worry about being away from them as long, because they're older and more self-directed. Plus, the fact that you sailed with your son and can relate to him through working in the same career is really cool. I think you answered some of this before in the previous questions, but what are some other things that you like about being a Seafarer, if there's anything that I missed?

A: I like the camaraderie. I like being out to sea, on the ocean. I like the job itself. I love cooking. I love being a part of a union, and I love that we have this wonderful school (the Paul Hall Center) that we can go to upgrade and better our careers. Everybody's been pretty welcoming for that. I just got back from Piney Point recently, actually.

Q: Love to hear that. What are some improvements that you think will help encourage more women to consider careers at sea? Recently, I was on an ITF call during Women's History Month, and they spoke about some of the challenges that women face while they are aboard ships. For example, there might not be enough bathrooms, or the bathroom for women is super far away and they're on a post on the other side of the ship. Or the PPE doesn't fit because it's all tailored to men with bigger hands and feet. Or they might not have sanitary stuff stocked on the boats, because they're not thinking about that, because there'll be maybe one or two women. So, in a similar vein, if there are any improvements that you think would help make it

more comfortable and manageable for women to be sailing for several months at a time, what do you think they would be?

A: Honestly, I can't. I've been comfortable during my four years at sea. I can't really think of any improvements just tailored for women as a group. I don't think there's anything that I would suggest.

Q: That's great! My last question would be, what is one thing that you would like to share with any woman who might be interested or on the fence about starting a career in sailing?

A: I'd tell them that you can make your own hours work for you. You can pick your own ship. You can make your own money. You'll have enough money to own your own home, own your own car, and be completely independent and don't have to ask anybody for anything. Sailing is amazing. You can travel the world, meet great people, make great money, learn new things, experience new cultures, and eat new foods. It's amazing. It really is. I wouldn't trade it for anything.



At Sea & Ashore with the SIU



A-BOOKS IN ALGONAC – Two Seafarers recently obtained their respective A-seniority books at the hiring hall. ABM Ali Mohamed is at right in photo above, left, with SIU Asst. VP Todd Brdak, while AB Kassem Saleh is at right in the other photo, with Safety Director Jason Brown.



ALOHA-STATE GATHERING – SIU VP West Coast Joe Vincenzo (left) meets with SIU members who are employed by American Marine in Honolulu. With Vincenzo are Seafarers Peter Birschbach, Traviz Eugenio, Sam Kaz, Andrew McDonald, Bryson Oliveira, Brandon Peterson, and Michael Stone.



PROMOTING WORKERS' RIGHTS – The SIU recently took part in two noteworthy union events in Atlanta. In photo above, left, pictured July 23 at the AFL-CIO Southern Regional Convention are (from left) Nadry Martinez from the Puerto Rico Federation of Labor, SIU Asst. VP Amancio Crespo, AFL-CIO President Liz Shuler, and Puerto Rico Federation of Labor President Nelly Ayala. The remaining photo was taken at a subsequent conference: the 25th National Convention of the Labor Council for Latin American Advancement (LCLAA). Pictured from left are Victor Bonilla, VP of the American Federation of Teachers (AFT) and president of AMPR; Evelyn DeJesus, LCLAA national president and AFT executive VP; AFT President Randi Weingarten; SIU Asst. VP Amancio Crespo; Mario Gomez, SIU office manager and LCLAA delegate; and Xochitl Cobarruvias, LCLAA executive VP and USW official.



ABOARD GEORGE III – Recertified Bosun Kissinfor Taylor takes a break from a morning aloft on the Sunrise Operations/Pasha vessel.

CAPE INTREPID ON THE MOVE – SIU members recently helped relocate the Ocean Duchess-operated Ready Reserve Force vessel from Tacoma, Washington, to Beaumont, Texas.



GUDE Adrian Hogan



Seafarers gather for a snapshot immediately after a shipboard union meeting.



OS Saleh Mukbil, AB Joseph Tier, Recertified Bosun LBJ Tanoa



AB Jonathan Tucker



AB Tinika Anderson, SA Wilfredo Martinez, Chief Steward Delbra Singleton-Leslie



GUDE Adrian Hogan, Recertified Bosun LBJ Tanoa, Second Mate Ben Rush

At Sea & Ashore with the SIU



ABOARD EL COQUI – Pictured from left on the Intrepid vessel are Safety Director Ricky Rivera, Bosun Joseph Dupre, QEE Edwin Velez, and Chief Cook Steven Lopez.



ABOARD OVERSEAS ANACORTES – This Seafaring Selfie from the Overseas Ship Management vessel includes SIU Patrolman Jack McElveen IV (left) along with Chief Cook Manes Sainvil, Chief Steward Terrell McMillian, OS Kevin O'Lone, OS Eric Planer, and SA Gionet Dennis.



ABOARD GREEN DELTA – These snapshots were taken July 9 when the Waterman vessel was in Tacoma, Washington. Pictured from left in the crew mess are Bosun David McRoy and ABM Benjamin Watson. In the galley (also from left) are SA William Harrison, Steward/Baker Dequan Smith, and Chief Cook Tekeisha Brown. The last photo includes Bosun McRoy and STOS Ruby Jones.



ALOHA X2 – During the July membership meeting in Honolulu, Seafarers bid farewell to SIU VP West Coast Nick Marrone on his retirement, and welcomed his successor, longtime official Joe Vincenzo. Pictured from left at the table are Vincenzo, Marrone, SIU VP Hazel Galbiso, and Safety Director Amber Akana.



CONGRATS IN GARDEN STATE – AB Jose Gonzalez (left) obtains his A-seniority book at the hiring hall in Jersey City, New Jersey. He's pictured with SIU Asst. VP Ray Henderson.



ABOARD GREEN WAVE – As seen aboard the Waterman ship in mid-July in Tacoma, Washington: Bosun Josesimo Balerite (on gangway); the bosun and AB Paul Calcaterra (in crew mess, displaying their favorite monthly publication); Calcaterra and AB Fredy David (working stores); and Chief Cook Juan Boissett and Steward/Baker Mohamed Nour (in galley). Last but not least, from left in the large group photo: Bosun Josesimo Balerite, AB Louis Holder, AB Fredy David, Chief Cook Juan Boissett, AB Paul Calcaterra, SA Ali Omar, (back, far right) STOS Josiah Tunkey, and (front, far right) Steward/Baker Mohamed Nour.

At Sea & Ashore with the SIU



BOOKS RECEIVED IN LONE STAR STATE – AB Kenny Rodriguez (left in photo above, left, with SIU Patrolman Kirk Pegan) and QMED Evan Murff (right in remaining photo, with SIU Port Agent J.B. Niday) pick up their respective B books at the Houston hiring hall.



WELCOME ASHORE IN HAWAII – QMED Michael Bautista (center), who sailed with the SIU for 38 years, picks up his first pension check. He is pictured at the Honolulu hall with SIU VP Hazel Galbiso (left) and Safety Director Amber Akana.



ABOARD ISLA BELLA – Pictured from left on the TOTE vessel are Recertified Steward Richard Jones, Safety Director Ricky Rivera, ABM Gary Boyd, Chief Cook Yoaquin Gonzalez, QEE Jerome Culbreth, ABM Stanley Bailey, Oiler Landon Clemons, and Recertified Bosun Tavell Love.



TAKING THE OATH IN FLORIDA – Being sworn in at the July membership meeting in Jacksonville, Florida, are (from left) SA Chanta Rattler, OMU William Means Jr., ABB Tanner Page, ABG Deshante Jackson, Oiler Jr Lee Eludo, Oiler Danny Challenger, and Storekeeper Tyrone Brown. Means received his A-seniority book, while the other Seafarers got their respective B books. SIU Port Agent Ashley Nelson is at right.



ABOARD LIBERTY PROMISE – These snapshots from the Liberty Maritime ship were taken in the Pacific Northwest. ABM Hamzah Mohamed is pictured next to a pallet jack, while SA Wilfredo Cosme Ayala is shown at a sink. STOS Anthony Crockett is at the gangway in reflective vest. STOS Matthew McLeod (coveralls) is in the remaining pic.



ABOARD MATSON ANCHORAGE – Pictured aboard the ship in Tacoma, Washington, are (at the gangway) AB Samuel Moore, (left to right in the crew mess) QMED Erl Jan Encina and SA Javier Wurttele, and (remaining photo) Chief Cook Engracio Moratin.



WITH SEAFARERS IN OAKLAND – Taking the union oath during the July membership meeting are (from left) STOS Brandon Bradley, Chief Cook Kyara Nunez, and QEE Rahsaan Alexander. SIU Port Agent Duane Akers is at right. Bradley and Nunez received their respective B-seniority books, while Alexander obtained his A book.

At Sea & Ashore with the SIU



SOLIDARITY ON WHEELS – The SIU turned out for one of the first stops on the AFL-CIO’s “It’s Better in a Union: Fighting for Freedom, Fairness and Security” bus tour, July 12 in Norfolk, Virginia. Pictured from left in the larger group photo are SIU Port Agent Mario Torrey, SIU VP Sam Spain, Virginia AFL-CIO President Doris Crouse-Mays, and USW Local 8888 President Charles Spivey. Torrey and Spain also are in the remaining photo, with Virginia Delegate (and longtime workers’ rights advocate) Jeion Ward.



ABOARD PRIDE OF AMERICA – Pictured aboard the only U.S.-flag deep-sea cruise ship are (from left) union member Anthony Moy, SIU VP Hazel Galbiso, member Michael Passarella, and SIU VP Joe Vincenzo. (Editor’s note: Visit our social media pages for many additional recent photos from the Pride of America.)



PROMOTING MARITIME – On the recruiting trail in Long Island are (from left) SIU Asst. VP Ray Henderson and Patrolman James Bast.



ON THE RECRUITING TRAIL – The SIU took part in the American School Counselor Association’s (ASCA) “Navigate and Innovate” conference July 12-15 in Long Beach, California. It’s a major recruiting event for maritime (and other industries); this is the union’s third time attending the conference. Several SIU-contracted companies also participated, as did the Seafarers-affiliated American Maritime Officers and the U.S. Military Sealift Command. Approximately 5,000 school counselors attend each conference. SIU Director of Recruiting Ryan Covert is pictured at the SIU/Paul Hall Center booth, talking to a guest.



ABOARD USNS SIMANEK – Sailing aboard the Ocean Ships, Inc. vessel are (from left) SIU hawsepiper Chief Mate Jason Davis, OS Raekwann Lewis, Bosun Jose Argueta, OS Sam Preston, AB Larry Mann, Bosun’s Mate Ibrahim Abubaker, and OS Noel Gay.



BOOKS GALORE IN VIRGINIA – Following the August membership meeting in Norfolk, Virginia, taking the oath (large group photo) are Seafarers (starting second from left) Chief Cook Vanessa Osborne-Brumsey, ABG Jeremy Garcia, GUDE Jayson Davis, and Chief Cook Adam Bechtold. SIU VP Atlantic Coast Joseph Soresi is at far left. Osborne-Brumsey received her A-seniority book, while the other members obtained their respective full books. Also recently receiving their full books are GVA Trent Harris (right in photo above, right, with SIU Patrolman Josh Rawls) and GUDE Jasmine Porter (right in remaining photo, also with Rawls).



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.

AMERICAN PHOENIX (Phoenix Crew Management), April 27 – Chairman **Charles Hill**, Secretary **Abraham Mills**, Educational Director **Michael Blue**, Deck Delegate **Ricardo Guevara**, Engine Delegate **Arlie Villasor**, Steward Delegate **Juan Boissett**. Chairman discussed union dues. Television on board has been down for two months. Secretary advised crew to get physicals taken care of as soon as possible after sign-off and encouraged them to donate to SPAD (Seafarers Political Activities Donation). Educational director reminded members to upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Motion made by chairman to align current vessel contract with Standard Tanker Agreement. Members would like to claim cash in lieu of day off and for vacation pay to be increased to 18 for 30 days.

ALASKAN NAVIGATOR (Alaska Tanker Company, LLC), June 8 – Chairman **Jerome Luckett**, Secretary **Albert Sison**, Educational Director **Harry Whitney**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Nasr Almusab**. Chairman directed crew to SIU website for information pertaining to shipping and union matters. Secretary reiterated the importance of keeping crew lounge clean and asked members to keep personal belongings out of clean linen room. Educational director advised crew to check school schedules for upgrading courses at the Piney Point school. No beefs or disputed OT reported. SA in need of new refrigera-

tor. Crew requested new dining chairs and that basic toiletries be made available in the slop chest. Members would like unlimited Wi-Fi access, 20 for 30 vacation, increased vision benefits, and eligibility to retire with full benefits at age 62 for those with qualifying sea time. Crew suggested increasing SA pay rate to match entry level pay rates in all other departments and for contracts to officially include 30-minute breaks. Next port: Long Beach, California.

OVERSEAS SUN COAST (Overseas Ship Management), June 8 – Chairman **James Hall**, Secretary **Dustin Haney**, Educational Director **Chukwudi Alfred**, Steward Delegate **Quad Cheatham**. Crew reviewed old business including reports from members having trouble scheduling classes. Chairman directed crew to website for any questions regarding benefits, including vacation and retirement. Captain to allow full use of food budget. Secretary thanked everyone for a smooth and stress-free work environment. Educational director urged members to upgrade as soon as possible and to be sure to check sea time requirements when signing up for classes. No beefs or disputed OT reported. Crew would like 26 for 30 vacation, unlimited Wi-Fi, movies for crew lounge and vented clothes dryers to be installed in crew laundry. Members expressed gratitude for new mattresses, new refrigerator and improved Wi-Fi.

OVERSEAS ANACORTES (Overseas Ship Management), June 23 – Chair-

man **Toribio Valentin**, Secretary **Terrell McMillian**, Educational Director **Victor Arzu**, Deck Delegate **Robert Johnson**, Engine Delegate **Dennis Morallo**, Steward Delegate **Manes Sainvil**. Chairman reminded members to upgrade at the Paul Hall Center and to request reliefs early. No beefs or disputed OT reported. Crew laundry in poor condition, with only one washing machine for crew of 15. Wi-Fi needs improvement. Secretary encouraged members to renew documents and to upgrade at the Piney Point school. Crew requested updated washer and dryers.

AMERICAN PHOENIX (Phoenix Crew Management), June 29 – Chairman **Charles Hill**, Secretary **Abraham Mills**, Educational Director **Steve-O Tate**, Deck Delegate **Reynaldo Bernardez**, Engine Delegate **Arlie Villasor**, Steward Delegate **Marlin Carey**. Television problem was resolved with new antenna and satellite. Chairman reminded members about quarterly dues increase and the importance of keeping documents up to date. Secretary encouraged crew to vote on proposed contract and to keep mess hall and laundry room clean. Educational director advised crew to attend upgrading courses at the Paul Hall Center. No beefs or disputed OT reported.

GLOBAL SENTINEL (Transoceanic Cable Ship Company), July 5 – Chairman **Lee Hardman**, Secretary **Jessica Dunney**, Educational Director **Aleksey Vigovskiy**. Chairman went over pay raise sheet. He advised members to handle medical certificates yearly

along with physicals. Fourth of July BBQ was celebrated thanks to help from deck department with breakdown and pig roast by engine department. Educational director warned crew against waiting too long to upgrade. Paperwork should be filed as soon as possible. Crew suggested making improvements in common areas to boost morale such as purchasing new furniture and an entertainment console in lounge. No beefs or disputed OT reported. Bosun would like clarification about extra day of vacation for not getting hurt since it was not mentioned in past two contracts. Crew asked for increases in boot allowance and requested fresh fruit upon first few days of arrival at port. Next port: Baltimore.

MAERSK ATLANTA (Maersk Line, Limited), July 6 – Chairman **Ion Irimia**, Secretary **Glenn Williams**, Deck Delegate **Demichael Lewis**, Engine Delegate **Vernon Humbles**, Steward Delegate **Leonardo Bagnol**. Chairman thanked everyone for a nice trip. Secretary reminded crew to put dirty linen in laundry room before departure and thanked the deck department for their help with cleaning staterooms. Members were directed to see SA for clean linen. Educational director recommended that crew upgrade their skills at the Piney Point school. Crew reviewed ship's fund and talked about plans to purchase a coffee machine and new refrigerator. No beefs or disputed OT reported. Members requested 401k match benefit and increases in pension.

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



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Join your fellow crew for
a stroll down memory lane.
Where? Where our hearts live...
Kauai, Hawaii
MARCH 2026
THURS, MARCH 5 THRU MON, MARCH 10

FOR MORE INFORMATION
Visit the Reunion Page on FB or Email:
Facebook/ahc2026 **ahcreunion2026@gmail.com**

September & October Membership Meetings	
Piney Point	Monday: Sept. 8, Oct. 6
Algonac	Thursday: Sept. 18, Oct. 16
Baltimore	Thursday: Sept. 11, Oct. 9
Guam	Thursday: Sept. 25, Oct. 23
Honolulu	Friday: Sept. 19, Oct. 17
Houston	Monday: Sept. 15, Tuesday: Oct. 14
Jacksonville	Thursday: Sept. 11, Oct. 9
Joliet	Thursday: Sept. 18, Oct. 16
Mobile	Wednesday: Sept. 17, Oct. 15
New Orleans	Tuesday: Sept. 16, Oct. 14
Jersey City	Tuesday: Sept. 9, Oct. 7
Norfolk	Friday: Sept. 12, Oct. 10
Oakland	Thursday: Sept. 18, Oct. 16
Philadelphia	Wednesday: Sept. 10, Oct. 8
Port Everglades	Thursday: Sept. 18, Oct. 16
San Juan	Thursday: Sept. 11, Oct. 9
St. Louis	Friday: Sept. 19, Oct. 17
Tacoma	Friday: Sept. 26, Oct. 24
Wilmington	Monday: Sept. 22, Oct. 20
Meeting date change due to holiday	
Each port's meeting starts at 10:30 a.m.	

	Dispatchers' Report for Deep Sea									
"Total Registered" and "Total Shipped" data is cumulative from July 14 - August 14, 2025. "Registered on the Beach" data is as of August 15, 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	24	12	2	16	10	2	7	26	9	1
Anchorage	4	1	1	3	2	0	2	2	3	3
Baltimore	3	1	4	2	0	3	3	3	3	2
Fort Lauderdale	21	11	4	14	10	3	7	30	13	11
Guam	3	3	2	2	2	0	1	4	3	2
Harvey	6	2	8	10	2	2	3	7	5	8
Honolulu	2	2	0	7	3	1	0	2	2	1
Houston	28	16	13	30	19	6	17	45	24	13
Jacksonville	34	32	17	34	27	13	20	41	28	17
Jersey City	18	9	2	12	6	2	7	35	9	4
Joliet	1	3	1	2	2	0	0	1	2	2
Mobile	5	3	6	5	5	3	2	9	3	6
Norfolk	16	20	11	12	9	9	14	23	24	9
Oakland	8	3	1	4	3	1	2	12	5	3
Philadelphia	4	1	2	2	1	1	3	4	0	2
Piney Point	2	2	0	1	2	0	2	2	3	0
Puerto Rico	5	4	2	6	4	2	2	11	4	0
St. Louis	3	4	1	1	0	0	1	3	3	0
Tacoma	17	5	4	14	3	1	3	24	7	6
Wilmington	24	7	3	19	9	3	10	43	14	2
TOTAL	228	141	84	196	119	52	106	327	164	92
Engine Department										
Algonac	4	4	1	2	3	0	2	6	2	3
Anchorage	3	0	0	1	0	1	0	2	0	0
Baltimore	4	2	0	4	1	0	2	2	1	2
Fort Lauderdale	5	11	0	3	4	0	3	14	10	1
Guam	4	0	0	3	0	0	0	1	0	0
Harvey	4	4	1	1	2	0	0	5	2	2
Honolulu	3	1	2	4	4	1	1	6	3	3
Houston	6	7	5	10	7	3	6	8	7	13
Jacksonville	22	19	4	19	15	6	10	28	23	12
Jersey City	8	7	2	10	3	2	4	12	8	0
Joliet	1	1	0	1	0	0	0	3	1	0
Mobile	1	0	0	4	0	0	2	4	2	0
Norfolk	13	18	5	18	10	5	13	9	20	5
Oakland	3	4	3	4	1	4	3	2	6	3
Philadelphia	1	2	1	0	0	0	0	2	2	1
Piney Point	0	4	0	1	2	0	0	3	2	0
Puerto Rico	2	1	1	3	2	0	1	6	3	1
St. Louis	0	1	0	0	0	0	0	0	3	0
Tacoma	11	7	0	5	5	0	3	16	3	1
Wilmington	11	13	1	11	10	3	6	18	6	3
TOTAL	106	106	26	104	69	25	56	147	104	50
Steward Department										
Algonac	6	2	1	2	0	0	0	7	2	1
Anchorage	0	1	0	0	1	0	1	0	3	0
Baltimore	0	0	0	0	1	0	1	0	2	0
Fort Lauderdale	8	3	2	6	1	1	3	10	4	1
Guam	2	1	0	1	1	0	1	2	2	0
Harvey	5	3	0	2	1	0	0	4	4	0
Honolulu	7	2	0	4	0	0	3	10	2	0
Houston	11	12	3	16	6	1	8	14	15	5
Jacksonville	22	17	7	19	16	3	13	34	34	8
Jersey City	8	4	0	2	4	0	2	12	9	0
Joliet	2	2	0	1	0	1	0	1	2	0
Mobile	0	1	0	1	1	0	0	2	2	0
Norfolk	10	17	4	9	11	4	8	17	21	7
Oakland	9	5	1	9	5	1	6	15	6	1
Philadelphia	3	1	1	4	1	0	4	3	0	2
Piney Point	4	1	1	1	3	0	2	6	0	1
Puerto Rico	6	6	1	4	8	1	2	7	7	0
St. Louis	0	0	0	1	0	0	0	2	1	0
Tacoma	7	3	1	3	3	0	3	13	5	1
Wilmington	19	7	1	18	4	4	11	27	8	1
TOTAL	129	88	23	103	67	16	68	186	129	28
Entry Department										
Algonac	0	5	19	0	3	2	0	0	8	26
Anchorage	0	0	3	0	0	0	0	0	1	4
Baltimore	0	4	3	0	1	1	0	0	2	2
Fort Lauderdale	1	6	9	0	4	7	3	1	7	14
Guam	0	1	3	0	0	0	0	0	2	3
Harvey	1	2	4	0	3	2	0	1	1	6
Honolulu	0	2	2	0	1	1	0	0	4	7
Houston	5	10	16	3	10	4	2	6	18	25
Jacksonville	1	28	46	0	37	14	3	1	42	89
Jersey City	0	13	19	0	8	12	4	1	18	23
Joliet	0	2	0	0	2	2	3	0	0	1
Mobile	0	0	1	0	2	2	0	0	0	0
Norfolk	1	9	38	0	8	18	4	1	14	66
Oakland	0	6	14	0	7	3	4	0	10	26
Philadelphia	0	2	2	0	2	1	0	0	1	4
Piney Point	0	2	6	1	2	1	3	0	1	3
Puerto Rico	0	1	1	1	0	1	1	0	1	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	2	6	6	1	4	4	1	3	7	8
Wilmington	0	11	23	0	9	12	0	0	12	39
TOTAL	11	110	215	6	103	87	28	14	149	348
GRAND TOTAL	474	445	348	409	358	180	258	674	546	518

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Joe Vincenzo, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Sam Spain, Vice President Government Services

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HEADQUARTERS

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Camp Springs, MD 20746 (301) 899-0675

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

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(907) 561-4988

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

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(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

2800 S. 20th Street, Building 12B, Suite A
Philadelphia, PA 19145
(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 steward recertification class.

Question: Why did you join the SIU, and why have you stuck with it?



Raul Napoles
Recertified Steward

I used to work in a restaurant, but I saw a cruise ship in 1998 or 1999 and applied to be a cook aboard the ship. I've been here for 25 years because the SIU provides great benefits, education, and opportunities. Working here was an opportunity for me to get a better job and make more money. I was even able to get surgery for my heart with the medical benefits that SIU provides.



Roberto Coronado
Recertified Steward

Before I joined the SIU, I worked on foreign cruise ships, but the SIU offered more opportunities to gain experience in my career and make more money to support my family and travel. This job helps me continue to grow in my passion for cooking and most importantly gives me an opportunity to help my family, especially my kids, earn their education so they will be able to sustain their financial freedom, live comfortably and travel, too.



Dylan Faile
Recertified Steward

I cut my teeth in the oil field and then I was working for the SBX project and wanted to join them, and I joined the union to do that. I've stuck around because everything is constantly changing (in a good way). I can't even tell you how many countries I've been to, but I have been to five continents. I love traveling and meeting new people and having new experiences. The more people you work with, the more things you learn.



Aurelio Esperanza
Recertified Steward

I joined the SIU because I knew it would put me on the right track for a successful future. Where else can you go to find the kind of quality training that is offered at the Paul Hall Center? The SIU looks out for you and makes sure you have a job. Work hard and you will be successful.



George Egbert
Recertified Steward

I joined the SIU to secure a good life for me and my family. I've gained experience and skills through the SIU that I can apply to everyday life, and I make good money. You don't have to be a doctor or lawyer to make good money.



Matthew Conyac
Recertified Steward

After working various jobs, I was looking for a career change. The SIU offers many benefits including advancement opportunities and training that is hard to find. I've stayed because of the vacation time.

Pic from the Past



Bosun Basilio Maldonado works aboard the tanker *Ogden Wabash* (OMI Corp.) in 1982.

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

PAUL AMATO

Brother Paul Amato, 74, joined the union in 2004, initially sailing aboard the *USNS Capella*. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Amato most recently shipped on the *Liberty* and makes his home in Jacksonville, Florida.



ALBA AYALA

Sister Alba Ayala, 66, started sailing with the SIU in 2000 and first worked on the *Prudhoe Bay*. She shipped in the steward department and upgraded at the Piney Point school on multiple occasions. Sister Ayala last sailed on the *Maersk Denver*. She resides in Kent, Washington.



ALBERT BHARRAT

Brother Albert Bharrat, 71, signed on with the SIU in 2002. He first sailed with Penn Maritime and worked in the deck department. Brother Bharrat upgraded often at the Paul Hall Center. He last sailed on the *Overseas Key West* and is a resident of Hope Mills, North Carolina.



LEANDRO CACHO

Brother Leandro Cacho, 67, embarked on his career with the SIU in 1992 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 Cacho concluded his career aboard the *Maersk Chicago* and lives in Midway, Florida.



DOMINGO CAZON

Brother Domingo Cazon, 67, signed on with the union in 2001. He initially sailed aboard the *Kenai* and worked in the deck department. Brother Cazon upgraded at the union-affiliated Piney Point School on multiple occasions. He most recently shipped on the *California* and is a Las Vegas resident.



JOHN DENTON

Brother John Denton, 71, started sailing with the SIU in 1978. He first shipped on the *Overseas Alaska* and sailed in the deck department. Brother Denton's final vessel was the *Long Lines*. He makes his home in Marrero, Louisiana.



CARLOS ECLEVIA

Brother Carlos Eclevia, 65, joined the Seafarers International Union in 2001. A deck department member, he first sailed aboard the *Maersk Arizona*. Brother Eclevia upgraded at the Paul Hall Center on several occasions and most recently shipped on the *Cape Edmont*. He is a resident of Ladson, South Carolina.

ROBERT HALL

Brother Robert Hall, 71, began sailing with the Seafarers in 2005 and first worked aboard the *Louis J. Hauge Jr.* He upgraded on multiple occasions at the Piney Point school and shipped in both the deck and engine departments. Brother Hall last sailed on the *SBX* and makes his home in Hood River, Oregon.



RICK JAMES

Brother Rick James, 59, signed on with the Seafarers in 1991. He sailed in the deck department and first shipped on the *Cape Canaveral*. Brother James upgraded his skills at the Piney Point school on numerous occasions. He most recently sailed on the *Cape Washington* and lives in Green Cove Spring, Florida.



CLAUDIA KAMMEYER HALE

Sister Claudia Kammeyer Hale, 72, joined the union in 1992 and first sailed aboard the *Independence*. She was a member of the steward department and upgraded at the Paul Hall Center on multiple occasions. Sister Kammeyer Hale last shipped on the *USNS Charlton*. She resides in Port Haywood, Virginia.



VLADIMIR LOUTAEV

Brother Vladimir Loutaev, 77, became an SIU member in 2006. He was an engine department member and upgraded on multiple occasions at the Paul Hall Center. Brother Loutaev's first vessel was the *Pride of America*; his last, the *Ocean Giant*. He makes his home in Granada Hills, California.



ORLANDO PIZARRO

Brother Orlando Pizarro, 71, embarked on his career with the Seafarers in 1989 when he shipped on the *President Kennedy*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Pizarro's final vessel was the *President Jackson*. He resides in Lomita, California.



GERALD RAY

Brother Gerald Ray, 67, started sailing with the union in 1977, initially shipping on the *Long Lines*. He sailed in the deck department and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Ray concluded his career aboard the *Alliance St. Louis*. He lives in Indialantic, Florida.



MATTHEW SAGAY

Brother Matthew Sagay, 71, joined the union in 2001. A deck department member, he first sailed aboard the *Overseas Marilyn*. Brother Sagay upgraded the Piney Point school on several occasions. He most recently shipped on the *Alliance Norfolk* and makes his home in Houston.

PRENTISS SMITH

Brother Prentiss Smith, 65, began his SIU career in 1980 when he sailed on the *USNS Potomac*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Smith's final vessel was the *Keystone State*. He resides in Sacramento, California.

LEO VENEGAS

Brother Leo Venegas, 55, signed on with the SIU in 2001. A deck department member, he first sailed aboard the *Sea Reliance*. Brother Venegas upgraded often at the Piney Point school. He last shipped on the *Pacific Reliance* and settled in Kane, Pennsylvania.



ERIC VONZELL

Brother Eric Vonzell, 65, began sailing with the Seafarers in 1988. A deck department member, he first worked with Asian Tug & Salvage. Brother Vonzell concluded his career aboard the *Bernard F. Fisher* and settled in Zion, Illinois.

STEPHEN VOTTA

Brother Stephen Votta, 68, joined the Seafarers International Union in 1983. He initially worked aboard the *Independence* and sailed in the deck department. Brother Votta upgraded often at the Piney Point school. He last shipped on the *Liberty Island* and makes his home in Lighthouse Point, Florida.



INLAND

TIMOTHY BLACK

Brother Timothy Black, 65, signed on with the SIU in 1979 when he shipped on the *Hugh Gordon*. He sailed in the deck department and concluded his career with Crowley Towing and Transportation. Brother Black lives in Moreno Valley, California.

JOHN D'ALESSANDRO

Brother John D'Alessandro, 65, became a member of the Seafarers in 1991. He shipped in the engine department and upgraded at the Piney Point school on multiple occasions. Brother D'Alessandro first sailed on the *Gus W Darnell*. He concluded his career aboard the *Legend* and settled in Magnolia, Texas.



NMU

BILLY MCLAUGHLIN

Brother Billy McLaughlin, 70, began sailing in 1979. He shipped in the engine department and upgraded his skills at the Paul Hall Center on multiple occasions. Brother McLaughlin was the last director of education before the 2001 NMU/SIU merger and also worked as safety director of both the Port of New York and New Jersey. He last sailed aboard the *Cape Domingo* and makes his home in Quincy, Massachusetts.



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

MARION COLLINS

Brother Marion Collins, 48, died June 12. He began his career with the Seafarers in 1999, initially sailing aboard the *Richard G. Matthesen*. Brother Collins worked in the engine department. He most recently sailed on the *Brenton Reef* and lived in Canton, Mississippi.



LEONTE CORDOVA

Pensioner Leonte Cordova, 88, passed away July 27. He joined the union in 1980 and first shipped on the *Houston*. Brother Cordova worked in the deck department. He last sailed aboard the *Robert E. Lee* and became a pensioner in 2002. Brother Cordova made his home in Terrytown, Louisiana.



P EVALD FAHLE

Pensioner P Evald Fahle, 79, died April 26. He signed on with the SIU in 1966 when he shipped on the *Saphire Sandy*. Brother Fahle worked in the engine department and last sailed aboard the *Consumer*. He started collecting his pension in 2011 and settled in Newbury, Vermont.

HECTOR FREDERICK

Pensioner Hector Frederick, 80, passed away June 27. He joined the SIU in 1986 and first sailed aboard the *Sugar Islander*. Brother Frederick worked in the engine department and last sailed on the *Overseas Luxmar*. He went on pension in 2010 and made his home in Houston.



ROMERO JOMOC

Pensioner Romero Jomoc, 70, died January 30. He became a member of the Seafarers International Union in 2004 when he shipped on the *Paul Buck*. Brother Jomoc was a deck department member. He last sailed aboard the *Intrepid* and became a pensioner in 2019. Brother Jomoc was a San Francisco resident.



VINCENT KIRKSEY

Pensioner Vincent Kirksey, 69, passed away June 16. Brother Kirksey signed on with the union in 1976 when he shipped on the *Yukon*. He worked in the engine department and last shipped aboard the *Ocean Grand* before retiring in 2018. Brother Kirksey lived in Eight Mile, Alabama.



PATRICK LEGRAS

Pensioner Patrick Legras, 72, died July 21. He began his career with the Seafarers International Union in 1981, initially sailing aboard the *Independence*. A steward department member, he last shipped on the *Patriot* in 2001. Brother Legras began collecting his pension in 2023 and was a resident of Spanaway, Washington.



THOMAS LONG

Pensioner Thomas Long, 81, passed away June 30. He donned the SIU colors in 1961. An engine department member, Brother Long was first employed by Metro Petroleum. He last sailed aboard the *OMI Champion* in 1983. Brother Long became a pensioner in 2009 and made his home in Mobile, Alabama.



ROBERT MOBLEY

Brother Robert Mobley, 59, died July 3. He became a member of the SIU in 2003 when he sailed aboard the *Anders Maersk*. Brother Mobley worked in the deck department and most recently shipped aboard the *Benavidez*. He was a Philadelphia resident.



ABDULALAH MOHAMED

Pensioner Abdulalah Mohamed, 83, passed away June 13. He signed on with the union in 1979. Brother Mohamed first shipped on the *Overseas New York* and was a member of the steward department. He last sailed aboard the *Lihue* and went on pension in 2012. Brother Mohamed resided in Oakland, California.



JORGE MORA

Pensioner Jorge Mora, 82, died July 25. He donned the SIU colors in 1991 and first shipped on the *USNS Chauvenet*. A member of the steward department, Brother Mora concluded his career aboard the *Maersk Iowa* and retired in 2010. He called Allentown, Pennsylvania, home.



ANTONIO PRIZMIK

Pensioner Antonio Prizmik, 88, passed away June 30. He became a member of the union in 1965 when he sailed aboard the *Del Norte*. Brother Prizmik worked in the steward department. He last sailed aboard the *SGT Matej Kocak* before going on pension in 1999. Brother Prizmik lived in Orlando, Florida.



TERRY SMITH

Pensioner Terry Smith, 86, died June 15. He joined the Seafarers International Union in 1968 and first sailed with Alcoa Steamship. Brother Smith was a steward department member. He concluded his career aboard the *Liberty Grace* and became a pensioner in 2004. Brother Smith lived in Baytown, Texas.



CAROLYN THIFALT

Pensioner Carolyn Thifault, 84, passed away June 25. Sailing first aboard the *USNS Wright*, she donned the SIU colors in 1990. Sister Thifault worked in the steward department and last shipped on the *Shughart*. She went on pension in 2011 and resided in Marstons Mills, Massachusetts.



MICHELLE WATERS

Pensioner Michelle Waters, 65, died June 17. She signed on with the Seafarers in 1983. A steward department member, she first shipped on the *Independence*. Sister Waters last sailed on the *Cape Gibson* in 2002. She became a pensioner earlier this year and lived in Merritt Island, Florida.



EDWARD WHISENHANT

Pensioner Edward Whisenhant, 89, passed away July 11. He embarked on his career with the SIU in 1952, initially sailing aboard the *Corsair*. Brother Whisenhant worked in the engine department and concluded his career aboard the *Overseas Chicago*. He began collecting his pension in 2000 and called Chickasaw, Alabama, home.



GREAT LAKES

TREVOR ROBINSON

Brother Trevor Robinson, 57, died May 24. He joined the SIU in 1999, initially sailing aboard the *Sam Laud*. Brother Robinson was an engine department member. He last worked on the *Pride of America* and made his home in Houston.



INLAND

DONALD GREGORY

Pensioner Donald Gregory, 89, died July 4. He began sailing with the Seafarers in 1975. Brother Gregory sailed in both the deck and engine departments. He was employed with Moran Towing of Maryland for his entire career. Brother Gregory went on pension in 1998 and made his home in Perry Hall, Maryland.



COREY HORNIG

Brother Corey Hornig, 48, passed away May 26. He embarked on his career with the union in 2007 when he worked with Port Imperial Ferry. Brother Hornig worked in the deck department and most recently shipped with Watco. He resided in Kearny, New Jersey.



WILLIAM PALMER

Pensioner William Palmer, 83, died June 13. He became a member of the Seafarers International Union in 1959. Brother Palmer first sailed with G&H Towing and worked in the deck department. He last sailed aboard the *Pacific Reliance* before becoming a pensioner in 2009. Brother Palmer was a resident of Hitchcock, Texas.



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



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Lifeboatman/Water Survival	Sept. 29	Oct. 10
RFPNW	Oct. 13	Oct. 31
Able Seafarer - Deck	Oct. 13 Nov. 3 Dec. 1	Oct. 31 Nov. 21 Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
FOWT	Sept. 15 Nov. 17	Oct. 10 Dec. 12
RFPEW	Oct. 13 Nov. 10	Nov. 7 Dec. 5
Junior Engineer	Sept. 29	Nov. 21
ARCM	Sept. 29 Dec. 1	Oct. 10 Dec. 12
Welding	Oct. 6	Oct. 24
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	Sept. 15 Nov. 24	Nov. 21 Jan. 30, 2026
Galley Operations	Sept. 22 Oct. 13 Nov. 10 Dec. 1	Oct. 17 Nov. 7 Dec. 5 Dec. 26
ServSafe Management	Nov. 17	Nov. 21
Advanced Galley Operations	Sept. 15 Nov. 10	Oct. 10 Dec. 5
Chief Steward	Oct. 13 Dec. 8	Nov. 7 Jan. 2, 2026
OPEN/SAFETY UPGRADING COURSES		
Basic Training	Sept. 22	Sept. 26

Basic Training Revalidation	Oct. 20	Oct. 20
	Nov. 3	Nov. 3
	Nov. 7	Nov. 7
	Dec. 8	Dec. 8
	Dec. 12	Dec. 12
Government Vessels	Sept. 29	Oct. 3
	Oct. 20	Oct. 24
	Nov. 17	Nov. 21
	Dec. 8	Dec. 12
Tank Ship Fam. - DL	Sept. 29	Oct. 3
	Oct. 20	Oct. 24
Tank Ship Fam./LG	Sept. 22	Sept. 26
	Oct. 27	Oct. 31



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

COURSE

START DATE

DATE OF COMPLETION

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

Signature: _____ Date: _____

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

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

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SEAFARERS LOG • 17

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #922 – Recently graduated: Lekeano Babb, Tristan Casarez, Genesis Diaz Jimenez, Jonathan Gil Paul, Kier Hansen, Joshua Harrell, Kevin Johnson, Keith Jordan III, Freedom Le, Heaven McInnis, Eric Nieves Cortes, Tyler Singletary, Charles Stratton, Mirela Sutter, Leon Thompson-Repole, Jeffery Vega, Maxwell Walsh, Tre'von Warren and Isaiah Wells.



CHIEF STEWARD – Graduated July 18 (not all are pictured): Joseph Huls, Marcelino Pabito, Tony Pragosa, Andrea Sharpe and Nathaniel Simmons Jr.



TANK SHIP FAMILIARIZATION (DL) – Graduated July 4: Dantley Bramble, Stuart Casal, Roger Cray Jr., Charlie Flynn, Joshua Gadbois, Patrick Hamilton, Nathaniel Harris, Nathaniel Hart, Stephen Langdon, Dylan Levine, Orion Lloyd, Kainoa MacKenzie, Mitchell Mangold, Jhon-Paul Manzanares, Preston Mizer, Paul Rocha, Jonathan Saili, Ameera Shakeel-Haadee, Michael Sterling, Ethan Sutton, Peter Tago and Elijah Wailehua.



RFPEW – Graduated July 11: Tristan Casarez, Emmanuel Grant, Keith Jordan III, Freedom Le, Maxwell Walsh and Isaiah Wells.



RFPNW – Graduated July 4: Lekeano Babb, Genesis Diaz Jimenez, Jonathan Gil Paul, Kier Hansen, Joshua Harrell, Kevin Johnson, Heaven McInnis, Tyler Singletary, Charles Stratton and Leon Thompson-Repole.



GALLEY OPS – Graduated July 11: Eric Nieves Cortes and Mirela Sutter.



ELECTRONIC NAVIGATION – Graduated July 18 (not all are pictured): Matthew Hargrove, Sean Jones, Arron Millar, Daniel Moran, Dwuan Reed, Venise Spears, Arielle White and Mackenzie Wincelowicz. Instructor Patrick Schoenberger is at the far left.

Paul Hall Center Class Photos



RFPEW – Graduated July 11 (not all are pictured): Carlo Cafe, Anthony Creer, Lordito Cruz Jr., Whitney Fulcher, Cleave Hope, Stephen Reed, Antoinette Rivera, Dion Sanchez Cubas and James Sandoval.



TANK SHIP FAMILIARIZATION (DL) – Graduated July 18 (not all are pictured): Luis Flores Ramos, Norman Hook, Cleave Hope, Ivan Kondakov, Martin Morales, Jaden Radcliff, Algernon Reed, Samuel Schwimmer, Mark Stabler, Oscar Vencer III and Kellan Vonrabenstein.



GALLEY OPS – Graduated July 11: Larry Troutman Jr. (left) and Shakaylah Miller.



SERVE SAFE – Graduated July 18: Traynard Davis, Teneka Farris, Bryant Jenkins, Jacqueline Patterson and Damita Wooten.



BASIC SAFETY – Graduated July 11: Mark Romero.



SMALL ARMS – Graduated July 17 (not all are pictured): Burton Burnett, Michael Fay, Joseph Hendricks, Damon Parker and Omar Rodgers.



GOVERNMENT VESSELS – Graduated July 25: Florence Brinson, Alphonso Dawson Jr., James Demouy III, Amber Gordon, Korrey Green, Cleave Hope, Tonnette Howard, Ramon Lino, Kia Major, Jose Martinez Jr., Terea Mayberry, James Pascocello, Francis Polite, Mark Romero, Raekwon Simmons, William Storey II, Osbin Valencia-Melendez, Jonathan Walker, Leon Waters and Elaine Watts.



FOWT – Among those pictured: Jose Abreu Jr., Brize Agbayani, Raymond Barnhart II, Boaventura Barros III, Raenell Brewster, Jaleel Brown, Napoleon Butler, Shawn Byers, Dedrick Carpenter Jr., Esteban Cisneros-Trevino, Adam Ferkula, Chidiadi Floyd, Alexis Gordon Brown, Neil Hadley Jr., Justine Headen, Cotisha Long-Green, Kirill Massey, Darea McCarthy, Robiana Murphy, Jose Perez Davila, Samuel Penn, Tyrice Peterson, Caleb Rawls, Chantanique Reid, Michael Sutton, Collyn Swopes, Kenneth Watts Barry and Conor Westbrook.

SEAFARERS LOG

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

SIU-Crewed Gopher State Excels in Military Exercise



Cargo handlers stand by on the destroyer *USS Farragut* as they prepare to receive vertical launch system canisters during an exercise with the SIU-crewed *Gopher State*. (U.S. Navy photo by Yeoman 1st Class Petty Officer Sozæ Victormiles)



A vertical launch system canister is guided into the missile deck of the *USS Farragut*. (U.S. Navy photo by Yeoman 1st Class Petty Officer Sozæ Victormiles)



Personnel aboard the *Gopher State* continue the exercise July 17 in the Atlantic. (U.S. Navy photo by Yeoman 1st Class Petty Officer Sozæ Victormiles)

Seafarers aboard the Ready Reserve Force vessel *Gopher State* (operated by Pacific-Gulf Marine) recently stepped up for a key military support exercise.

SIU members did their part as cargo handlers from the U.S. Navy Expeditionary Logistics Support Group (NAVELSG) and Navy Cargo Handling Battalion One (NCHB-1) executed “a critical vertical launch system (VLS) rearm, including a missile reload evolution” involving the *Gopher State* and the *USS Farragut*, the Defense Department reported.

The operation, which took place in mid-July, was part of an exercise formally named Large Scale Exercise 2025 (LSE 25). According to the Defense Department, this component “demonstrated the vital role of expeditionary logistics in supporting distributed maritime operations and sustaining combat power at sea.”

AB **Julius Sykes** stated, “It was a great process of everybody communicating and getting the cargo back and forth. I was happy to be part of it. Things were very cooperative between the SIU and the military. They said we were very helpful.”

A Seafarer since 2007, Sykes said he and other SIU members and officers “helped with throwing the lines, shifting the ship forward and aft, bunkering. It was great. Trying to find the right measurements, lining up the ships properly.”

He added that his training from the SIU-affiliated Paul Hall Center proved useful during the exercise. “It helped plenty,” Sykes said. “Everything I learned at Piney Point was used, from undocking and docking the ship, steering, the call signs and more.”

“The ability to conduct safe and efficient vertical missile rearm at sea is a critical warfighting enabler,” said Lt. Cmdr. John Sefcik, weapons officer aboard the *Farragut*. “What NAVELSG brings to the fight is a highly trained team capable of executing these complex operations in dynamic maritime environments – and that directly increases the fleet’s lethality and operational reach.”

As reported by the Defense Visual Information Distribution Service, “Anchored alongside the guided-missile destroyer, *Gopher State* utilized its heavy-lift cranes to transfer missile canisters simultaneously to *Farragut*’s fore and aft VLS cells, conducting a first-of-its-kind rearm at sea. The demonstration, executed by crane operators and cargo handlers from NCHB-1’s Surface Cargo and Expeditionary Reload Companies, highlighted the command’s unique capability to deliver high-end logistics in a contested environment....”

“The two-ship operation was one of many events contributing to LSE 25, a Department of Defense-led global exercise designed to enhance joint force agility, strengthen allied interoperability, and demonstrate multinational readiness across all domains.”

“Today marks a significant milestone in the Navy’s ability to evolve and maintain our warfighting advantage,” said Rear Adm. Charles Kirol, commander, NAVELSG. “Rearming warships at sea is a capability that adds significant complexity for those who choose to challenge us in conflict. NAVELSG has been at the center of developing our Navy’s rearming options – from routine pier-side operations to expeditionary, non-permissive environments, and now at sea, globally.”



The SIU-crewed *Gopher State* (right) teams up with the *USS Farragut* for an exercise that the Defense Department said “underscored joint interoperability ... at sea.” (U.S. Navy photo by Cmdr. Duane Case)