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Seafarers Crew Up New Dredge

The union recently welcomed new job opportunities as SIU-contracted Great Lakes Dredge & Dock (GLDD) took delivery of the hopper dredge *Amelia Island*. The Jones Act-compliant vessel is almost 350 feet long and boasts state-of-the-art technologies.
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Waterman Contract Features Significant Wage Increases



Seafarers have ratified a new three-year agreement with Waterman Transport highlighted by major wage increases on the four ships the company operates for U.S. Ocean. Well-received by the membership, the pact covers the car carriers *Green Delta*, *Green Wave*, *Green Ocean*, and *Green Bay*. This photo, taken aboard the *Green Ocean*, includes (from left) Safety Director Kevin Sykes, Steward/Baker Elijah Boson, ABM Joe Rogers, and SIU Houston Port Agent J.B. Niday. *Page 3.*

SIU Observes 10th Anniversary of El Faro Tragedy

In a series of recent gatherings, the union solemnly honored the memories of those lost aboard the *El Faro* in 2015. The SIU hosted a ceremony at the hiring hall in Jacksonville, Florida, on Sept. 30 and then participated in a nearby event the next day hosted by TOTE. In the photo at right, SIU Secretary-Treasurer Tom Orzechowski (second from left), SIU President David Heindel (standing next to Orzechowski) and SIU Gulf Coast Vice President Dean Corgey (second from right) lead a moment of silence for the departed brothers and sisters.

Additionally, observances took place during and immediately following the October 6 membership meeting in Piney Point, Maryland. *Page 4*



Cabotage is Good, Popular Policy



David Heindel

While the overall U.S.-flag maritime industry faces plenty of challenges, the domestic component remains vibrant, with more than 650,000 jobs supported across the country (both shipboard and shore-side). The secret to this success is strong cabotage laws, which are increasingly being emulated worldwide.

As I noted in a very recent op-ed that I co-authored with Jennifer Carpenter, the president of the American Maritime Partnership, the backbone of the successful American domestic maritime industry is the Merchant Marine Act of 1920, also known as the Jones Act. Seasoned Seafarers know that the Jones Act specifies the only vessels that can transport

cargo from point to point in the United States are American-built, American-owned, and American-crewed.

As reported below, based on updated research from Seafarers Rights International (SRI), cabotage laws like the Jones Act are spreading in popularity around the world. This independent study, originally published in 2018, sets a standard definition of “cabotage laws” and then does a deep dive on nations worldwide to determine which states have policies that meet their definition. They found that cabotage is expanding. In 2018, there were 91 nations with such laws. Today, 105 countries – constituting more than 85% of the world’s coastline – are governed by cabotage.

It is easy to understand why the number is growing. Cabotage laws ensure a nation’s access to the movement of commerce on their own domestic waterways, give priority to their own citizens for job opportunities, and can have serious national and homeland security benefits.

The SRI also examined reasons nations have cabotage laws. Those include “maintain national security; promote fair competition; develop human capacity; transfer maritime knowledge and technology; create jobs for nationals; increase ships on the national register; promote ship ownership, building and supply services; promote safety and security of ships in port; enhance marine environmental protection; encourage transportation by sea; and provide public services.... In some States, cabotage is now being expressly used to contest the emergence of the new global geopolitical order.”

What makes the United States’ cabotage law unique and so successful is its strong history. One of the first laws passed by the first Congress was a form of cabotage, which signaled our nation’s commitment to ensuring Americans on American vessels work on America’s waterways. As recently as the FY2021 bipartisan National Defense Authorization Act, Congress reaffirmed its support for the Jones Act, stating that it is the sense of Congress that “United States coastwise trade laws promote a strong domestic trade maritime industry, which supports the national security and economic vitality of the United States and the efficient operation of the United States transportation system; and a strong commercial maritime industry makes the United States more secure.”

This strong, bipartisan support creates the stability necessary for innovation in the maritime sector – everything from larger containers to innovations in fuel technology. And it ensures our fellow Americans in Hawaii, Alaska, and Puerto Rico are not dependent on unreliable or unfriendly foreign powers for American goods. In return, they can reliably ship their manufactured goods and agricultural products back to the mainland.

Our national leaders are increasingly attuned to the importance of the maritime sector following the pandemic and subsequent supply-chain crisis. A new executive order and bipartisan legislation in Congress are centered around growing American maritime strength. They understand that America is a maritime nation, with our national security and economic prosperity tied to trade on our waters.

At the same time, there are foreign interests that seek to throw away the Jones Act and are enlisting the support of Americans to do it. All the while, many EU members maintain their own policies to prioritize their national fleets! A March letter from U.S. Congressional leaders castigated the European Union for engaging in a secretive influence campaign to undermine America’s cabotage laws. We thank them for their continued leadership.

The People’s Republic of China has made it clear that its maritime policy is to achieve global dominance of the entire maritime sector and to be the only source for shipbuilding and shipping worldwide. The PRC’s behavior has obviously spooked other nations, and they are making policy decisions to preserve their own shipping and commercial independence via cabotage laws. They have drawn the same, obvious conclusion that we have: Cabotage laws are the best way to preserve a nation’s maritime interests. The first step in defending ourselves from dependence on China is to champion our cabotage laws. It is clear from this study that the rest of the world is making that same decision.

ITF-Commissioned Report Finds More Countries Implementing Cabotage Laws

A newly released study by Seafarers Rights International (SRI) finds that cabotage laws now exist on 85% of the world’s coastlines, are growing in number at an unprecedented pace, and are increasingly essential to national security, economic stability and maritime resilience.

The Cabotage Laws of the World (2025) report, commissioned by the International Transport Workers’ Federation (ITF), compares nations in their enforcement of cabotage laws, which restrict the waterborne transportation of goods or passengers between two points within the same country to domestic carriers. This ensures that critical services remain reliable within a country in times of crisis.

The number of countries with cabotage laws has increased from 91 in 2018, when the report was last conducted, to 105 in 2025. While changes between 2018 and 2025 were expected, according to the report, “cabotage laws were found to have spread around the world faster than ever before in the centuries-long history of cabotage.”

“Countries appear no longer to be viewing cabotage as merely economic policy, but also as essential

to national security and strategic autonomy in an increasingly unstable geopolitical environment,” said Deirdre Fitzpatrick, co-author of the report and executive director of SRI. “These 105 nations represent a remarkably diverse group controlling 85% of the global coastline. We are proud that interest in our first report appears to have translated into concrete action, with nations strengthening maritime strategies for a world grown more uncertain since the pandemic.”

For the United States, maritime cabotage is governed by the Jones Act, a cornerstone law passed in 1920 that ensures America’s domestic shipping is strengthened by requiring vessels transporting cargo between U.S. ports to be U.S.-built, U.S.-owned, U.S.-flagged and U.S.-crewed. Similar laws exist for airplanes, trains and trucks transporting cargo in the country.

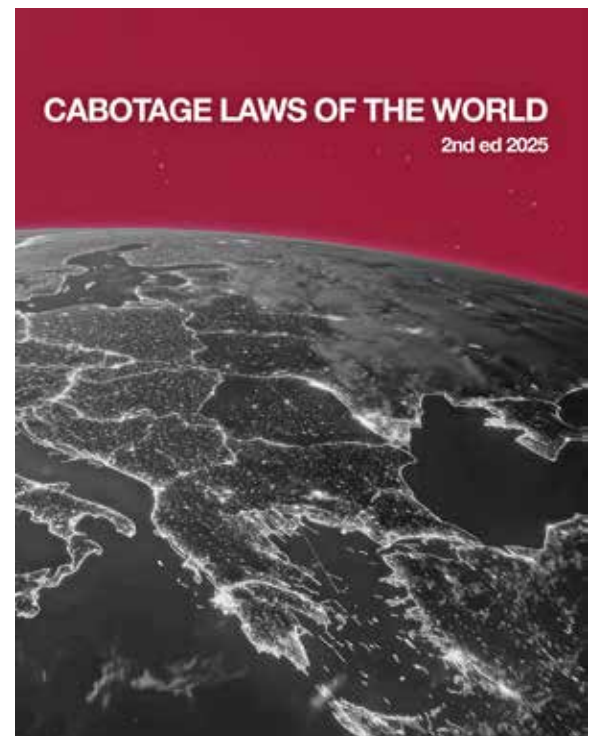
SIU President David Heindel, who also serves as Chair of the ITF Seafarers’ Section, stated, “This report provides a compelling and independent affirmation of what the maritime community has long recognized: The Jones Act serves the best interests of the United States, its mariners, and our economic and national security. The United States remains the global benchmark for strong cabotage and maritime policy, and it is no surprise that nations confronting today’s geopolitical challenges are reinforcing their own cabotage frameworks to preserve sovereignty and safeguard critical maritime infrastructure.”

American Maritime Partnership President Jennifer Carpenter said, “The United States must take the lead in securing our own maritime border and domestic supply chain and not let foreign governments or foreign carriers decide our fate. Just as we wouldn’t allow foreign airlines to transport passengers between U.S. cities or foreign trucks to ply U.S. highways, the same principle has long applied for maritime. We are grateful that President Trump and a strong bipartisan majority in Congress understand the importance of putting America First and preserving U.S. control over our waterways.”

The Jones Act supports an estimated 650,000 jobs and contributes \$150 billion to the U.S. economy annually. This law also undergirds the strategic sealift capacity needed for America’s armed forces.

As the international community increasingly turns toward cabotage to safeguard its maritime sectors and “contest the emergence of the new global geopolitical order,” according to study authors, the United States stands not only as a leader but as a model, with approximately 40,000 vessels in the Jones Act fleet.

Additional nations with strong cabotage laws similar to the United States’ Jones Act include South Korea, Japan, Israel, Brazil, Turkey and even China, among many others.



The updated report is 113 pages long.

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Communications Director: Jordan Biscardo
Assistant Communications Director: Nick Merrill
Assistant Editor: Aja Neal
Administrative Support: Jenny Stokes



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

Major Wage Increases Highlight New Waterman Contract



The SIU crewed *Green Delta* is one of four vessels covered by the new agreement.

SIU members have overwhelmingly approved a new three-year agreement with Waterman Transport featuring significant wage increases on the four vessels the company operates for U.S. Ocean.

"This contract raises wages and overtime to the point that it's among the highest-paying collective bargaining agreements in the fleet," stated SIU Vice President Contracts George Tricker. "We secured other gains as well, including increases to Seafarers Vacation Plan and Seafarers Money Purchase Pension Plan-related wages, and continued health benefits at the Core Plus Level (the top one available to Seafarers)."

Tricker was joined by SIU Assistant Vice President Michael Russo for the negotiations, which lasted several months. The contract applies to the car carriers *Green Delta*, *Green Wave*, *Green Ocean*, and *Green Bay*.

Steward/Baker **Dequan Smith** stated, "The new contract is the best decision that could've been made. I thoroughly enjoyed working for Waterman a few years ago, but this is a big improvement and will make for a really good experience."

"The wage increases are historically significant," said SIU Assistant Vice President Warren Asp. "We met with crew members to

explain the new agreement and record their votes, and it was unanimous."

SIU Tacoma Port Agent Danielle Woodward added, "The crews also seemed pleased with the new wages, and our veteran members were happy to see that car carrier wages have come up so high."

Kevin Langford, vice president of human resources and labor relations for Waterman's parent company, U.S. Ocean, said that the union's input helped them realize contractual improvements were needed.

The tone of the negotiations was a collaborative one," Langford said. "In the six months I have been with U.S. Ocean, George and the SIU leadership team have been fantastic to work with. The union negotiated with the best interest of the mariners in mind, and advised where we should best focus our efforts to meet their needs and desires."

He continued, "This contract is truly a win for both sides. We believe that by making such a significant financial commitment to the Seafarers, combined with the culture on board our vessels, we will see a greater continuity in our crews, which will further improve the safety, conditions and life on our vessels.... Solidifying this contract reaffirms our commitment to be an employer that the mariners want to return to again and again."



Showing their support for the new contract are (clockwise, starting in front) Chief Cook Tekeisha Brown, Bosun David McRoy, SA Nooreddin Abdullah, Steward/Baker Dequan Smith, Recertified Bosun Joseph French, STOS Ruby Jones, and Recertified Bosun Gregory Jackson aboard the *Green Delta*. (Jones' arm is mostly obscured but she voted in favor of the contract.)



SIU Asst. VP Warren Asp (standing) discusses the three-year collective bargaining agreement with crew members including Recertified Bosun Gregory Jackson (left) and Chief Cook Tekeisha Brown (facing away from camera).



Aboard the *Green Ocean*, SIU Port Agent J.B. Niday (left in photo above, left) reviews some of the contract's highlights with ABM Generoso Jagolino. In the remaining photo, SA Brian Bayron-Ortiz (left) signals his enthusiasm for the contract, as does SIU Asst. VP Joe Zavala.



Amelia Island Delivered to Great Lakes Dredge & Dock

SIU members are sailing aboard the new hopper dredge *Amelia Island*, an addition to the Great Lakes Dredge & Dock (GLDD) fleet.

GLDD took delivery of the Jones Act-compliant vessel in late August.

Built at Conrad Shipyard in Morgan City, Louisiana, the dredge "supports the company's vision of continued modernization and diversification of our fleet," GLDD said in a news release. "The *Amelia Island* is specially designed for efficient and safe operations along shallow and narrow

waters throughout all U.S. coastlines. The vessel is approximately 346 feet in length, 69 feet in breadth, 23 feet in depth with 16,500 total horsepower installed. The dredge features two 800mm trailing suction pipes capable of dredging depths up to 100 feet.... These vital capabilities of the *Amelia Island* position it at the forefront of modern dredges, allowing it to execute projects along all U.S. coasts, ports, channels, and coastal developments."

Capt. **David Fitzgibbons**, a 10-year SIU member, stated, "I've sailed on all the dredges in the Great Lakes fleet, and it's interesting to see the progression, not just with the vessels but also the SIU guys. It's definitely exciting with these new boats, and the *Amelia Island* is fantastic."

GLDD President and CEO Lasse Petterson said, "The delivery of our sixth hopper dredge, the

Amelia Island marks a significant milestone as our dredging newbuild program is now complete, leaving us with the largest and most advanced hopper fleet in the United States. Engineered with a high level of automation, this vessel is well-suited for diverse operations such as beach renourishment, coastal protection, channel deepening, and maintenance dredging. Already with a full schedule for 2025 and 2026, the dredge will be going immediately to work."

The *Amelia Island* joins its sister ship, the SIU crewed *Galveston Island*, which GLDD described as "another modern dredge built to enhance vital maritime infrastructure nationwide and reaffirm[ing] our commitment with the U.S. Army Corps of Engineers and our dedication to the U.S. dredging industry."



SIU Patrolman Kirk Pegan (fourth from left) and Capt. David Fitzgibbons (second from left) are pictured along with the crew of the *Amelia Island* and a couple of shipyard welders off the coast of Freeport, Texas. Among those also pictured are AB Brandon Bortolan, Mate Bud Khuth, Chief Engineer Alex Roel, 1st Assistant Engineer Grant Hager, AB ZaKeria Johnson, Jonmark Newman, Engineer Andrew Fabiano, SA Kanish Johnson, QMED Nelson Pangod, Electronics Technician Carl Ray, and AB Jason "Shane" Cloud.



SIU members crewed up the new dredge earlier this year. (Photo by RWolfe)

10 Years: Remembering the El Faro Crew

On Oct. 1, 2015, 33 lives were lost as the *El Faro* sank near the Bahamas. Ten years later, the SIU remembered their lives through multiple memorial services, taking place in both Jacksonville, Florida, and at the Paul Hall Center in Piney Point, Maryland.

The first ceremony took place on Sept. 30 at the Jacksonville hiring hall, and was attended by SIU executives, members and their families, friends and guests. SIU President David Heindel, SIU Secretary-Treasurer Tom Orzechowski and SIU Gulf Coast Vice President Dean Corgey took part in the gathering, among other SIU officials and maritime industry partners.

Heindel addressed the crowd, saying in part: “We gather today to honor the 33 lives lost aboard the *El Faro* 10 years ago. Though a decade has passed, the sorrow of that day remains close, and so too does our duty to remember. The *El Faro* was more than a vessel—she was a community at sea. Her crew were parents, children, friends, and shipmates. They lived with courage and worked with quiet dedication, serving a profession that asks much and is often unseen by the public. When the storm claimed them, it left behind grief and questions that reshaped our industry. From their loss came stronger protections and a renewed commitment to safety.”

Following the ceremony at the hall, a second event took place the next day at vessel operator TOTE’s *El Faro* memorial in nearby Dames Point Park. Many of the same guests attended, including the SIU officials.

Heartfelt observances also took place in conjunction with the October membership meeting in Piney Point, featuring the sounding of Eight Bells and a ceremonial wreath laid at the *El Faro* memorial on the campus of the Paul Hall Center.

The names of those lost were read out at each memorial service:

The SIU members were Bosun **Roan Lightfoot**, ABs **Carey Hatch**, **Jackie Jones**, **Jack Jackson**, **Brookie Davis** and **Frank Hamm**, QEE **Sylvester Crawford**, REI **Louis Champa**, OMUs **Anthony Thomas**, **German Solar Cortes** and **Joe Hargrove**, GUDEs **Mariette Wright**, **James Porter** and **Roosevelt Clark**, Steward/Baker **Theodore Quammie**, Chief Cook **Lashawn Rivera** and SA **Lonnie Jordan**.

The AMO members were Capt. Michael Davidson, Chief Mate Steven Shultz, Second Mate Danielle Randolph, Third Mate Jeremie Riehm, Chief Engineer Jeffrey Mathias, Chief Engineer Richard Pusatere, First Assistant Engineer Keith Griffin, Second Assistant Engineer Howard Schoenly, Third Assistant Engineer Michael Holland, Third Assistant Engineer Mitchell Kuflik and Third Assistant Engineer Dylan Meklin.

The Polish riding gang consisted of Piotr Krause, Marcin Nita, Jan Podgorski, Andrzej Truszkowski and Rafal Zdobych.



Among those pictured above at the *El Faro* memorial on the campus of the Paul Hall Center (from left to right): SIU Plans Administrator Margaret Bowen, VP Contracts George Tricker (head bowed), Manpower Director Mark von Siegel, AVP Michael Russo, President David Heindel, EVP Augustin Tellez, Secretary-Treasurer Tom Orzechowski, VP Government Services Sam Spain (behind Orzechowski) and VP Pat Vandegrift.



From left to right: Secretary-Treasurer Tom Orzechowski, SA Gionet Dennis, VP Gulf Coast Dean Corgey and CC Tamara Russ.



From left to right: TOTE Group President and CEO Tim Nolan, Mrs. Hargrove (widow of the late Joe Hargrove), SIU President Dave Heindel and Mrs. Hamm (widow of the late Frank Hamm).



Guests in attendance at TOTE’s *El Faro* memorial for the ceremony.



TOTE President and CEO Tim Nolan (left) met with family members of the lost mariners at the Jacksonville hall.



Retirees QMED David Terry & QMED Aaron Thaxton

ITF Inspectors Unite in Cyprus to Defend Mariners' Rights

More than 130 inspectors from the International Transport Workers' Federation (ITF) met in Limassol, Cyprus, Sept. 22-25 for a seminar aimed at supporting and enhancing their work.

SIU President David Heindel, who also chairs the ITF Seafarers' Section, addressed the gathering of inspectors from across the globe. SIU Secretary-Treasurer Tom Orzechowski also took part in the event.

The seminar, conducted once every five years, "is the single most important gathering of ITF inspectors – the frontline defenders of seafarers' rights in ports around the world who police agreements struck by the ITF and its affiliated maritime trade unions around the world," the federation reported.

The SIU is a longtime ITF affiliate.

In promoting the seminar, the federation noted, "ITF inspectors are vital to defending and advancing the rights of some of the most marginalized and isolated workers in the world. From enforcing collective agreements to rescuing crew abandoned without pay or food, their daily work is critical to protecting seafarers – now acknowledged as key workers by the International Labor Organization and ensuring that their rights are more than just words on paper.

"But the maritime world is changing fast – with new technologies, environmental standards, and shifting global trade routes reshaping the industry," the ITF continued. "At this year's seminar, the focus is on ensuring inspectors are ready to adapt and meet these challenges head-on – making sure that, no matter how the industry evolves, seafarers' rights are properly upheld and enforced. This includes strengthening collaboration with port state control authorities and flag states."

Sessions throughout the meeting covered a wide range of pressing issues, including closer cooperation with port state control regimes such as the Paris MOU, whose secretariat presented to inspectors; dialogue with flag states; the role of environmental, social, and governance standards and human rights due diligence in the maritime sector, with inspectors deepening their understanding of how these frameworks can be leveraged to protect mariners; addressing violence and harassment at sea, with renewed calls for full ratification and enforcement of ILO Convention 190; and tackling abandonment, with updated reporting processes and strategies to ensure no seafarer is left stranded without pay, provisions, or a way home.

On World Maritime Day (Sept. 25), ITF General Secretary Stephen Cotton praised the inspectors' work and underlined the importance of the seminar.

"The ITF Inspectorate is nothing short of incredible," he said. "Every day, in every port, our inspectors stand up for seafarers who are too often left abandoned, exploited, or denied their most basic rights. This seminar is about focusing – and refocusing – our efforts, especially in the flag-of-convenience campaign, which remains the backbone of our fight for justice at sea.



SIU President David Heindel (at podium), who also serves as chair of the ITF Seafarers' Section, addresses the conference.

"Seafarers deliver 90% of the world's trade," Cotton continued. "They deserve more than empty promises. ITF inspectors will not take no for an answer when it comes to dignity, respect, and rights. On World Maritime Day, it's time for the global industry to do better for the seafarers who keep our world moving forward."

ITF President Paddy Crumlin stated, "For more than half a century, the ITF Inspectorate has been

the beating heart of our global union – the living embodiment of solidarity. Inspectors are the ones who make sure that our agreements and our words translate into real change for seafarers. This seminar is about renewing our commitment to seafarers everywhere and ensuring that the flag-of-convenience campaign continues to deliver dignity, fairness, and justice on every ship, under every flag."



International Transport Workers' Federation inspectors gather in Cyprus for a quinquennial conference.

Agency Aims to Modernize Credentialing Systems

The U.S. Coast Guard recently announced that it is investing tens of millions of dollars in an overdue effort to upgrade its mariner credentialing technology.

The agency reported on September 12 that it had awarded a "blanket purchase agreement to Stealth Solutions Inc." to modernize the Coast Guard's mariner credentialing program (MCP) information technology system "and support revitalization of the maritime workforce and industry."

In its formal announcement, which did not specify target dates, the Coast Guard noted, "The MCP is essential to vetting and denying criminals access to critical maritime infrastructure and supporting the marine transportation system. The National Maritime Center processed nearly 75,000 credential requests and 66,000 medical certificate

applications in 2024. These actions underscore the Coast Guard's unwavering commitment to facilitating commerce through operations to control, secure, and defend ports, waterways, and shipping in the physical and cyber domains, and to restore U.S. maritime dominance."

The blanket purchase agreement, with a total potential value of \$49.6 million and a five-year period of performance, will include comprehensive efforts to update and streamline the merchant mariner credentialing process and other mariner credentialing requirements, the Coast Guard reported.

Concurrent with the award, the Coast Guard issued a \$3.8 million order for development of the first release of NAVITA, a modernized system for issuing merchant mariner credentials and

medical certificates to U.S. Merchant Mariners. This new system will replace the current labor-intensive manual process with a modern, user-friendly automated system, making the application process faster and more efficient, the agency announced. Mariners will have access to online applications, mariner profiles, and self-service features supporting the timely issuance of mariner credentials.

Rear Adm. Wayne Arguin, Assistant Commandant for Prevention Policy, stated, "The NAVITA system represents a transformative leap forward in supporting America's maritime industry, providing our merchant mariners – who are vital to our nation's economy and security – with a streamlined process to receive their credentials with speed and focus."

‘I Loved the Entire Experience’

Sculptor Delivers Stunningly Accurate Depictions of SIU Icon

When the year 2025 started, artist Kelly Micca not only had no connection with the SIU, she'd never even heard of it.

Now, she's got a permanent and esteemed place in the union's history.

Micca sculpted the bronze busts of the late SIU President Michael Sacco that were unveiled in Maryland in June – one at the union's headquarters in Camp Springs, the other at its affiliated school in Piney Point. She also created three smaller, bronze sculptures of the longest-serving president in SIU history, who passed away in late 2023.

“I loved the entire experience,” said Micca (pronounced mik'-a), a graduate of the Pennsylvania Academy of Fine Arts who's currently studying for a master's degree in New York. “I spent four months of solidly working on this project (the larger bronze busts) every day, 30 to 40 hours a week, and then it was taken to the bronze foundry to be cast. In the meantime, I worked on the miniatures myself, which took three months to cast.” (Micca did the bronze castings for all three of the smaller versions.)

Her interactions with personnel from the SIU and the Paul Hall Center for Maritime Training and Education, particularly during the dedication ceremony June 17 in Piney Point, proved very positive.

“Everyone was so nice and kind, but also badass,” said the 27-year-old native of Allentown, Pennsylvania.

The pleasantness may have been partly attributable to the outstanding finished products, which were universally well-received, including by President Sacco's family.

SIU Vice President Pat Vandegrift, who oversaw the union's side of the

commissioning, stated, “Kelly was a pleasure to work with. She was totally professional and she's obviously very, very talented.”

Meant to Be

Despite the aforementioned unfamiliarity with the SIU, Micca's work on the sculptures included a number of “small world” moments. Her grandfather, in addition to being a U.S. Navy veteran, also sailed as a purser with the U.S. Military Sealift Command for more than 20 years.

Additionally, she has completed numerous paintings of the famed *SS United States* (which was docked near her prior residence for years) – and was pleasantly surprised to see a large model of the vessel at the Paul Hall Center. The National Maritime Union, which merged into the SIU in 2001, represented some of the crew members on the *United States*.

Perhaps most notably, though, she made a connection with the family who produced all of the other bronze busts of prior SIU presidents. When Vandegrift contacted that family, he learned the original artist (Tylden Streett) had passed away, and that his successor's (daughter Ferebe Streett) location and circumstances precluded her from taking on the task. She did recommend Micca, though.

If it hadn't been for a spur-of-the-moment sculpture of an animal, the connection probably wouldn't have happened. Micca had worked with an older couple that owns a landscape painting residency, which is basically a training ground for artists. She sculpted one of their dogs and gave them the new art. One of their friends saw it – and that gentleman happened to be dating the daughter of the

original SIU-commissioned sculptor.

After several ensuing conversations and a long drive to and from Piney Point, Micca knew she wanted the job. She quickly produced what amounts to a rough draft of one of the smaller sculptures of President Sacco, and her work essentially secured the commission.

Labor-Intensive Work

As an undergraduate student, Micca majored in painting, but she also completed sculpture classes that included bronze casting. So, when she landed the Seafarers gig, she knew that a heavy workload awaited her.

Creating a bronze bust (or two) is time-consuming and potentially dangerous. It also requires a nearly excruciating level of attention to detail; one misstep can significantly set back if not derail a project.

In layman's terms, the work begins with casting or molding in silicone – five separate layers altogether. A “mother mold” then is placed on the silicone, and when the mold eventually is removed, the artist basically fills it with wax, though the process is quite complicated.

Subsequent steps involve ceramic coatings, burning off some of the wax, melting bronze, pouring it into a ceramic shell, and then smashing off the shell.

“It gets heavy and there's lots of handling very hot material,” Micca said. “It's very dangerous. You also have to chisel out the ceramic shell parts that are left, which is tedious, and then sandblast.”

Some of the later-stage steps involve usage of grinders, cutters, and blowtorches.

“At every single step, you can't afford to mess it up,” Micca said. “It's super detail-oriented work.”

Nevertheless, the challenges

proved rewarding.

“I love it all – the puzzle of it,” Micca said. “It's a miraculous process, seeing it happen in front of your own eyes, and every single step affects the next step. The enjoyment is the struggle.”

Heavyweight Additions

There's no chance of anyone casually wandering off with the larger busts of President Sacco. The (relatively) lighter one weighs 300 pounds, while the other is 390. The variation is due to a thicker wax application on the bigger one. The miniature busts weigh around 40 pounds apiece.

The bigger busts are approximately three feet tall and three feet wide, but that's not counting the bases, which are significantly bigger. One is located in the lobby at headquarters, while the other stands near the entrance of the Michael J. Sacco Media Center, dedicated earlier this year (see the July *LOG* for full coverage of the ceremony).

For the SIU, these additions continued the union's tradition of honoring past presidents. Sacco's busts have taken their respective places near the ones of Harry Lundeborg, Frank Drozak and Paul Hall.

For Micca, they signified a launching point of sorts. She already had been an accomplished artist, winning high-level competitions and exhibiting her work in shows across the country, but this was her first commission for extensive bronze work.

“This was a beautiful introduction to the world of bronze commissions,” she said. “The entire experience was enjoyable, and I'm grateful to have learned about President Sacco and the SIU community.”



Artist Kelly Micca is pictured with an in-progress version of one of the larger bronze busts of the late SIU President Michael Sacco and then at the dedication ceremony in Piney Point, Maryland.

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
 Bryan Powell,
 Vice President Lakes and Inland Waters
 Pat Vandegrift, Vice President
 Hazel Galbiso, Vice President

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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 Seafarers on August 12, immediately after the monthly membership meeting at the New Orleans hall. In the case of Paul Hall Center Apprentice Cedricka Banks, who already had spent time aboard the Decisive as part of her training, the question was modified along the lines of, "What do you anticipate enjoying about this field?"

Question: What are some things you like about your line of work?



Jurgen Gottschlich
Electrician

I joined in 1987. I used to work eight or nine months a year (at sea) but started working ROS in 2004 and haven't changed. This allowed me to own restaurants and purchase homes, because I was able to go home at night and on the weekends while still working on a ship. I have almost 12,000 days of sea time.



Stanley Daranda
Recertified Bosun

My journey has been real strong. I started in New York more than 45 years ago. It's a career, it's not a job. We're still strong, and the fundamentals of being able to travel and experience different cultures always kept it positive for me. Plus there was always a job.



Jermaine Robinson
Recertified Steward

I love cooking for the other mariners, all the time. That's the best thing – having them enjoy a great meal. You can be having a hard day, but when you come inside to get a really great meal from me, that makes me happy.



Robert Crain
Oiler

I really enjoy the fact that you get as much work as you want and you can take time off as needed. Also, I like that you get to travel a lot, and I enjoy the hands-on work in the engine room. You definitely get to learn a lot.



Cedricka Banks
Apprentice

I love the people and I love the workmanship and the encouragement. It's just so amazing to work as a seaman. Especially on my ship (*Decisive*), they help me grow and are always checking on me, making sure I take breaks and have whatever is needed. They are so open and welcoming.



Charles Frisella
Bosun

It's very interesting. I've gotten to see lots of places and different cultures over the years. It's been very exciting. I was in Class 412 and started sailing in June of 1987. The benefits and the money are great, and the upgrading keeps you busy.

Pic from the Past



Seafarers Isaac Brown and Anebal Albe are pictured aboard the *Seatrain San Juan* in 1967 in New York.



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November & December Membership Meetings

Piney Point	Monday: Nov. 3, Dec. 8
Algonac	Thursday: Nov. 13, Dec. 18
Baltimore	Thursday: Nov. 6, Dec. 11
Guam	Thursday: Nov. 20; Friday: Dec. 26
Honolulu	Friday: Nov. 14, Dec. 19
Houston	Monday: Nov. 10, Dec. 15
Jacksonville	Thursday: Nov. 6, Dec. 11
Joliet	Thursday: Nov. 13, Dec. 18
Mobile	Wednesday: Nov. 12, Dec. 17
New Orleans	Wednesday: Nov. 12; Tuesday: Dec. 16
Jersey City	Tuesday: Nov. 4, Dec. 9
Norfolk	Friday: Nov. 7, Dec. 12
Oakland	Thursday: Nov. 13, Dec. 18
Philadelphia	Wednesday: Nov. 5, Dec. 10
Port Everglades	Thursday: Nov. 13, Dec. 18
San Juan	Thursday: Nov. 6, Dec. 11
St. Louis	Friday: Nov. 14, Dec. 19
Tacoma	Friday: Nov. 21, Dec. 26
Wilmington	Monday: Nov. 17, Dec. 22

Meeting date changes due to holidays

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from September 14 - October 14, 2025.
"Registered on the Beach" data is as of October 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	13	10	3	14	8	1	4	22	11	5
Anchorage	0	1	0	0	0	0	0	4	2	0
Baltimore	4	5	0	3	3	0	3	6	2	2
Fort Lauderdale	19	8	7	12	6	3	9	22	11	7
Guam	3	2	0	3	2	0	0	8	2	2
Harvey	6	4	7	6	5	4	3	8	5	10
Honolulu	7	1	3	1	1	1	1	8	3	2
Houston	27	16	16	21	15	1	9	48	20	26
Jacksonville	24	23	7	24	21	4	18	52	45	18
Jersey City	19	21	4	16	9	3	8	35	15	5
Joliet	2	3	0	0	2	1	1	3	5	1
Mobile	3	2	3	8	2	1	2	6	6	8
Norfolk	17	18	9	19	12	2	8	31	27	14
Oakland	7	0	4	8	1	1	5	11	1	4
Philadelphia	3	3	0	2	1	0	1	4	3	2
Piney Point	0	3	0	1	3	0	1	2	2	0
Puerto Rico	7	2	1	2	1	0	1	10	2	1
St. Louis	2	0	0	1	0	0	0	3	3	1
Tacoma	13	4	3	15	4	2	6	23	7	3
Wilmington	26	10	2	14	6	0	6	51	11	6
TOTAL	202	136	69	170	102	24	86	357	183	117
Engine Department										
Algonac	1	4	0	4	3	0	3	5	5	0
Anchorage	0	3	0	2	0	0	0	0	2	0
Baltimore	1	2	0	0	4	0	1	5	1	0
Fort Lauderdale	7	4	5	5	2	1	2	12	6	6
Guam	1	0	0	1	0	0	1	1	0	1
Harvey	1	1	0	3	2	0	0	2	3	1
Honolulu	5	2	2	1	0	0	0	10	2	3
Houston	9	8	3	6	5	3	3	12	12	8
Jacksonville	15	19	5	17	11	2	9	24	25	8
Jersey City	7	3	4	5	4	1	5	11	3	5
Joliet	1	2	0	1	1	0	1	2	1	0
Mobile	3	4	1	2	2	1	1	4	5	2
Norfolk	9	15	4	5	17	4	5	16	15	6
Oakland	1	3	1	0	3	0	1	5	4	1
Philadelphia	2	1	0	1	2	0	0	2	2	1
Piney Point	1	2	0	0	0	0	0	2	2	0
Puerto Rico	3	1	0	4	0	1	2	3	2	0
St. Louis	0	0	0	0	0	0	0	3	1	0
Tacoma	8	5	0	9	6	0	5	9	5	1
Wilmington	8	5	1	4	1	2	3	13	6	3
TOTAL	83	84	26	70	63	15	42	141	102	46
Steward Department										
Algonac	5	0	1	3	1	0	1	6	0	1
Anchorage	0	1	0	0	3	0	1	0	1	1
Baltimore	0	4	1	0	3	0	2	0	1	1
Fort Lauderdale	6	3	1	8	3	1	3	6	5	0
Guam	1	0	0	2	2	0	0	1	1	0
Harvey	2	4	0	2	3	0	1	1	4	0
Honolulu	4	1	1	5	1	0	0	6	2	1
Houston	13	15	1	14	6	1	6	16	21	3
Jacksonville	17	14	2	12	12	1	4	28	19	5
Jersey City	9	8	1	8	4	0	6	8	5	1
Joliet	3	1	0	1	1	0	0	2	1	0
Mobile	4	1	0	1	1	0	1	8	1	0
Norfolk	18	12	8	8	5	2	2	25	17	11
Oakland	15	4	1	9	2	0	4	13	5	1
Philadelphia	3	1	0	2	0	1	1	3	1	0
Piney Point	2	4	1	5	2	0	2	3	3	1
Puerto Rico	1	5	0	1	5	0	2	3	8	0
St. Louis	1	0	0	0	1	0	1	1	1	0
Tacoma	8	0	2	8	0	0	6	10	4	4
Wilmington	16	7	2	22	2	0	7	29	15	5
TOTAL	128	85	22	111	57	6	50	169	115	35
Entry Department										
Algonac	1	6	8	0	4	2	3	2	7	20
Anchorage	0	0	0	0	0	1	0	0	1	3
Baltimore	0	2	0	0	1	0	0	0	2	0
Fort Lauderdale	0	7	12	0	2	6	1	2	7	17
Guam	0	1	1	0	1	1	0	0	1	4
Harvey	0	2	2	0	1	1	1	3	5	5
Honolulu	0	0	2	0	1	3	0	0	1	6
Houston	3	8	11	2	9	5	1	8	34	32
Jacksonville	1	28	30	0	15	8	4	1	39	100
Jersey City	1	21	12	0	8	4	1	3	29	19
Joliet	0	0	1	0	1	0	0	0	0	2
Mobile	0	2	1	0	0	0	0	0	2	3
Norfolk	0	11	31	0	9	22	3	0	8	58
Oakland	0	10	18	0	7	6	4	0	9	25
Philadelphia	0	0	4	0	0	3	0	0	1	2
Piney Point	0	2	1	0	2	1	4	0	1	2
Puerto Rico	0	0	0	0	0	0	0	0	1	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	1	3	5	2	5	2	3	5	10	11
Wilmington	2	16	14	0	11	8	4	2	16	38
TOTAL	9	119	154	4	75	72	28	26	175	349
GRAND TOTAL	422	424	271	355	297	117	206	693	575	547

At Sea & Ashore with the SIU



ABOARD ALPENA – Pictured from left aboard the Inland Lakes Management vessel in the three-person photo above, left are Safety Director Jason Brown, Second Mate Isaac Pennock, and SIU Asst. VP Todd Brdak. It's the same lineup in the other three-person pic except that's AB Tom Martin in the middle. The remaining outdoor photo includes AB Salem Suwalieh (left) and Brdak. Pictured with the AVP in the engine room are (above, second from left) Seafarer Matrik Stein and (remaining photo) QMED Preston Eiland.



B-BOOK OBTAINED – AB Antonio Gonzalez Esteves (left) receives his full book at the hall in San Juan, Puerto Rico. He's pictured with Safety Director Ricky Rivera.



PRO-MARITIME CHAT – SIU Asst. VP Chris Westbrook (right) and Louisiana Gov. Jeff Landry (R) meet in New Orleans on Oct. 2. The governor voiced his support for port expansion, the growth of the U.S.-flag industry, and the Jones Act.



WELCOME ASHORE IN HOUSTON – AB Jose Garcia (left) picks up his first pension check at the hiring hall. Garcia started sailing with the SIU in 1994. Congratulating him is Safety Director Kevin Sykes.



ABOARD CAPE SAN JUAN – Handling mooring lines aboard the Intrepid ship are ABs Tyrone Leonard and Steven Whiting. In the outdoor photo are (from left) ACU Rodolfo Ludovice, AB Alan Boiser, AB Mohsen Ahmed, AB Bobby Belches, Recertified Bosun Ritchie Acuman, Oiler Samuel Ayers, Chief Mate Wayne Sumner, AB Fadel Mohamed, Third Engineer Scott Spilman, and Chief Cook Al Yandoc. The remaining group photo, taken after work as mariners gathered to watch a televised boxing match, includes (from left) Second Engineer Mark Cayabyab, Chief Cook Al Yandoc, First Engineer Ted Yap, AB Bobby Belches, ACU Rodolfo Ludovice, and Recertified Bosun Ritchie Acuman.



REMEMBERING BOSUN DAVID JAMES – The LOG office was saddened to learn of the recent passing of Recertified Bosun Charles David James, who passed away Sept. 25 following a battle with cancer. He was 65. “He always talked about how he loved the SIU and sailing bosun,” recalled his brother, retired Recertified Bosun Rick James. “I got him into the union in 1997. Right up until his last days, he talked about how much the union meant to him and how he loved working on the ships.” In the individual photo, David is shown aboard the *Mendonca* in 2010. He's standing second from left in the outdoor photo, a 2021 upgrading class pic from Piney Point, Maryland. He's at right in the remaining photo, with Rick (center) and their sister, Mary.

At Sea & Ashore with the SIU



STEPPING UP FOR SPAD – SIU Pensioner Justin White (left, with SIU Asst. VP Chris Westbrook) attended the September membership meeting in New Orleans, and he spoke about the importance of the union's voluntary political action fund. He backed it up by making a \$1,000 contribution to the Seafarers Political Activities Donation, better known as SPAD.



ABOARD MATSON KODIAK – Pictured from left aboard the ship on Sept. 4 in the Pacific Northwest are ABM Allan Makiling, QE3 Marcus Brown, QEE David Watkins, Recertified Bosun Darryl Smith, and ABM Sherwin James.



APPRENTICES COMMENDED – Pictured aboard the Capt. David Lyon (Sealift) are (from left) Paul Hall Center Apprentices/Wipers Stevenjohn Eustaquio and David Clark, 1E John Nelson, and CE Greg Brooke. Nelson recently praised the "hard work, reliability and can-do attitude" of both Eustaquio and Clark.



PROMOTING MARITIME – These photos were taken in late September at a Maryland Democrats gathering. SIU Exec. VP Augie Tellez is in the middle of the three-person photo, with U.S. Rep. Steny Hoyer (left) and U.S. Rep. Sarah Elfreth. SIU Asst. VP Michael Russo is in both of the remaining photos, with Rep. Hoyer and Gov. Wes Moore. During informal visits, the SIU officials reiterated the importance of the U.S. Merchant Marine to America's national, economic and homeland security.



MILESTONE IN TEXAS – Chief Cook Marcel Jubert (center) receives his A-seniority book at the Houston hall. He's pictured with SIU Patrolmen Kirk Pegan (left) and Anthony Jacobson.



ABOARD LONE STAR STATE – Pictured during a late September visit to the Intrepid ship in the Gulf Coast are (from left) Recertified Steward Abraham Mills and Chief Cook Chad Sikorski.



SOLIDARITY IN SAN JUAN – The SIU on Sept. 18 hosted a meeting at the hiring hall focused on creating an AFL-CIO Area Labor Federation in the U.S. Virgin Islands. Pictured at the planning session are (clockwise, starting at far left) Nelly Ayala, President of FTFR AFL-CIO; Pablo De Leon from the South Florida AFL-CIO; Nadry Martinez, General Secretary, FTFR; Yafet Torres, President, USW Puerto Rico; Charlie Ramos from the CWA; SIU Asst. VP Amancio Crespo; Neftali Nieves from IATSE; John Vigueras from the IAM; Hector Reyes from the IBEW; and Samuel A. Hernandez from the APWU.



ABOARD PADRE ISLAND – These photos are from a recent servicing of the Great Lakes Dredge & Dock hopper dredge. At the helm (wearing a cap) is Third Mate Sean Fogarty. AB/Dragtender Wilmer Herrera is in the other individual photo. The large (informal) group photo shows people gathering for a union meeting, while the remaining non-vessel pic includes AB Roger Utter (right) and Safety Director Kevin Sykes.



At Sea & Ashore with the SIU



ABOARD PACIFIC COLLECTOR – This snapshot was taken in early September aboard the TOTE vessel. In the back row, from left, are OL John Steeber, OL Cody Higgs, OL Masaddiq Walton, Recertified Bosun Kenneth Steiner, ABM Richard Stanley, OS Anthony Wallace, WI Carlos Noriega Mancilla, MDR Ninia Mendoza. Pictured in the front row, also from left, are ABM William McIntyre, QE2 Davon Brown, SA Michael Fincannon, SA Laura Davies.



SEAFARERS CONDUCT CONSOL – The SIU crewed *Allied Pacific* (Patriot) (right) on Sept. 18 conducted a consolidated cargo replenishment (CONSOL) at sea with the Republic of Korea's (ROK) Cheonji-class fast combat support ship *ROKS Daecheong* (AOE-58) in support of Freedom Edge 25. According to the U.S. Department of Defense, "Freedom Edge highlights trilateral defense cooperation between the United States, Japan, and the Republic of Korea, demonstrating their ability to achieve peace through strength on the Korean Peninsula and across the Indo-Pacific."



WELL-EARNED RECOGNITION – Bosun Munassar Ahmed (individual photo) received the Crowley/Intrepid monthly safety award for the *Evergreen State* for September, while Chief Cook Carlos Gomez Hernandez (left in remaining photo) did the same for the *American Energy*. He is pictured with Safety Director Ricky Rivera at the hall in San Juan, Puerto Rico.



ABOARD EL COQUI – Pictured aboard the Intrepid vessel are (from left) Electrician Rodney Passapera, ABM Yancy Cabarrubias, Recertified Steward Jesus Pacheco, Recertified Bosun Victor Nunez, Safety Director Ricky Rivera, and ABM Edgardo Martinez.



BACKING JONES ACT IN PUERTO RICO – As part of an ongoing effort to promote the Jones Act and the U.S. maritime industry in the territory, the SIU recently hosted a gathering at the hiring hall in San Juan. Pictured from left are SIU Asst. VP Amancio Crespo; Lymaris Otero, corporate consultant; TOTE Maritime Puerto Rico Senior Human Resources Manager Ana Medellin; and Safety Director Ricky Rivera. Among other topics, they discussed providing educational resources for local high school students who may be interested in exploring maritime careers.

Navigating Recovery at Sea: An Introduction to SARC

Editor's Note: The following article was submitted by Seafarers Addiction and Rehabilitation Center (SARC) Director Chris Leeman, LCMFT, LAC, SAP.

The maritime profession demands physical endurance, long hours, and extended periods away from home—factors that can contribute to increased vulnerability to substance use and mental health challenges. Recognizing the unique struggles faced by merchant mariners, the Seafarers Addiction Rehabilitation Center (SARC) was founded to provide targeted, compassionate care that restores not just sobriety, but dignity, purpose, and professional standing.

Located in Valley Lee, Maryland, SARC is a federally recognized inpatient facility designed specifically for maritime professionals. Our 30-day residential program offers an intensive and supportive environment that emphasizes safety, structure, and confidentiality. At the heart of our mission is the belief that mariners deserve the chance to heal and return to their vital roles at sea—stronger, healthier, and fully prepared for long-term recovery.

What sets SARC apart is our commitment to holistic, evidence-based care tailored to each individual. Our program includes U.S. Coast Guard-compliant SAP evaluations, individual and group counseling, relapse prevention training, and comprehensive continuing care planning. Our licensed clinicians and SAP-certified professionals utilize proven therapeutic modalities such as



Cognitive Behavioral Therapy (CBT), Dialectical Behavior Therapy (DBT), Motivational Interviewing (MI), and 12-Step Facilitation. Trauma-informed care is embedded into every aspect of treatment.

SARC serves maritime personnel, specifically merchant mariners (union members from the SIU.) We collaborate with maritime employers, the U.S. Coast Guard, legal systems, and self-referred individuals to ensure timely, coordinated treatment that aligns with both personal recovery goals and professional requirements.

Our program is more than treatment—it is a pathway back to purpose. SARC helps mariners reclaim their credentials, reconnect with family, and rebuild the personal and professional lives they've worked hard to achieve. By focusing on accountability, resilience, and continuing support, we offer our clients the tools they need to maintain

sobriety and success long after discharge.

If you or someone you know in the maritime field is struggling with substance use, SARC is here to help. Recovery and restoration is not only possible—it's the first step toward a safer, stronger future at sea.



Scan the code above to contact Chris Leeman at the SARC.

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

ION BOROS

Brother Ion Boros, 70, joined the union in 2005, initially sailing aboard the *Green Lake*. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Boros last shipped on the *Maersk Hartford* and lives in Canteleu, France.



LARRY BRADLEY

Brother Larry Bradley, 66, started sailing with the SIU in 1980 and first worked on the *Connecticut*. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Bradley concluded his career aboard the *Green Cove*. He resides in Norfolk, Virginia.



STEVEN BYERLEY

Brother Steven Byerley, 65, became a member of the union in 1978 when he sailed aboard the *Portland*. An engine department member, he upgraded at the Piney Point school on multiple occasions. Brother Byerley's last vessel was the *Endurance*. He makes his home in Mt. Vernon, Illinois.

KENNARD CAMPBELL

Brother Kennard Campbell, 62, signed on with the SIU in 1991. He first sailed aboard the *Sealift Indian Ocean* and worked in the deck department. Brother Campbell upgraded at the Paul Hall Center on numerous occasions. He most recently shipped on the *Mariner* and is a resident of Mobile, Alabama.



FRANKLIN COBURN

Brother Franklin Coburn, 67, joined the Seafarers International Union in 1983 and first sailed aboard the *Aries*. He upgraded at the Piney Point school on several occasions and sailed in the engine department. Brother Coburn last sailed aboard the *Decisive* and settled in Baltimore.



JIOIA DE LEON

Sister Jioia De Leon, 72, embarked on her career with the SIU in 1989 when she sailed on the *Independence*. She shipped in the steward department and upgraded at the Paul Hall Center on numerous occasions. Sister De Leon concluded her career aboard the *Cape Intrepid* and lives in Tacoma, Washington.



JAMES DEMOUY

Brother James DeMouy, 60, signed on with the union in 1990, initially sailing aboard the *Aquarius*. He worked in the engine department and upgraded often at the union-affiliated Piney Point school. Brother DeMouy most recently shipped on the *Cape Diamond* and is a resident of Portland, Oregon.



RICARDO DUCAY

Brother Ricardo Ducay, 65, started sailing with the SIU in 2006 when he shipped on the *Sagamore*. He sailed in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Ducay's final vessel was the *Maersk Saratoga*. He makes his home in Pinellas Park, Florida.



JOZEF DUDAS

Brother Jozef Dudas, 65, began his career with the Seafarers International Union in 1992. A deck department member, he first sailed aboard the *Producer*. Brother Dudas upgraded at the Piney Point school on multiple occasions and last shipped on the *Alliance Fairfax*. He is a resident of Jacksonville, Florida.

STEVEN HOSKINS

Brother Steven Hoskins, 61, began sailing with the Seafarers in 1988 and first worked aboard the *Long Lines*. He upgraded on several occasions at the Paul Hall Center and shipped in the engine department. Brother Hoskins most recently sailed on the *Savannah* and makes his home in Glen Burnie, Maryland.



KENNETH JOHNSON

Brother Kenneth Johnson, 66, began sailing with the Seafarers in 1979. He was a deck department member and first shipped on the *Newark*. Brother Johnson upgraded his skills at the Piney Point school on multiple occasions. He last sailed on the *Green Cove* and lives in New Orleans.



WILLIAM JOHNSON

Brother William Johnson, 70, joined the union in 1997 and first sailed aboard the *JEB Stuart*. Brother Johnson was a member of the deck department and most recently shipped on the *Green Bay*. He resides in Udon Thani, Thailand.



EDUARDO JORGE

Brother Eduardo Jorge, 69, donned the SIU colors in 2006 when he sailed aboard the *Manukai*. He upgraded on multiple occasions at the Paul Hall Center and primarily worked in the deck department. Brother Jorge concluded his career aboard the *Alaskan Navigator*. He resides in Cerritos, California.



MARTIN JOSEPHSON

Brother Martin Josephson, 57, became an SIU member in 1989. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Josephson's first vessel was the *Lawrence Gianella*; his last, the *ARC Honor*. He makes his home in Fairview, North Carolina.



MOHAMED KAMER

Brother Mohamed Kamer, 65, started sailing with the union in 1997, initially working aboard the *Independence*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Kamer concluded his career aboard the *Maersk Virginia*. He lives in Brooklyn, New York.

VICTOR KELSEY

Brother Victor Kelsey, 65, joined the union in 1978. He first shipped on the *Cove Leader* and sailed in the deck department. Brother Kelsey upgraded at the union-affiliated Piney Point school on multiple occasions and last sailed aboard the *Guayama*. He resides in Washington, D.C.



NOEL MAGBITANG

Brother Noel Magbitang, 65, embarked on his career with the Seafarers in 2003. He first sailed aboard the *Endurance* and worked in the engine department. Brother Magbitang upgraded at the Piney Point school on multiple occasions. He last sailed aboard the *Stena Polaris* and makes his home in Bonney Lake, Washington.



ABDULJABBAR QURAISH

Brother Abduljabbar Quraish, 45, signed on with the SIU in 2001 when he sailed on the *Patriot*. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Quraish's final vessel was the *Alliance Norfolk*. He resides in Canton, Michigan.



MANUEL RODRIGUEZ MALDONADO

Brother Manuel Rodriguez Maldonado, 60, began sailing with the Seafarers in 1999. A deck department member, he first sailed aboard the *Eric G. Gibson*. Brother Rodriguez Maldonado upgraded at the Piney Point school on several occasions. He concluded his career aboard the *Perla Del Caribe* and settled in Rio Grande, Puerto Rico.



IRVING RUEDA

Brother Irving Rueda, 73, donned the SIU colors in 2001. He worked as a deck department member, initially aboard the *Patriot*. Brother Rueda upgraded on multiple occasions at the Paul Hall Center. He most recently shipped aboard the *Maersk Durban* and settled in Houston.



CARLOS SUAZO-FLORES

Brother Carlos Suazo-Flores, 65, started sailing with the union in 1992, initially working aboard the *Sam Houston*. He sailed in the steward department and upgraded his skills at the Piney Point school on multiple occasions. Brother Suazo-Flores last shipped on the *Overseas Houston* and makes his home in Melbourne, Florida.



Welcome Ashore!

TIMOTHY TIERNEY

Brother Timothy Tierney, 71, joined the SIU in 1979 and first shipped on the *James*. He worked in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Tierney last shipped on the *Ranger*. He resides in Roxbury, Connecticut.

PETER WESTROPP

Brother Peter Westropp, 65, embarked on his career with the Seafarers in 1991. A deck department member, he first sailed aboard the *Cape May*. Brother Westropp upgraded at the Piney Point school on several occasions and concluded his career aboard the *Alliance Fairfax*. He lives in Vermilion, Ohio.



JOSEPH WHITE

Brother Joseph White, 65, became a member of the union in 1988. He worked in the deck department and upgraded often at the Paul Hall Center. Brother White's first vessel was the *USNS Triumph*; his last, the *National Glory*. He resides in Galveston, Texas.



DONALD WILLIAMS

Brother Donald Williams, 65, joined the Seafarers International Union in 2001 and first sailed aboard the *Independence*. He upgraded at the Piney Point school on multiple occasions and worked in the engine department. Brother Williams concluded his career aboard the *USNS Fred W. Stockham*. He makes his home in The Villages, Florida.



JOHN WORAE

Brother John Worae, 65, donned the SIU colors in 2006. He first sailed aboard the *Cleveland* and was a deck department member. Brother Worae upgraded his skills at the Piney Point school on several occasions and last shipped aboard the *Maersk Denver*. He lives in the Bronx, New York.



JOSEF WOUTHUYZEN

Brother Josef Wouthuyzen, 67, signed on with the union in 1989 and initially sailed aboard the *Independence*. He worked in the steward department and upgraded on several occasions at the union-affiliated Piney Point school. Brother Wouthuyzen most recently shipped on the *President Carter* and is a resident of Long Beach, California.



ROMAN ZARKIEWICZ

Brother Roman Zarkiewicz, 67, started sailing with the SIU in 1991 when he shipped on the *Independence*. An engine department member, Brother Zarkiewicz concluded his career aboard the *Green Delta*. He makes his home in Las Vegas.



INLAND

JEFFREY ALTZNER

Brother Jeffrey Altzner, 67, signed on with the union in 2011. He sailed in the engine department and upgraded his skills on multiple occasions at the Piney Point school. Brother Altzner was employed with Penn Maritime for the duration of his career. He resides in Melbourne, Florida.



BRIAN BASCOM

Brother Brian Bascom, 67, donned the SIU colors in 2003. He was an engine department member and upgraded at the Paul Hall Center on multiple occasions. Brother Bascom worked with Penn Maritime for his entire career. He is a resident of Santa Rosa Beach, Florida.



PEPE CARUMBA

Brother Pepe Carumba, 70, began sailing with the Seafarers International Union in 1998, initially working aboard the *Franklin J. Phillips*. He was a deck department member and upgraded his skills on multiple occasions at the Piney Point school. Brother Carumba was last employed with Port Imperial Ferry and settled in Newburgh, New York.

LYNN HALL

Brother Lynn Hall, 70, joined the SIU in 1995, first sailing with Crowley Puerto Rico Services. Brother Hall sailed in the deck department and upgraded at the Paul Hall Center in 1996. He last sailed with Crowley Towing & Transportation and resides in Jacksonville, Florida.



STEVEN HOPKINS

Brother Steven Hopkins, 65, embarked on his career with the Seafarers in 1980 when he was employed with Maritrans. He sailed in both the deck and engine departments. Brother Hopkins last shipped with OSG Ship Management and lives in Aurora, North Carolina.

DAYTON LEAZENBY

Brother Dayton Leazenby, 64, signed on with the union in 1996. He sailed in all three departments. Brother Leazenby was employed with Delta Queen Steamboat Company for the duration of his career. He makes his home in Jackson, Missouri.

CHRISTOPHER MINTON

Brother Christopher Minton, 62, signed on with the SIU in 1996. He primarily sailed in the deck department and upgraded his skills on multiple occasions at the Paul Hall Center. Brother Minton worked with G&H Towing for his entire career. He resides in Alvin, Texas.



ANTHONY MURPHY

Brother Anthony Murphy, 73, became a member of the union in 1969, initially shipping with G&H Towing. Brother Murphy worked in the deck department and upgraded at the Piney Point school on multiple occasions. He was last employed by Crowley Towing and Transportation and settled in Azle, Texas.

MICHAEL NANCE

Brother Michael Nance, 61, signed on with the union in 1980. He sailed in the deck department, working with Crescent Towing and Salvage for the duration of his career. Brother Nance makes his home in Belle Chasse, Louisiana.



RONALD NELSON

Brother Ronald Nelson, 65, donned the SIU colors in 1982 when he worked for Moran Towing of Maryland. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Nelson last shipped with McAllister Towing of Baltimore and is a Baltimore resident.

LESTER PACE

Brother Lester Pace, 65, began sailing with the Seafarers International Union in 1993. He worked in the deck department and initially sailed aboard the *Courier*. Brother Pace upgraded at the Piney Point school on multiple occasions. He concluded his career with Crowley Towing and Transportation and lives in Lake Charles, Louisiana.



ROBERT RICH

Brother Robert Rich, 66, joined the SIU in 1970, first sailing with Michigan Tankers Inc. Brother Rich worked in the deck department. He last sailed with Mariner Towing and resides in Brooksville, Florida.

GLEN STAUB

Brother Glen Staub, 65, embarked on his career with the Seafarers in 2000. He sailed in the deck department and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Staub worked with Penn Maritime for the duration of his career. He calls Silverhill, Alabama, home.

NMU

MICHAEL COGGIO

Brother Michael Coggio, 65, signed on with the union during the 2001 SIU/NMU merger. He shipped in the engine department and concluded his career aboard the *Mormac Star*. Brother Coggio lives in Richmond, Vermont.

Personal

Attn: Ole Olsen, Tony Perez

Your old shipmate **Harry Oglesby** would like to reconnect. He can be reached via email at harry.oglesby78@yahoo.com or by phone at (937) 505-7678.

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.

OCEAN FREEDOM (Patriot Shipping, LLC), June 10 – Chairman **Robert Mack**, Secretary **Julio Marcone**, Educational Director **Kenneth Kauffman**, Engine Delegate **Danny Challenger**, Steward Delegate **Tahisha Watson**. Chairman encouraged crew to stay safe during operations. Educational director urged members to upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and to keep documents up to date. No beefs or disputed OT reported. Crew requested new pillows and linens.

MAERSK PITTSBURGH (Maersk Line, Limited), August 24 – Chairman **Roy Madrio**, Secretary **Michael Carello**, Deck Delegate **Alfonso Marin**, Steward Delegate **Mark Keller**. Crew reviewed letter from SIU Vice President Contracts George Tricker acknowledging previous ship minutes. Chairman thanked all departments for their excellent work. Secretary praised crew for a wonderful trip and encouraged everyone to attend shore-side union meetings. Educational director advised members to take advantage of upgrading opportunities at the Piney Point school. No

beefs or disputed OT reported. New linens to be supplied next voyage. Shower curtains ordered. Members were encouraged to use social media responsibly and to take care of their shipmates. Crew requested more vacation days and clarification on pay for days off. Next port: Newark, New Jersey.

OREGON (Fairwater Tanker Management), August 25 – Chairman **Burkley Cooper**, Secretary **Eric Cloter**, Educational Director **Eric Guzman**, Engine Delegate **Keshawn Webster**, Steward Delegate **Ashley Castillo**. Members asked for captain to check rooms during crew changes. Crew was reminded to keep rooms and galley clean for next relief. No beefs or disputed OT reported.

DELAWARE EXPRESS (Marine Personnel & Provisioning), August 31 – Chairman **Linnell Coleman**, Secretary **Dylan Faile**, Educational Director **Ralph Garner**, Steward Delegate **Karrington Plummer**. Chairman thanked crew for a safe and peaceful trip. He encouraged members to renew documents four months in advance and led discussion about possible options for new contract. Secretary reminded crew

of tour of duty letters. Educational director recommended members upgrade at the union-affiliated Paul Hall Center. Crew would like an increase to daily contribution rate for money purchase plan and for dependents of pensioners to also receive health insurance. Dryer in crew laundry needs to be repaired or replaced. Ice machine still needed.

HORIZON KODIAK (Horizon Lines, LLC), August 31 – Secretary **Bob Tuilaepa**, Engine Delegate **Marcus Brown**. Chairman discussed ship schedule and upcoming payoff on Sept. 3. Educational director advised crew to upgrade at the union-affiliated Piney Point school and to stay proactive with all credential and endorsement renewals. No beefs or disputed OT reported. Members would like eligibility requirements for vacation checks to be 30-45 days or to make all relief jobs 60 days to receive a vacation check. Crew requested 21 for 30 vacation. Next port: Tacoma, Washington.

MISSOURI EXPRESS (Marine Personnel & Provisioning), September 5 – Chairman **Allan Coloyan**, Secretary **Moses Scott**, Educational

Director **Cirico Geonanga**, Deck Delegate **Anthony Heck**, Steward Delegate **Vanessa Warren**. Chairman went over ship schedule and daily events in port. Educational director urged crew to upgrade at the Paul Hall Center and to make sure documents are up to date. No beefs or disputed OT reported. Members requested 20 for 30 vacation. Crew discussed possible discrepancy in apprentice pay and is seeking corrective action. Next port: Los Angeles.

MAERSK DETROIT (Maersk Line, Limited), September 23 – Chairman **Philip McGeoghegan**, Secretary **Robert Seim**, Educational Director **Ashely Burke**. Crew discussed old business topics including tariffs and cargo shipment. Chairman read president's report from recent edition of *Seafarers LOG*, the union's official publication, which is available in print and online. Towels, linens and pillows needed aboard vessel. Members would like increases in vacation and upgraded bandwidth. Vote of thanks given to steward department for great food, and entire crew was commended for good teamwork. Next port: Newark, New Jersey.

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

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

JAMES BATES

Pensioner James Bates, 70, passed away September 5. He began his career with the Seafarers in 1977, initially sailing with Dravo Basic Materials. Brother Bates worked in the engine department. He most recently sailed on the *USNS Pililaau* and retired in 2024. Brother Bates lived in Mobile, Alabama.



JAMES BRINKS

Pensioner James Brinks, 85, died August 11. He joined the union in 1963 and first shipped with Inter-ocean American Shipping. Brother Brinks worked in the deck department. He last sailed aboard the *Stonewall Jackson* before becoming a pensioner in 2001. Brother Brinks made his home in Picayune, Mississippi.



QUINTON CARUTHERS

Pensioner Quinton Caruthers, 85, passed away August 6. He signed on with the SIU in 1987 when he shipped on the *USNS Chauvenet*. Brother Caruthers worked in the deck department and last sailed aboard the *Rover*. He started collecting his pension in 2012 and settled in Oakland, California.



CHRISTEN CHRISTENSEN

Pensioner Christen Christensen, 74, died August 22. He joined the SIU in 2004 and first sailed aboard the *Virgo*. Brother Christensen worked in the deck department and last sailed on the *Horizon Kodiak*. He went on pension in 2018 and made his home in Petersburg, Alaska.



RONALD FLUKER

Pensioner Ronald Fluker, 75, passed away July 30. He became a member of the Seafarers International Union in 1968 when he shipped on the *Jacksonville*. Brother Fluker was a steward department member. He last sailed aboard the *USNS Capella* and became a pensioner in 2013. Brother Fluker was a resident of Oakland, California.



RONALD OWENS

Pensioner Ronald Owens, 67, died July 26. He began his career with the Seafarers International Union in 1988, initially sailing aboard the *Ranger*. A deck department member, he last shipped on the *Maersk Illinois* in 2014. Brother Owens began collecting his pension in 2023 and was a resident of Sugarland, Texas.



DAVID PARK

Pensioner David Park, 78, passed away August 6. He donned the SIU colors in 1987. A deck department member, Brother Park first shipped on the *USNS Bartlett*. He last sailed aboard the *John U.D. Page* and became a pensioner in 2012. Brother Park made his home in Leesburg, Virginia.



ALFRED PORCARI

Pensioner Alfred Porcari, 95, died January 4. He became a member of the SIU in 1953 when he sailed aboard an Isco vessel. Brother Porcari worked in the deck department and last shipped aboard the *Sealand Motivator*. He retired in 1991 and lived in Howard Beach, New York.



JUAN ROCHEZ

Pensioner Juan Rochez, 84, passed away July 22. He signed on with the union in 1990. Brother Rochez first shipped on the *Independence* and was a member of the steward department. He last sailed aboard the *Overseas Philadelphia* and went on pension in 2006. Brother Rochez resided in the Bronx, New York.



JOSE ROMAN

Brother Jose Roman, 57, died June 30. He donned the SIU colors in 1999 and first shipped on the *USNS Antares*. A member of the steward department, Brother Roman last sailed aboard the *Calvin P. Titus*. He lived in the Bronx, New York.

ROBERTO SABIO RUIZ

Brother Roberto Sabio Ruiz, 67, passed away July 26. He became a member of the union in 2005 when he sailed aboard the *Pride of America*. Brother Sabio Ruiz worked in the engine department. He most recently sailed aboard the *Seabulk Challenge* and lived in Miami Gardens, Florida.



JOHN SMILARI

Pensioner John Smilari, 66, died August 5. He joined the Seafarers International Union in 1977 and first sailed aboard the *Mary*. Brother Smilari was a deck department member. He concluded his career aboard the *Overseas Harriette* in 2002. Brother Smilari became a pensioner in 2024 and lived in Kalispell, Montana.



RALPH THOMAS

Pensioner Ralph Thomas, 77, passed away August 22. Sailing first aboard the *Cape Mohican*, he donned the SIU colors in 1988. Brother Thomas worked in the steward department and last shipped on the *USNS Algol*. He went on pension in 2013 and resided in New Orleans.



GREAT LAKES

ROBERT BROOKS

Pensioner Robert Brooks, 81, died August 22. He joined the SIU in 1970, initially sailing with Michigan Interstate Railway. Brother Brooks was an engine department member. He last worked on the *St. Clair* and began collecting his pension in 2009. Brother Brooks made his home in Lauderhill, Florida.

INLAND

MARTIN BEAUVAIS

Brother Martin Beauvais, 63, passed away July 26. He began sailing with the Seafarers in 2018 when he worked with Great Lakes Dredge & Dock. Brother Beauvais sailed in the engine department. He was last employed with Crowley Towing and Transportation and lived in Gulf Shores, Alabama.

ELADIO MORALES

Pensioner Eladio Morales, 88, died August 7. He embarked on his career with the union in 1985 when he worked with Crowley Puerto Rico Services. Brother Morales sailed in both the steward and deck departments. He was last employed with Crowley Towing and Transportation before retiring in 2002. Brother Morales resided in Trujillo Alto, Puerto Rico.



NMU

JAMES HILL

Pensioner James Hill, 81, passed away July 8. Brother Hill worked in both the deck and engine departments. He was last employed with Marine Personnel and Provisioning before retiring in 2004. He lived in San Francisco.

WILLIAM JARAMILLO

Pensioner William Jaramillo, 88, died July 12. He started sailing in 1962, initially aboard the *Constitution*. Brother Jaramillo worked in the deck department and last shipped on the *Green Lake*. He retired in 1992 and settled in Boca Raton, Florida.



AMANCIO OLANO

Pensioner Amancio Olano, 92, passed away July 13. Brother Olano sailed in the steward department. He concluded his career aboard the *Galveston Bay* and began collecting his pension in 1995. Brother Olano lived in Spain.

TEODORO VALENTIN

Pensioner Teodoro Valentin, 79, passed away August 7. He began sailing in 1968, first aboard the *United States*. Brother Valentin was an engine department member. He concluded his career aboard the *Harry Martin* and became a pensioner in 2004. Brother Valentin resided in the Bronx, New York.



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		
Able Seafarer - Deck	Dec. 1	Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
ARCM	Dec. 1	Dec. 12
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	Nov. 24	Jan. 30, 2026
Galley Operations	Dec. 1	Dec. 26
ServSafe Management	Nov. 17	Nov. 21
Chief Steward	Dec. 8	Jan. 2, 2026
OPEN/SAFETY UPGRADING COURSES		
Basic Training Revalidation	Dec. 8	Dec. 8
	Dec. 12	Dec. 12
Government Vessels	Nov. 17	Nov. 21
	Dec. 8	Dec. 12



UPGRADING APPLICATION

Name _____
Address _____
Telephone (Home) _____ (Cell) _____
Date of Birth _____
☐ Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member

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

Social Security # _____ Book # _____
Seniority _____ Department _____
Home Port _____
E-mail _____
Endorsement(s) or License(s) now held _____
Are you a graduate of the SHLSS/PHC trainee program? ☐ Yes ☐ No
If yes, class # and dates attended _____
Have you attended any SHLSS/PHC upgrading courses? ☐ Yes ☐ No

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

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

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 Lundeberg 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.

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #924 – Recently graduated: Michael Akers, John Baltazar, Jonathan Caballero Jr., Isaiah Chase, Seth Daniel, Traynard Davis, Dickson Ellington Jr., Mike Estrada, Teneka Farris, Samuel Hawley, Garrett Jackson, Bryant Jenkins, Joshua Jones, Jeanette Kaldawi, Tyler Kissick, Keywan Law, Jacqueline Patterson, James Petrick, Richard Price, Charles Ramos, Richard Richmond Jr., Harrison Wistock and Damita Wooten.



GOVERNMENT VESSELS – Graduated September 5: Reginald Addison, Larry Bachelor, Christopher Bean, John Cedeno Jr., Dominador Diaz, Simon Eady, Gary Ford Jr., Cedric Griffin, Ja'von Harvey, Joshua McDaniel, Dennis McLean III, Andrew Miller, Ethan Nichols, Jason Pierce, Jose Sadaya, Nagi Said, Gerald Viray, Kojo Ware, Grandvil Whitsett III, Jovan Williams, Lafonso Williams and Antonio Zorrilla.



BASIC TRAINING (FIRST AID) – Graduated August 1: Lorenzo Allen Jr., Abdul Bah, David Cipriano, Bianca Clark, Rubert Johnson Jr., Louis Levasseur, Vincent Levin Jr., Hilton McCants, Douglas McHale, Lawrence Neloms, Misael Orlando Pizarro, Richard Peek, Jezhra Santos, Kadeem Swenson, Arielle Taylor, Alexi Vasquez, Andres Vasquez and Jadelyn Watling.



TANK SHIP FAMILIARIZATION (LG) – Graduated August 22: Lorenzo Allen Jr., David Cipriano, Bianca Clark, Oscar Diviny, Rubert Johnson Jr., Corey Keys, Louis Levasseur, Vincent Levin Jr., Douglas McHale, Lawrence Neloms, Misael Orlando Pizarro, Richard Peek, Jezhra Santos, Kadeem Swenson, Arielle Taylor, Alexi Vasquez, Andres Vasquez and Jadelyn Watling.



GALLEY OPS – Graduated August 29: Traynard Davis, Teneka Farris, Bryant Jenkins, Jacqueline Patterson and Damita Wooten.



GOVERNMENT VESSELS – Graduated recently: 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.



BASIC SHIPHANDLING & STEERING – Graduated September 5: Sean Jones, Arron Millar, Daniel Moran, Dwuan Reed, Venise Spears, Arielle White and Mackenzie Wincelowicz.

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #925 – Recently graduated: 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 Salli, Ameera Shakeel-Haadee, Michael Sterling, Ethan Sutton, Peter Tago and Elijah Wailehua.



ABLE SEAFARER - DECK – Graduated September 19: Eric Amy, Maximilian Bates, Raekwon Brooks, Tyler Brown, Julian Cortes Aviles, Reyes Gonzalez Jr., Kevin Hopkins, Nicholas Howard, Jayline Johnson, Jalen Jones, Nathan Laverdure, Jock Litzinger, James Mihay, Kevin O'Lone, Mario Odom Jr., Joseph Paulin, Orlando Quirantes, Isaiah Riascos, Jonathan Schmitt, Sarah Silverleaf, Connor Stratton, Wolsey Thomas Jr., Tevin Toliver and Raymond Winter.



CERTIFIED CHIEF COOK – Graduated September 12: Lorraine Champagne, Gennaro Dimatteo, Mario Fletcher, Nathaniel Gasparini, Susan Kennedy, Levi Moore, Herbie Soliveres, Nathan Tissaw and Mohamed Zain.



GOVERNMENT VESSELS – Graduated August 29 (not all are pictured): Samuel Abrams, Jordan Alejo, Hyjalun Burch, Diamond Chism Sr., Erik Dankwardt, Victor Dixon, Scott Furtney, Corneshia Harris, Lincoln Jensen, John Karafanda, Luke Langston, Johnasha Manning, Kevin Martinez, Michael McLaughlin, Joelle Quenga, Gianfranco Rodriguez Torres, Jesse Sanchez, Wynton Smith, Michaela Townsend and Tiana White.



BASIC TRAINING (FIRST AID) – Graduated September 26: Alexander Bennett, Joseph Dupre Castillo, Rolando Guity, Darryl McCoy and William Mercado Ramos.



GALLEY OPS – Graduated September 26: Jaclyn Kaluhiwa, Brya Sparks and William Watts III.

Paul Hall Center Class Photos



JUNIOR ENGINEER (REFRIGERATION) – Graduated September 26: Brianna Ashley, Keondre Bell, Abubakar Bockarie, Micko Cercado, Dominic Jones, Nesta Pafford, Timothy Resultan, Deroyce Roquemore, Seth Schrader, Ian Tarwater and Ronald Von Kaenel. At far right is instructor Jaime Nunez.



GOVERNMENT VESSELS – Graduated September 19: Lorenzo Allen Jr., David Cipriano, Bianca Clark, Oscar Diviny, Rubert Johnson Jr., Corey Keys, Louis Levasseur, Vincent Levin Jr., Douglas McHale, Lawrence Neloms, Misael Orlando Pizarro, Richard Peek, Jezhira Santos, Kadeem Swenson, Arielle Taylor, Alexi Vasquez, Andres Vasquez and Jadelyn Watling.



SERV SAFE – Graduated September 5: Samuel Abrams, Erik Dankwardt, Scott Furtney, Corneshia Harris, Johnasha Manning and Tiana White.



TANK SHIP FAMILIARIZATION (LG) – Graduated recently (not all are pictured): Jordan Alejo, Diamond Chism Sr., Victor Dixon, Lincoln Jensen, John Karafanda, Luke Langston, Kevin Martinez, Joelle Quenga, Gianfranco Rodriguez Torres, Jesse Sanchez, Wynton Smith, Michaela Townsend and Jeffery Vega.



RFPEW – Graduated September 26: Talib Aekins Jr. and Charles Mkingwa.



TANK SHIP FAMILIARIZATION (LG) – Graduated recently (not all are pictured): Glenard Chaney Jr., Timothy Cooper, Dean Diaz Sr., Basil Dsouza, Calvin Dunnigan, Michael Eaton, Brian Gauntt, Kyle Gibson, Jerry Gilligan, Daryl Hicks, Timothy Kauble, Levi Moore, George Vanover and Montiesha Wilcox.



RFPNW – Graduated September 19 (not all are pictured): John Baltazar, Stuart Casal, Roger Cray Jr., Charlie Flynn, Joshua Gadbois, Nathaniel Harris, Nathaniel Hart, Garrett Jackson, Stephen Langdon, Dylan Levine, Orion Lloyd, Paul Rocha, Jonathan Saili, Ameera Shakeel-Haadee, Ethan Sutton and Peter Tago.



TANK SHIP FAMILIARIZATION (DL) – Graduated September 12 (not all are pictured): Blake Anthony, Monique Banks, Israel Castillo-Martinez, Logan Collins, Nicholas Copp, Adriel Cotto, Wesley Cueto, Mark Estigoy, Justice Fila, Alexis Fultz, William Geno, Leroyal Hester III, Naija Hoy, Brandon Kallas, Sean Lavelle, Tong Lu, Francisco Maldonado, Alexie Pankratov, Desmond Percy, Alex Sanchez, Dakota Snow, Austin Sumner and Mikhaela Wilcox.

SEAFARERS LOG

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

Practical Training: A Piney Point Tradition for 58 Years

The SIU-affiliated school in Piney Point, Maryland, has gone through enough changes throughout its 58-year history to fill a book. However, one of its constants has always been an emphasis on practical instruction.

Originally named the Seafarers Harry Lundeberg School of Seamanship (in honor of the founder of the Seafarers International Union of North America), the facility opened in bare-bones fashion in 1967. Today, it's a world-class, comprehensive institution offering more than 70 U.S. Coast Guard-approved courses. Virtually all of those curriculums include hands-on training.

The overall campus was renamed in 1991 as the Paul Hall Center for Maritime Training and Education (after the first president of the SIU A&G District, who also founded the school). The school boasts a highly regarded apprentice program that is certified by the U.S. Department of Labor. It also serves up wide-ranging, useful classes for individuals sailing in all three shipboard departments, along with safety training for all mariners.

The school's picturesque setting is conducive to learning, and the campus itself features modern simulators and classrooms, a fully operational training vessel, and other high-tech equipment that's utilized by apprentices and upgraders. This includes a well-equipped marine firefighting school located on a nearby satellite campus.

The photos on this page depict students taking various classes at the PHC in 2025. For more information about the school, visit the SIU website (www.seafarers.org) and/or MyMaritimeCareer.org.

