



DECEMBER 2025

VOLUME 87, NO. 12

SEAFARERS LOG

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



Happy Holidays



Progress and Opportunities



David Heindel

As another year draws to a close, it's natural to reflect on what we've experienced and where we're headed. The holiday season also brings opportunities to express gratitude, to celebrate our collective strength, and to renew our commitment to one another and to the principles that unite us as Seafarers.

First and foremost, I thank every member of the SIU family, including those aboard ships, tugs and dredges, those who are attending classes at the Paul Hall Center, and every other team member at sea and ashore. As someone who grew up in this union, I definitely realize that your work never stops, not even during the holidays. While most of the world

slows down, and even pauses during this stretch, you keep global and domestic commerce moving, ensuring that fuel, food, and goods reach every corner of the world. Your dedication keeps our nation's economy strong and our maritime industry secure.

This season reminds us that we are part of something larger than ourselves. Seafaring is a proud profession, but it can be a lonely one. Again, to our brothers and sisters who will spend the holidays away from home, please know that you are not forgotten. Your union, your families, and your fellow members stand with you in spirit, proud of what you represent and the sacrifices you make.

Even though we're not quite at the end of 2025 as of this writing, it's safe to say this has been a year of both progress and challenges. We've continued to

strengthen our contracts, improve safety and training, and advocate for policies that protect U.S. mariners and the U.S.-flag fleet. Our voice remains strong in Washington and around the world because we speak with unity and purpose. Whether fighting for the Jones Act, supporting the Maritime and Tanker Security Programs, or pushing for fair treatment of mariners globally, the SIU continues to make a difference.

But progress doesn't happen automatically, and you are a crucial part of our success. Your professionalism and reliability are the foundations of our strength. This is especially valuable when we're communicating with members of Congress and the administration, and with personnel from the various federal agencies that regulate our industry. Your dependability, particularly as our nation's fourth arm of defense, gives us credibility and makes people listen.

As we look ahead to 2026, there's plenty of work to be done. We must continue investing in our training programs at Piney Point, ensuring that the next generation of mariners has the skills and opportunities to thrive in an evolving industry. We must remain vigilant in defending our maritime laws and ensuring that American jobs stay on American tonnage. And we must keep advocating for better conditions for all working people, because our fight doesn't end at the water's edge.

As you celebrate this season – whether you mark Christmas, Hanukkah, Ramadan, Kwanzaa, or simply the turning of the year – take pride in what you've accomplished. You've earned it. And as we turn the page to a new year, let's carry forward the same resolve that defines us: to protect our rights, to honor our profession, and to keep building a stronger future for all Seafarers.

On behalf of the entire SIU leadership team, I wish you and your families peace, health, and happiness in the year ahead. Fair winds and following seas, brothers and sisters.

SIU Members Save Sailors



The *Roosa Kusum 2*, right, alongside the *SLNC Star*. (Photo courtesy of Apprentice Alexander Holmes.)

On Oct. 10, the crew of *SLNC Star* saved a vessel of fishermen adrift at sea who had been without food, water or fuel for days.

The SIU crew aboard the *SLNC Star* (operated by Chesapeake Crewing) at the time of the operation included Bosun **Latif Haija**, AB **Gerald Durham**, QE4 **Norman Middleton Pandey**, GVA **Cri Sullivan**, Steward/Baker **Lisa Thomas** and Paul Hall Center Apprentice **Alexander Holmes**.

The licensed officers, members of International Organization of Masters, Mates and Pilots (MM&P), were Captain Dave McLean, Chief Mate Chris Nowak, Second Mate Abigail Solomos and Third Mate Connor Donnelly.

The *SLNC Star* first picked up a distress call from the fishing vessel *ROOSA KUSUM 02*, and diverted course to provide aid. The SIU-crewed ship had departed from Singapore and was approximately two days' time away from its destination of Diego Garcia.

Once the adrift vessel was located, and after it was determined that the boat was not in danger of sinking and the crew were not injured, McLean decided to wait out the rough weather conditions before rendering aid.

"Everybody handled it well," said Haija, the bosun. "We found them at night and we wanted to help, but we also had to first make sure it wasn't a trap. They had run out of fuel, and the current pushed them."

Once daylight broke and conditions slightly improved, the captain of the fishing boat was brought onboard the *SLNC Star* to determine what aid the stranded men required. According to McClain, they overcame the language barrier "thanks to Google Translate and Starlink." During the conversation, it was revealed that the ship had been adrift for five days, and had run out of food and water three days later.

However, it was determined that the fishing vessel only required fuel for their engines, so the crew provided 2,000 liters of fuel, as well as food and fresh water, before the *SLNC Star* returned to their previous course.

"Everybody did a good job, the SIU guys and the officers," Haija stated. "We were all on point. But the seas were still rough that morning."

Apprentice Holmes credited the training he received at the Paul Hall Center for helping him remain calm while providing the required aid, before adding, "Glad the crew and I were able to help."



The fishing vessel had been adrift for five days before the *SLNC Star* arrived. (Photo courtesy of Apprentice Alexander Holmes.)

Seafarers LOG Volume 87 Number 12 December 2025

The SIU online: www.seafarers.org

The Seafarers LOG (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters, AFL-CIO; 5201 Capital Gateway Drive, Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

Communications Director: Jordan Biscardo

Assistant Communications Director: Nick Merrill

Assistant Editor: Aja Neal

Administrative Support: Jenny Stokes



Copyright © 2025 Seafarers International Union, AGLIW. All Rights Reserved.



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

SIU Submits Testimony for U.S. Senate Hearing Emphasizing Need for Strong Merchant Marine

The SIU teamed up with several other maritime labor organizations in submitting joint testimony for an Oct. 28 hearing of the U.S. Senate Subcommittee on Coast Guard, Maritime, and Fisheries titled: “Sea Change: Reviving Commercial Shipbuilding.”

Participating as witnesses at the hearing were Matt Paxton, President, Shipbuilders Council of America; Jeff Vogel, Vice President of Legal for TOTE Services; Dr. Salvatore Mercogliano, Professor, Campbell University; and Tuuli Snow, Talent Acquisition & Engagement Manager, Snow & Company, Inc.

The joint statement came from the SIU; American Maritime Officers; International Organization of Masters, Mates & Pilots; Marine Firemen’s Union; Marine Engineers’ Beneficial Association; Maritime Trades Department; Sailors’ Union of the Pacific; and Transportation Trades Department.

Those organizations wrote in part: “The development, implementation and funding of programs and policies that promote, support and grow the U.S.-flag fleet, enhance its economic viability, and increase its ability to compete for and secure a larger share of America’s commercial commerce are extremely important to the jobs of the men and women our organizations represent. The jobs that American merchant mariners perform, and the ships that they crew, are a vital component of America’s economic and military security. They provide the commercial sealift readiness capability needed by the Department of Defense and, as history has demonstrated, are always ready, willing and able to put themselves in harm’s way to support American troops deployed throughout the world....

“At the outset, we wish to reiterate our strong support for the bipartisan and bicameral SHIPS for America Act. We thank the sponsors of this legislation for their leadership in introducing this legislation and we thank all those who have cosponsored this legislation for their commitment to revitalize America’s commercial maritime capability. We assure you that America’s seafaring labor organizations look forward to working with you and your colleagues to enact the provisions in the SHIPS for America Act relating to maritime manpower as well as the other far reaching and innovative proposals to achieve a stronger maritime industry.” (The full statement as well as those of the witnesses are available on the subcommittee’s website, which also includes an archived video of the entire hearing.)

Also weighing in was USA Maritime (to which the SIU is affiliated), the coalition representing the U.S.-flag international sailing fleet. That organization stated, “This hearing could not come at a more significant time in America’s maritime history. After decades of allowing the foreign competition to overtake our maritime industry, especially the shipyard industrial base, the attention of the American people and our government seems to have finally been drawn back to its roots.

“There is no more American industry than the maritime industry,” USA Maritime continued. “From the

founding of the Republic, America has been a nation of the sea, surrounded by water and dependent on trade for our wealth and well-being. Despite that history, the last 200 years of maritime policy has struggled to find a consistent means of ensuring that America’s merchant marine remains afloat. As we look around the world today, the need for a robust U.S.-flag international fleet capable of carrying a significant portion of our waterborne commerce and to serve our national interests is paramount.... Time and history have proven that we cannot rely on foreign carriers to meet our needs. Whether it’s the supply chain issue we saw over the last few years, or when foreign carriers have balked at moving cargo into dangerous waters, we have ample evidence to confirm we cannot put our faith in the idea that foreign carriers with foreign crews and ships will always be there when we need sealift.”

The coalition also pointed out that shipbuilding is vital – but it’s also only a first step in the process of maritime revitalization.

“Once that ship is built, it needs a crew to sail it, and it needs cargo to move,” the statement noted. “Without a crew and without cargo, a ship is useless – an unmoving, unprofitable, mass of steel that serves no purpose.... We must work to ensure that once those ships are built, they will have something to do. USA Maritime remains a committed supporter of the bipartisan and bicameral SHIPS for America Act. We look forward to working with Congress as this legislation works its way through the legislative process, and we hope to work with the sponsors and co-sponsors to make it even better.”

The coalition emphasized that current pro-maritime programs, while essential, “represent the bare minimum needed to keep our ships and mariners afloat and sailing. Without full funding for [the Maritime Security Program and, separately, the Tanker Security Program] we risk the ships and jobs that we currently have in the industry. Without a Food for Peace program that is actively moving cargo, ships that are currently within the U.S.-flag fleet will either go into long-term layup, putting their crews out of work, or worse – those companies will be forced to leave the U.S. flag, and those ships will likely never return. We urge the administration to use the funding provided to the Food for Peace program to ensure sufficient cargo is available to keep our existing fleet sailing.”

USA Maritime declared that the current Food for Peace issue “highlights the most critical need for our maritime industry: cargo. A ship without cargo is like a car without a motor – not moving. If you want to promote shipbuilding in the United States, you must focus like a laser on the question of commercial cargo and how to get it back on American ships. Do that, and most of the issues we face become surmountable. Demand for ships driven by an abundance of commercial cargo that wants to move on American ships will do as much, if not more, for revitalizing American shipbuilding as any government program could.”

MARAD Nominee Backs Jones Act

Stephen Carmel, the nominee for U.S. maritime administrator, reiterated his support for the Jones Act during an Oct. 22 hearing of the Senate Commerce, Science and Transportation Committee.

Responding to separate questions at different points during the gathering, Carmel said the Jones Act (plus cargo preference laws and the Maritime Security Program) “are critical to sustaining the fleet we have now.”

When asked if he backs the Jones Act, Carmel responded, “I do.”

Carmel’s nomination is widely supported throughout our industry, including by the SIU, and his confirmation appears extremely likely.

In his formal opening statement, he noted his experience as a merchant mariner and as an executive with Maersk Line, Limited, and U.S. Marine Management.

Carmel stated, “We are a formidable naval power, but we are not yet a true maritime power. For more than 150 years, we have searched for a maritime policy that works, even as our industrial capacity has steadily declined – both in our ability to carry our own commerce and to build the ships that do it. We have outsourced those capabilities and, with that, much of our independence.

“A strong maritime sector is not nostalgia; it’s strategy,” he continued. “It means resilient supply chains we control; credible logistics for our joint forces; good jobs across our coasts, rivers, and Great Lakes; and the freedom to move what America needs, when and where America needs it, under our own flag.”

The full statement is linked on the SIU website.



Stephen Carmel responds to a question during his Senate hearing.

SIU Crews Honored at AOTOS Event

Seafarers were among the honorees at this year’s Admiral of the Ocean Sea (AOTOS) awards dinner, hosted by the United Seamen’s Service on Oct. 24 in New York.

SIU crews from the *Stena Immaculate* and the *El Coqui* (both operated by Crowley) received United Seamen’s Service (USS) “Honored Seafarer Awards,” as did an officer from the CIVMAR-crewed *USNS Amelia Earhart*. Garnering the main AOTOS Awards were American Maritime Officers National President Willie Barrere; Maersk Line, Limited Chief Operating Officer Ed Hanley; and Vincent Marino, chief executive officer, The Marino Group.

The SIU had a typically strong turnout supporting the prestigious gathering. Attendees included President David Heindel, Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice President George Tricker and other executive board members and officials.

U.S. Rep. Thomas Suozzi (D-New York) gave remarks focusing on the American maritime industry’s vital role in national defense, while The Hon. Elaine L. Chao, former U.S. Secretary of Transportation, presented the Honored Seafarer Awards.

The crew of the *Stena Immaculate*, which was represented by SIU hawsepiper Third Mate **Jeff Griffin**, received accolades for their actions after the vessel was struck by a foreign cargo ship in the North Sea in March. The tanker was at anchor when another ship plowed into it, rupturing a storage tank carrying jet fuel for the military and causing flames to engulf both vessels.

The *Stena Immaculate* crew acted quickly to fight the inferno and save the rest of the thousands of gallons of fuel stored on board. All 23 crew members escaped the catastrophe unharmed and salvaged the ship and most of its cargo.

The *El Coqui* crew received recognition for its actions in January in the Caribbean when the Jones Act vessel diverted from its route to save four American citizens whose sailboat had sunk near the Dominican Republic.

“Seafarers are the heart of global trade and the lifeline of freedom and prosperity around the world,” said LTG Kenneth R. Wykle, U.S. Army (Ret.), who served as the evening’s master of ceremonies. “Tonight, we are proud to recognize Captain Willie Barrere, Ed Hanley, Vince Marino and Ed Morgan, all of whom embody the strength, resolve, and spirit of service that define our maritime heritage.”

Morgan served as president of the USS for more than 20 years. Tony Naccarato, his successor, applauded Morgan’s consistent leadership and commitment to supporting mariners across the globe.



SIU President David Heindel (left) and USS President Tony Naccarato congratulate SIU hawsepiper Jeff Griffin, representing the crew of the *Stena Immaculate*.



This year’s primary honorees are (from left) Vincent Marino, Ed Hanley, and Willie Barrere.



SIU Exec. VP Augie Tellez (right) welcomes U.S. Rep. Tom Suozzi to the event.



SIU Port Agent Mario Torrey (right), SIU hawsepiper Jeff Griffin

2026 Meeting Dates

Port	Traditional Date	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Piney Point	Monday after first Sunday	5	2	2	6	4	8	6	3	8	5	2	7
Jersey City	Tuesday after first Sunday	6	3	3	7	5	9	7	4	8	6	3	8
Philadelphia	Wednesday after first Sunday	7	4	4	8	6	10	8	5	9	7	4	9
Baltimore	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Jacksonville	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
San Juan	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Norfolk	Friday after first Sunday	9	6	6	10	8	12	10	7	11	9	6	11
Houston	Monday after second Sunday	12	9	9	13	11	15	13	10	14	13	9	14
New Orleans	Tuesday after second Sunday	13	10	10	14	12	16	14	11	15	13	10	15
Mobile	Wednesday after second Sunday	14	11	11	15	13	17	15	12	16	14	12	16
Algonac	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Oakland	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Port Everglades	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Joliet	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
St. Louis	Friday after second Sunday	16	13	13	17	15	22	17	14	18	16	13	18
Honolulu	Friday after second Sunday	16	13	13	17	15	22	17	14	18	16	13	18
Wilmington	Monday after third Sunday	20	17	16	20	18	22	20	17	21	19	16	21
Guam	Thursday after third Sunday	22	19	19	23	21	25	23	20	24	22	19	24
Tacoma	Friday after third Sunday	23	20	20	24	22	26	24	21	25	23	20	28

Circled dates indicate changes due to holiday observances -- Meetings start at 10:30 a.m.

2026 HEALTH & BENEFITS PLAN SCHOLARSHIP PROGRAM

Scholarships totaling \$132,000 are available under the 2026 Seafarers Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

SEAFARERS SCHOLARSHIPS

Three scholarships designated for active Seafarers:

One \$20,000 offering for a four-year course of study at an accredited college or university

Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school

DEPENDENTS SCHOLARSHIPS

Five scholarships designated for dependents:

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

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

Beck Notice

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

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

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

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such ar-

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

rangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2024 calendar year, the fee cost associated with this representation amounts to 81.39 percent of the dues amount. This means that the agency fee based upon the dues would be \$488.34 (four hundred eighty eight dollars and thirty-four cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2026 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2025 and November 30, 2026 will have this calculation applied to their 2026 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2027, your objection must be received by December 1, 2026.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2024.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues,

must elect this option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIW, 5201 Capital Gateway Drive, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. Appeal procedure — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
Tom Orzechowski
Secretary-Treasurer

SIU's Military Ties Run Deep

Officials Share Insights from Years in Uniform

Editor's note: Many SIU officials are military veterans, and their collective experience has given them skills that carried over into their current roles. The following are brief accounts of several union officials' military service and how their time in uniform has translated to their current roles. This is the first in a planned series.

Ray Henderson

Ray Henderson, assistant vice president of the Atlantic region, served in the U.S. Coast Guard (USCG) from 1989 to 1996. His ultimate role was that of a boatswain mate, and his primary duties consisted of performing search and rescue operations while stationed at a small boat station.

His experiences at his first duty station out of bootcamp on the USCG cutter *Dallas* gave him the opportunity to spend a lot of time out at sea.

"Everything I learned on that vessel I was able to bring over to my career as a merchant mariner," said Henderson.

Before joining up with SIU after completing the trainee program (Class 553) in Piney Point, Maryland, he wasn't aware that USCG regulated the merchant marine and wasn't cognizant of its role in the industry.

"I didn't know this industry existed," he said. "It was my uncle who told me to head down to the union hall when I left the military to look into this career."

Henderson sailed for nearly 20 years and became a recertified bosun. He came ashore to work for the union a decade ago.

His advice to current or former military members looking to get into civilian maritime careers? "If you want a career that you can use the skills you learned while in the military and have the same type of camaraderie with others on a vessel, then this is the career for you."

Of the connection between the armed forces and the merchant marine, he said, "A lot of military personnel do not know that the U.S. Merchant Marine exists, but those that do, realize how much we do for the military and how important our role is with helping them out. I truly believe without a strong U.S. Merchant Marine, the military would have a hard time getting their troops and gear to where it has to go."

Joe Vincenzo

SIU Vice President West Coast Joe Vincenzo was an Army member, on active duty from 1983 through 1987, followed by three years in the reserves. He served as a non-communication electronic warfare specialist, and his main responsibilities were focused on data collection and analysis.

In his own words, transitioning from the armed forces to the SIU was "really interesting. There are some obvious transferable skills: discipline and being a team player. You won't even make it out of (maritime) basic safety training without those," Vincenzo said.

He recalled a routine occurrence during his time in military basic training, when the drill sergeant would ask questions about their fellow servicemen while they were standing in the food line, such as their spouse's name. "If you didn't know, you'd be down on the ground doing push-ups," said Vincenzo. It taught him the importance of being sociable and making the effort to get to know other people in his unit.

Vincenzo's military experience also reinforced the importance of following rules, working as a team member, leadership, and general knowledge, and for those reasons, he considers the military an excellent place to begin a career. "It's a vetting process, and it

helps you to get a better sense of who you are and what you're capable of," he said.

Serving in the military was also a way for him to have novel experiences that would assist him down the line, especially with a career in tech. "The first time I ever touched a computer was in the Army," he said. "It helped me not be afraid to try new things and to familiarize myself with them." During his time in the military, Vincenzo learned how to put up antennas, recognize different transmissions, differentiate signals and monitor the airwaves.

Vincenzo's computer experience gave him the skillset necessary to help manage and operate the SIU's union-wide database, which is used to keep



Ray Henderson



Joe Vincenzo (holding flag) listens as then-Sen. Bob Dole addresses his division, The Big Red One.

and organize records and information about members and crews.

Although he hadn't much experience with the merchant marine before joining the SIU, he always admired the Navy. "My experience with the merchant marine was consistent with that," he said. Vincenzo's father was in the Coast Guard, and his sister was a nurse on the SIU-crewed passenger ships in Hawaii. In fact, he discovered this career path when he went to Hawaii with his sister, in search of his next opportunity.

"I respected people who worked on ships, and I wasn't sure how long I'd be out there when I started," he recalled. After joining the SIU in January 1991, "35 years later, I'm still here," he noted.

The benefits of choosing a civilian maritime career after having enlisted in the Army quickly became evident to him. "It's very rewarding. I bought my first house with the money I made," he said. "Even to this day I can't imagine having fallen into a better career."

Advice Vincenzo would share with current and former military members who might be considering a similar career path is as follows: "Have a long game in mind. Don't get caught up in short-term returns. Look down the road and consider the life you can build for yourself. There are lots of opportunities and experiences in the merchant marine that you just can't

get elsewhere."

One such opportunity for Vincenzo was working as an oiler on the SS *Jeremiah O'Brien* in 1994 during the 50-year commemoration of D-Day. "It was one of the crown jewels of my experience. I was an oiler/honorary crew member of the ship," he said. "I got to meet the president and entourage, and I got to be in a parade in Normandy."

To Vincenzo, the bond between the merchant marine and the armed forces cannot be overstated: "We were there with them from the Revolutionary War and we're still there today. We're there to provide for national security, defense, and commerce and to assist with the military's projection of power. MSC ships or Navy ships, federal employees and civilian ships – we're right there with them every step of the way."



John Hoskins



Joe Zavala (right) and another Marine

John Hoskins

John Hoskins, port agent at the Baltimore hiring hall, began the apprentice program with SIU in 1983. He paralleled the training he received at the PHC with his military career, since he joined the Army reserves in 1985. Ten years later, he worked his way up the ranks, earning the title of warrant officer. After reaching the role of chief warrant officer 3 (CW3), he retired from the Army in 2005.

Upon his transition to working for the SIU as a veteran, Hoskins found that many of his Army responsibilities directly applied to tasks in his new career. While he served, his job was marine engineer, and he sailed as chief engineer (his last duty assignment).

When Hoskins was enrolled at the Paul Hall Center, students could take college-level courses and earn credits toward degrees (at no extra cost). He took advantage of that opportunity and earned a college degree in engineering.

A particular point of pride for Hoskins was getting then-SIU President Mike Sacco to sign his associate's degree in marine engineering technology, which was issued to him in July 1999.

Hoskins advises people interested in following his path to be wary, though. "You know, I pushed myself to take all these specialty courses because I wanted to make more money. The

associate's degree made me no more money in the SIU, but it did wonders for my Army career," he said.

All in all, Hoskins sailed with the union for nearly 25 years, and he has been an official for 17 years.

He shared words of wisdom meant for any military personnel considering joining the SIU. "I like to tell people when they're coming to us from any background that it's not just a job, it's a career," said Hoskins. "There's camaraderie like you have in the military. It also applies as a union official because we all have the same experience, and you can have that feeling of being part of a family again. People tend to fit in more easily because they've experienced that (in the military)."

Hoskins views the U.S. Merchant Marine as necessary support for the people on the vanguard. "Lots of the ships that went to Kuwait went and accommodated Army personnel. The merchant marine brings them the stuff they need. It feels patriotic to be a part of that because you're helping to support them," he said. "No matter what you do, you're there to support the people on the frontlines."

Joe Zavala

Joe Zavala, the assistant vice president based out of the Houston hall, served in the United States Marine Corps from December 1998 to August 2003. He reached the rank of sergeant and was tasked with handling ship-to-shore communications as a field wireman and wire chief.

"My time in the Marine Corps taught me the technical skills necessary to survive and operate effectively at sea," says Zavala. Managing communications systems under pressure as a wire chief translated well into maritime operations for him. Zavala also gained experience managing small office operations, and that knowledge was useful for the administrative and logistical roles he has worked within the SIU while ashore.

During his active-duty years, Zavala already had a sincere appreciation of the U.S. Merchant Marine.

"I saw them as a vital civilian force that kept us moving," he said. "They were crucial to the Marine Corps' ability to do its job, but most Marines didn't know how merchant mariners lived or worked."

Zavala came to appreciate the professionalism, resilience, and structure of the maritime lifestyle after joining the SIU. "It's far more demanding and disciplined than I had imagined," he said.

For military members and veterans interested in making the transition to a civilian maritime career, he suggests that they enroll at the SIU-affiliated Paul Hall Center in Piney Point as soon as possible. "The earlier you make the transition, the easier it is to avoid accumulating financial and emotional responsibilities that can complicate civilian life," he said. "The training and structure at the Paul Hall Center provide a strong foundation for success in the industry."

Understanding the strong bond between the armed forces and the merchant marine, often called the fourth arm of defense, is something Zavala would also like to emphasize to those in service. "The U.S. Merchant Marine plays a critical role in supporting military operations, especially in logistics. However, I feel that many in the armed forces don't fully understand how we operate," he said. "Beyond trucks, railways, and planes, there's a perception that we somehow make things happen magically. In reality, it takes coordination, skill, and endurance to deliver what's needed under tough conditions."

SIU Mourns Passing of Myron Mintz



This portrait of Myron Mintz was provided by his family.

The SIU is mourning the recent death of a long-time colleague whose work proved helpful to Seafarers.

Myron "MJ" Mintz, 84, passed away Oct. 10, just a few weeks shy of his birthday.

SIU Secretary-Treasurer Tom Orzechowski noted, "For almost three decades, Myron Mintz served with distinction as co-counsel for the SIU Rivers Pension Trust. During his tenure as co-counsel to this Trust, Myron exemplified the founding principle of the Employee Retirement Income Security Act (ERISA): that unions and employers shall work together to secure the retirement benefits of their workers. Through his expertise, knowledge of the law and dedication, Myron made a significant contribution to the health of this trust and thereby to the retirement benefits of the trust's many Participants. Myron's sage advice, quick wit, and collegiality will be sorely missed."

SIU President David Heindel stated, "Myron played an instrumental role in the early days of the SIU/NMU merger, particularly in bringing the benefit plans together under our framework. His counsel was invaluable in achieving a successful merger of the plans. My condolences to his family."

SIU Vice President Bryan Powell said, "I had the pleasure of knowing Myron only a few short years, but knew him as a staunch supporter of the SIU and our interests as well as a friend. He will be greatly missed."

A Philadelphia native, Mintz earned a bachelor's degree from Temple University before enlisting in the U.S. Air Force. After his time in the military, he practiced as a certified public accountant while enrolled at Temple's School of Law. He graduated with high honors and served as executive editor of the school's law review.

After earning his law degree, Mintz started his career in Washington, D.C., as an attorney-advisor

to the Honorable Bruce M. Forrester at the United States Tax Court. He later entered private practice before returning to public service as associate general counsel for the Cost of Living Council in the executive office of the president under Donald H. Rumsfeld. When the council completed its work, Mintz joined Charles W. Colson, former special counsel to President Richard Nixon, in private practice. At Colson's request, he helped establish the Prison Fellowship Ministry and served as a founding member of its board of directors.

Following the election of President Ronald Reagan, Mintz was appointed to the ERISA Advisory Board to the U.S. Secretary of Labor. He later served on the board of the U.S. Pension Benefit Guaranty Corporation and was appointed its chairman by President George H.W. Bush. In addition, he held gubernatorial appointments under Virginia Governors George Allen and James Gilmore.

According to his online obituary, Mintz "was a longtime seasonal resident of Edgartown, Massachusetts, where he loved sailing, fishing, clamming, and simply 'being on the Island.' In the late 1980s, he and his close friend Stuart Lollis led the reorganization of the Chappaquiddick Beach Club, transitioning it from a private partnership to a member-owned organization. Mintz served both as a member and as a past president of the club. He was also affiliated with the Belle Haven Country Club, Old Dominion Boat Club, the Cosmos Club, the Metropolitan Club of Washington, D.C., The Eagles, the American Legion, the Martha's Vineyard Rod and Gun Club, and the Portuguese American Club."

Survivors include his wife, Judith; his children, Robert A. Mintz (Beth) and Christine L. Blomstrom (John); and his grandchildren, Tripp, Katherine, Cameron, and Lloyd. He is also survived by his brother, Mark (Barbara); niece, Rhoda Hill; and nephew, Todd Mintz (Sarah).

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

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

Union Member Rights

Bill of Rights - Union members have:

- Equal rights to participate in union activities
- Freedom of speech and assembly
- Voice in setting rates of dues, fees, and assessments
- Protection of the right to sue
- Safeguards against improper discipline

Copies of Collective Bargaining Agreements:

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

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

Officer Elections: Union members have the right to:

- Nominate candidates for office
- Run for office
- Cast a secret ballot
- Protest the conduct of an election

Officer Removal: Local union members have the right to an adequate procedure for the removal of an

elected officer guilty of serious misconduct.

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

Prohibition Against Certain Discipline: A union or any of its officials may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

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

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

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

Labor Organization Reports: Union officers must:

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

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

Officer Elections: Unions must:

- Conduct elections for officers of national unions or intermediary districts at least every four years by secret ballot.
- Conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year.
- Mail a notice of election to every member at least 15 days prior to the election.
- Comply with a candidate's request to distribute campaign material.
- Not use union funds or resources to promote any candidate (nor may employer funds or resources be used).
- Permit candidates to have election observers.
- Allow candidates to inspect the union's membership list once within 30 days prior to the election.

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

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

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

Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov

Summary Annual Report for Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2024 to December 31, 2024. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The value of plan assets, after subtracting liabilities of the plan, was \$477,316,361 as of December 31, 2024 compared to \$409,808,426 as of January 1, 2024. During the plan year the plan experienced an increase in its assets of \$67,507,935. This increase includes unrealized

appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$168,739,575. This income included employer contributions of \$136,581,075, employee contributions of \$363,900, realized gains of \$7,638,622 from the sale of assets, earnings from investments of \$24,155,978. Plan expenses were \$101,231,640. These expenses included \$17,071,091 in administrative expenses and \$84,160,549 in benefits paid to participants and beneficiaries.

Summary Annual Report for Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2024 to December 31, 2024. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$15,111,599. These expenses included \$1,518,374 in administrative expenses and \$13,593,225 in benefits paid to participants and beneficiaries. A total of 16,362 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$167,620,034 as of December 31, 2024 compared to \$154,589,229 as of January 1, 2024. During the plan year the plan experienced an increase in its net assets of \$13,030,805. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$28,142,404, including employer contributions of \$12,153,444, employee contributions of \$115,604, gains of \$2,046,171 from the sale of assets and earnings from investments of \$13,827,185.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2024 to December 31, 2024. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The value of plan assets, after subtracting liabilities of the plan, was \$37,988,953 as of December 31, 2024 compared to \$34,614,407 as of January 1, 2024. During the plan year the plan experienced an increase in its assets of \$3,374,546. This increase includes unrealized appreciation or depreciation in the value of

plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$86,903,339. This income included employer contributions of \$83,923,544, realized gains of \$1,033,625 from the sale of assets, earnings from investments of \$1,694,080 and other income of \$252,090. Plan expenses were \$83,528,793. These expenses included \$8,796,749 in administrative expenses and \$74,732,044 in benefits paid to participants and beneficiaries.

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

This is a summary of the annual report for the Seafarers International Union AGLIW 401(K) Plan, (Employer Identification No. 26-1527179, Plan No. 002) for the period January 1, 2024 to December 31, 2024. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$6,061,751. These expenses included \$162,815 in administrative expenses,

\$5,696,137 in benefits paid to participants and beneficiaries and \$202,799 in other expenses. A total of 2,469 persons were participants in or beneficiaries of the plan at the

end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$80,357,147 as of December 31, 2024 compared to \$67,191,180 as of January 1, 2024. During the plan year the plan experienced an increase in its net assets of \$13,165,967. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$19,227,718, including employee contributions of \$8,432,309, rollover contributions of \$838,087 and earnings from investments of \$9,957,322.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5 percent of the plan assets.
5. Insurance information including sales commissions paid by insurance carriers; and
6. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

Items one through six are included in the SMPPP report, while items one through four are included in the others.

To obtain a copy of the full annual report, or any part thereof, write or call the office of:

Margaret R. Bowen, Administrator
5201 Capital Gateway Drive
Camp Springs, MD 20746 (301) 899-0675

The charge to cover copying costs will be (respectively) \$10.50 for SHBP, \$16 for SVP, \$5.25 for 401(K) and \$8 for SMPPP. The cost for any individual page or portion of a page (from any report) is 25 cents.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan:

Plan Office
5201 Capital Gateway Drive
Camp Springs, MD 20746

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

Paperwork Reduction Act Statement

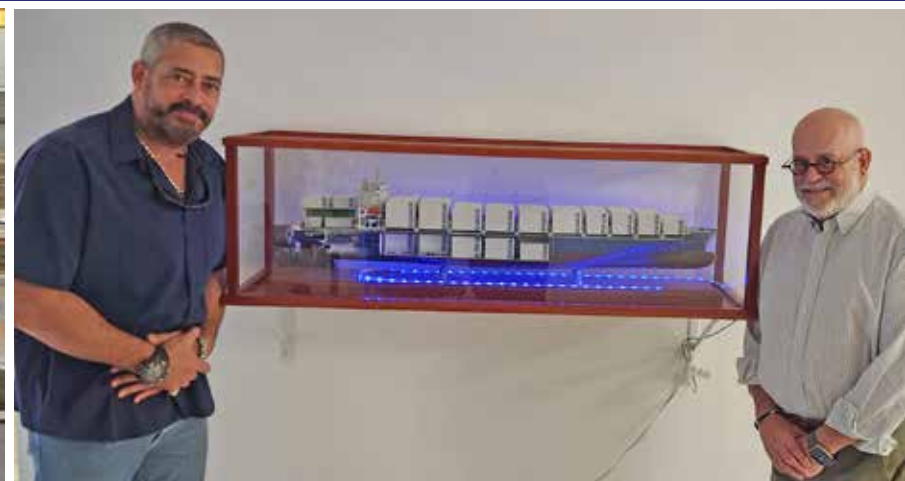
According to the Paperwork Reduction Act of 1995 (Pub. L. 104-13) (PRA), no persons are required to respond to a collection of information unless such collection displays a valid Office of Management and Budget (OMB) control number. The Department notes that a Federal agency cannot conduct or sponsor a collection of information unless it is approved by OMB under the PRA, and displays a currently valid OMB control number, and the public is not required to respond to the collection of information unless it displays a currently valid OMB control number. See 44 U.S.C. 3507. Also, notwithstanding any other provisions of law, no person shall be subject to penalty for failing to comply with a collection of information if the collection of information does not display a currently valid OMB control number. See 44 U.S.C. 3512.

The public reporting burden for this collection of information is estimated to average less than one minute per notice (approximately 3 hours and 11 minutes per plan). Interested parties are encouraged to send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the U.S. Department of Labor, Office of the Chief Information Officer, Attention: Departmental Clearance Officer, 200 Constitution Avenue, N.W., Room N-1301, Washington, DC 20210 or email DOL_PRA_PUBLIC@dol.gov and reference the OMB Control Number 1210-0040.

At Sea & Ashore with the SIU



BOOKS GALORE IN ALGONAC – Asst. Conveyorman Mohamed Mohamed (right in photo at right, with Recruiting Director Ryan Covert) and AB Saif Obad (left in photo at left, with Safety Director Jason Brown) receive their respective A-seniority books at the hiring hall, while GUDE Ahmed Al-Salahi (left in remaining photo, with Representative Rachel Tuttle) obtains his B book.



ABOARD MATSON ANCHORAGE – Pictured from left aboard the ship during lunchtime are SA Kevin Arroyo and Chief Cook Engracio Moratin. Photos were taken in Tacoma, Washington.

STANDING UP FOR GOOD JOBS – SIU Asst. VP Amancio Crespo (left) and TOTE VP Eduardo Pagan meet at the hiring hall in San Juan, Puerto Rico, to coordinate upcoming activities involving the union, the company, and the territory's labor federation. They're pictured next to a model of the company's ship *Isla Bella*.



GRASSROOTS ACTION – SIU Asst. VP Michael Russo (third from right) teams up with other pro-worker allies in Annapolis, Maryland, for block walking ahead of Election Day.



SUPPORTING AUSTRALIAN MARINERS – SIU President David Heindel (second from right) and SIU Political and Legislative Director Brian Schoeneman (right) meet with officials from the Maritime Union of Australia (MUA) and the Australian Maritime Officers Union (AMOU) in Washington, D.C. earlier this year. The out-of-town guests were conferring with Kevin Rudd (third from right), the Australian ambassador to the U.S. (and a former prime minister of Australia). Pictured from left are AMOU Executive Officer Jarrod Moran, MUA Asst. National Secretary Jamie Newlyn, MUA National Secretary Paddy Crumlin, Rudd, Heindel, and Schoeneman. The Australian unionists are trying to bolster their national maritime industry.



ABOARD AMERICAN ENDURANCE – Pictured from left aboard the Intrepid vessel in Portland, Oregon, are QEP Rodrigues Carson, OMU Jose Smith, and Oiler Rommel Crespo.



TEXAS SOLIDARITY – SIU VP Gulf Coast Dean Corgey (right) congratulates Leonard Aguilar on his recent election as president of the Texas AFL-CIO.

At Sea & Ashore with the SIU



ABOARD GOPHER STATE – As seen during the recent activation of the Pacific-Gulf Marine vessel. Next to the pallet are ABs Jamison Boyd and Jonathan Jones. The other two-person photo includes OS Raekwon Smith-Cabarras and AB Andrew Tingle. In the remaining photo are (clockwise, from left) SIU Port Agent Mario Torrey, Wiper Barry Howell (taking in stores), AB Shawn Boone, Bosun Bryan Howell, AB Fontaine Barber, and AB Julius Sykes.



ABOARD GREEN WAVE – SIU Wilmington Port Agent Gerret Jarman (left) meets with Seafarers aboard the Waterman vessel to discuss what was then a proposed new contract (since ratified) and conduct a vote. Pictured with Jarman are (from left) Bosun Diego Melchor Loreto, Steward/Baker Mohamed Nour, SA Tesfaye Melese, and Chief Cook Juan Boissett.



A JOB WELL DONE – Chef/Instructor John Dobson recently called it a career after 28 years of service at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. As noted on the plaque: “Your dedication and hard work have been an inspiration to us all.”



TAKING THE OATH IN FLORIDA – Pictured from left (facing the camera) during the October membership meeting in Jacksonville are SA Brya Sparks and ABs Darryl Brown, Jameel Robinson, and Lamar Doctor. Sparks received her B book, while the others all obtained their respective A-seniority books.



MILESTONE IN WINDY CITY – Deckhand John Immerfall receives his A-seniority book. He's pictured in front of the Great Lakes Towing tug *Indiana* in Chicago.



ABOARD NORTH STAR – QMED Johnny Matthews displays his favorite monthly publication aboard the TOTE ship in Tacoma, Washington.



WELCOME ASHORE IN TACOMA – Chief Steward Julio Crodua (left), who started sailing with the SIU in 1989, picks up his first pension check at the hiring hall. Congratulating him is Safety Director Dennison Forsman.



ABOARD LIBERTY PEACE – These snapshots are from a recent Saturday BBQ aboard the Liberty Maritime vessel. Many thanks to Steward/Baker Pauline Crespo for the photos.



At Sea & Ashore with the SIU



ABOARD MAERSK COLUMBUS – Pictured from left while the vessel is docked in Norfolk, Virginia, are AB Tyree Watkins, ABM Alfred Hogan, Recertified Bosun John O'Shaughnessy, and ABM Mohamed Mohsin.



ON THE RECRUITING TRAIL – In photo above, left, SIU Baltimore Port Agent John Hoskins (left) spreads the word at a "Union Trades Career Fair" Oct. 8 in Sparrows Point, Maryland. SIU Piney Point Patrolman Josh Gail is at right in the other photo, taken later that month at the Dr. James A. Forrest Career & Technology Center in southern Maryland.



WELCOME ABOARD – AB Astro Aguirre displays his newly obtained his B book at the Joliet, Illinois, hall.



ABOARD SUNSHINE STATE – Pictured from left aboard the Intrepid vessel in the Pacific Northwest are Steward/Baker Jose Norales and SA Mamon Alaffi.



THANKING AN INDUSTRY CHAMPION – SIU Asst. VP Ray Henderson (right) and longtime maritime industry stalwart Elaine L. Chao (former Secretary of Labor and Secretary of Transportation) are pictured Oct. 9 in New York City at a U.S. Coast Guard Foundation dinner. Henderson thanked Sec. Chao for her many years of supporting the U.S. Merchant Marine.



ABOARD TEXAS – Pictured from left aboard the Fairwater tanker during lunchtime are Recertified Steward Ronald Davis, Chief Cook Khaled Yahia, SA Hamid Shahbain, and Bosun Tomas Calderon Robinson. Photos were taken in Anacortes, Washington.



ABOARD USNS RED CLOUD – Pictured from left in the Seafaring Selfie on the Patriot ship are SIU Patrolman Anthony Jacobson, SA Ebrahim Al Saqladis, CSKS Anthony Simon, SA Leo Bierreza (foreground), Chief Cook Robert Greenwood, and Recertified Steward Dennison Dizon. The other union members (from, respectively, the MM&P, MFOU, and SUP) praised the galley gang for always going above and beyond. Photos were taken Oct. 27 in Corpus Christi, Texas.





Want to keep
up with all of
the most
important
SIU updates?

**SIGN UP FOR SIU
TEXT ALERTS!**

text 'join' to
(412) 899-8989

**December & January
Membership Meetings**

Piney Point	Monday: Dec. 8, Jan. 5
Algonac	Thursday: Dec. 18, Jan. 15
Baltimore	Thursday: Dec. 11, Jan. 8
Guam	Friday: Dec. 26 , Thursday: Jan. 22
Honolulu	Friday: Dec. 19, Jan. 16
Houston	Monday: Dec. 15, Jan. 12
Jacksonville	Thursday: Dec. 11, Jan. 8
Joliet	Thursday: Dec. 18, Jan. 15
Mobile	Wednesday: Dec. 17, Jan. 14
New Orleans	Tuesday: Dec. 16, Jan. 13
Jersey City	Tuesday: Dec. 9, Jan. 6
Norfolk	Friday: Dec. 12, Jan. 9
Oakland	Thursday: Dec. 18, Jan. 15
Philadelphia	Wednesday: Dec. 10, Jan. 7
Port Everglades	Thursday: Dec. 18, Jan. 15
San Juan	Thursday: Dec. 11, Jan. 8
St. Louis	Friday: Dec. 19, Jan. 16
Tacoma	Friday: Dec. 26, Jan. 23
Wilmington	Monday: Dec. 22, Tuesday: Jan. 20

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 October 14 - November 13, 2025.
"Registered on the Beach" data is as of November 14, 2025.

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	19	10	2	10	6	0	5	25	6	4
Anchorage	5	4	0	3	3	0	3	5	2	0
Baltimore	3	5	3	4	3	2	3	4	4	1
Fort Lauderdale	23	8	10	12	10	2	12	26	6	11
Guam	1	0	1	1	0	0	1	6	1	1
Harvey	9	1	10	6	3	3	4	12	2	11
Honolulu	4	1	1	2	1	0	2	10	2	2
Houston	43	21	13	22	9	4	15	60	27	25
Jacksonville	41	34	14	25	26	7	17	52	45	20
Jersey City	21	9	10	16	9	3	11	34	13	10
Joliet	1	6	0	2	2	0	0	2	8	0
Mobile	5	1	1	5	2	2	2	7	6	6
Norfolk	14	14	7	8	13	5	11	31	20	10
Oakland	8	0	3	6	0	2	5	9	0	4
Philadelphia	2	1	0	0	1	1	0	5	2	0
Piney Point	3	3	2	2	2	0	1	1	2	1
Puerto Rico	2	3	1	5	2	1	4	6	2	1
St. Louis	4	0	0	5	0	0	1	1	1	1
Tacoma	10	7	2	16	5	2	8	22	6	4
Wilmington	37	6	4	22	4	3	9	48	12	5
TOTAL	255	134	84	172	101	37	114	366	167	117
Engine Department										
Algonac	6	2	0	5	1	0	2	9	3	0
Anchorage	0	1	0	0	0	0	0	0	3	0
Baltimore	4	5	3	3	1	0	2	6	5	3
Fort Lauderdale	8	5	2	4	3	0	5	14	6	6
Guam	3	0	0	0	0	0	0	3	0	0
Harvey	1	2	0	2	2	0	0	1	2	0
Honolulu	5	4	1	4	1	2	4	8	4	1
Houston	8	6	8	5	6	4	8	12	10	7
Jacksonville	23	18	1	14	17	2	13	28	22	8
Jersey City	4	3	0	4	2	1	6	7	5	3
Joliet	1	0	0	0	0	0	0	3	1	0
Mobile	2	1	0	4	1	1	2	2	3	2
Norfolk	10	12	4	4	5	3	4	21	18	4
Oakland	5	4	1	1	1	0	0	7	5	2
Philadelphia	1	1	0	1	0	0	0	2	1	0
Piney Point	0	0	0	0	1	0	1	2	0	0
Puerto Rico	2	2	0	1	1	0	1	4	3	0
St. Louis	0	2	0	0	1	0	0	3	1	0
Tacoma	9	2	1	5	2	0	2	10	4	2
Wilmington	7	9	1	11	4	1	5	11	11	3
TOTAL	99	79	22	68	49	14	55	153	107	41
Steward Department										
Algonac	2	1	0	2	0	0	1	4	1	1
Anchorage	0	1	0	0	1	1	1	0	1	0
Baltimore	1	2	1	0	3	1	3	1	0	0
Fort Lauderdale	9	3	1	3	3	0	2	13	5	1
Guam	1	0	0	0	0	0	0	1	1	0
Harvey	3	3	0	1	3	0	1	5	3	0
Honolulu	2	2	0	1	0	1	0	5	3	0
Houston	11	9	2	10	7	0	4	17	13	2
Jacksonville	20	16	3	9	12	2	8	36	23	5
Jersey City	6	11	1	4	7	1	2	9	7	0
Joliet	0	0	0	0	1	0	0	2	0	0
Mobile	1	1	1	3	0	0	0	6	2	1
Norfolk	17	13	5	11	4	4	11	28	20	8
Oakland	8	2	1	5	2	0	3	15	6	2
Philadelphia	1	0	0	1	0	0	1	3	1	0
Piney Point	2	4	0	3	2	0	0	2	4	1
Puerto Rico	2	2	0	2	5	0	3	4	5	0
St. Louis	2	2	0	1	1	0	1	2	2	0
Tacoma	6	0	1	8	1	1	4	9	1	1
Wilmington	19	7	2	18	5	3	14	29	12	3
TOTAL	113	79	18	82	57	14	59	191	110	25
Entry Department										
Algonac	0	7	7	0	3	0	0	0	9	21
Anchorage	0	3	0	0	1	0	1	0	3	1
Baltimore	0	4	2	0	0	1	0	0	4	1
Fort Lauderdale	0	8	5	2	2	1	1	0	10	18
Guam	0	0	1	0	0	2	1	0	1	1
Harvey	0	2	1	0	2	1	0	2	5	3
Honolulu	0	1	5	0	0	5	0	0	1	5
Houston	1	16	3	1	13	0	1	7	34	19
Jacksonville	1	35	32	1	17	18	4	1	52	82
Jersey City	0	14	10	1	8	3	2	2	27	19
Joliet	0	0	3	0	0	1	0	0	0	4
Mobile	0	1	1	0	0	0	0	0	2	4
Norfolk	0	12	24	0	2	6	1	0	18	54
Oakland	0	8	7	0	6	6	1	0	10	25
Philadelphia	0	1	0	0	0	1	0	0	2	1
Piney Point	0	1	1	0	2	0	2	0	0	3
Puerto Rico	0	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	4	7	7	2	4	3	3	10	13	12
Wilmington	2	7	15	2	5	11	3	2	20	32
TOTAL	8	127	124	9	65	59	20	24	211	305
GRAND TOTAL	475	419	248	331	272	124	248	734	595	488

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.

DELAWARE EXPRESS (Marine Personnel & Provisioning), June 8 – Chairman **Linnell Coleman**, Secretary **Dylan Faile**, Educational Director **Ralph Garner**, Deck Delegate **Abdulkarim Muthala**, Engine Delegate **Sergio Ayala Diaz**, Steward Delegate **Karrington Plummer**. Chairman thanked crew for a safe, productive and peaceful trip and gave a special thanks to steward department. Patrolman to service ship Friday, June 13. Chairman advised crew about busy upcoming port stay in Long Beach, California. Stay to include ship COI, stores and repairs performed by contractors. New *Seafarers LOG* is available online. New linen and refrigerators ordered for crew rooms. Large upcoming stores order expected, per steward delegate. SA Anas Mihakel was commended for doing a wonderful job. Educational director urged members to upgrade their skills at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and to make sure their documents are up to date. No beefs or disputed OT reported. Crew discussed questions about new contract and asked for new refrigerators, new TVs and TV mounts for crew rooms. Members would like increases to Seafarers Money Purchase Pension Plan contributions. Crew suggested calculating pension

pay based on top five years out of last 10 sailed. Members expressed support for the Jones Act and for the SHIPS for America Act. The former is America's freight cabotage law; the latter, pending legislation aimed at revitalizing multiple components of the U.S. maritime industry.

OVERSEAS LONG BEACH (Overseas Ship Management), September 17 – Chairman **Rahsean Lillard**, Secretary **Antajuan Beasley**, Educational Director **Christopher Edwards**, Steward Delegate **J'lon Williams**. Educational director advised everyone to take advantage of the upgrading opportunities offered at the union-affiliated Piney Point school. Deck delegate reported rust on aft catwalk and made crew aware of location. Steward delegate encouraged crew to keep up the good work. Members would like 20 for 30 vacation and better Wi-Fi. Crew requested new pillows, sheets and towels.

ALASKAN LEGEND (Alaska Tanker Company, LLC), September 20 – Chairman **Donny Castillo**, Secretary **Just Self**, Educational Director **Corey Hann**, Deck Delegate **Manuel Espinoza**, Engine Delegate **Eric Garcia**, Steward Delegate **Roberto Martinez**. Members reviewed procedures for disposing of food and washing dishes. Chairman reminded crew to

wear clean clothes in mess hall and crew lounge and to keep tools out of pockets while in those areas. Members were advised to see department delegates with contract questions. Captain W. Rouch and Chief Steward Just Self assisted company with updating steward department handbook. Educational director encouraged crew to upgrade either at the Paul Hall Center or elsewhere that offers SIU-compatible courses and also reminded everyone to keep documents in order. No beefs or disputed OT reported. Members would like vacation days to increase to 20 for 30 and in-lieu-of day to return to every 30 days. Crew requested unlimited Wi-Fi, new mattresses, new recliners and new desk chairs in staterooms. Shower deck in need of repair. Kudos to the steward department for a job well done. Company recognized the *Alaskan Legend* for 18 years without a lost-time injury. Article can be found on Saltchuk website. Next port: Cherry Point, Washington.

USNS BOWDITCH (Ocean Ships, Inc.), October 3 – Chairman **Dean Trott**, Secretary **Paula Minton**, Educational Director **Jessica Valentin**, Engine Delegate **Sean Hernandez**. Larger refrigerators needed in all shared state rooms. Next meeting to be conducted before ship's VRA period, per chairman. Secretary en-

couraged members to attend union meetings for updates and training. Educational director talked about delayed MMCs due to government shutdown. No beefs or disputed OT reported. Crew discussed pay raise in bridge contract with Ocean Ships, Inc. and talked about the importance of the Jones Act for mariners. Members would like 10% raises, 17 for 30 vacation, additional pay for both room-sharing and HSL operations, and continuity pay for returning crew members. Crew requested Starlink Wi-Fi and common computer access for personal use and to keep in contact with family.

MISSOURI EXPRESS (Marine Personnel & Provisioning), October 15 – Chairman **Allan Coloyan**, Secretary **Moses Scott**, Educational Director **Cirico Geonanga**, Deck Delegate **Anthony Heck**, Engine Delegate **Tyler Allen**, Steward Delegate **Vanessa Warren**. Chairman discussed ship schedule and reminded members of online payment option for dues. Educational director urged crew to keep documents up to date and advised members to upgrade at the SIU-affiliated Piney Point school. No beefs or disputed OT reported. Dishwasher needs to be replaced. Visas/shore passes will be received upon arrival in foreign ports.

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

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

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 members and one pensioner at the union-affiliated school in Piney Point, Maryland. In the case of retiree James Hebert, the question was tweaked to past tense.

Question: What are some things you like about your career?



Brya Sparks
SA

I love the fact that I'm able to work around others. I'm able to do what I love, as far as cooking. Making sure everyone's full and that the food is decent.



James Hebert
Retired Tugboat Captain

I loved my job. I worked for a great company, too (Seabulk Towing). I enjoyed what I did: docking ships, doing offshore towing and things like that.



Lorraine Champagne
SA

I'm able to network with people, meet new people, travel. Trying new experiences. Life is all about taking a risk; that's what this job has shown me, and I love it.



Dennis McLean
AB

You can change it up as often as you want. If you get bored with one area, you just pick up a new contract (job). There are a lot of diverse and good jobs, and you're never in the same place.



Jock Litzinger
STOS

The two biggest things for me are getting to travel for my job, and then also the time off that it gives. There aren't many careers where you can work for four months and then take four months off. It allows me to do things that I really want to do, that I wouldn't be able to do otherwise.



William Watts
SA

Traveling. I enjoy going to different countries. I particularly enjoyed visiting Africa, because that's a place I always wanted to see.

Pic from the Past



Seafarer Michael Hankland puts the finishing touches on dessert aboard the Liberty ship *Lewis Emery Jr.* in 1954.

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

JORGE CORRALES BARRANTES

Brother Jorge Corrales Barrantes, 67, embarked on his career with the SIU in 2012 when he sailed on the *Texas Enterprise*. He shipped in the deck department and upgraded at the Paul Hall Center on several occasions. Brother Corrales Barrantes most recently shipped on the *Isla Bella* and lives in Trujillo Alto, Puerto Rico.



MARCOS DOMINGUEZ

Brother Marcos Dominguez, 71, began his career with the Seafarers International Union in 2016. An engine department member, he first sailed aboard the *Maersk Chicago*. Brother Dominguez last shipped on the *Challenge*. He is a New Orleans resident.

MAGDY ELKEIK

Brother Magdy Elkeik, 69, became a member of the union in 2007 and first worked aboard the *Pride of Hawaii*. He upgraded on multiple occasions at the Piney Point school and shipped in both the deck and engine departments. Brother Elkeik most recently sailed on the *Maersk Sentosa* and makes his home in Brooklyn, New York.



RAUL GOMEZ BERMUDEZ

Brother Raul Gomez Bermudez, 67, started sailing with the Seafarers in 2005. He was a deck department member and first shipped on the *Florida*. Brother Gomez Bermudez upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed on the *Liberty Peace* and lives in Houston.



NILES JACOBSEN

Brother Niles Jacobsen, 69, joined the SIU in 2001 and first sailed aboard the *Bonny*. Brother Jacobsen was a member of the engine department and upgraded his skills at the Piney Point school on multiple occasions. He last shipped on the *Yorktown Express* and resides in Ridgeville, South Carolina.



TERRENCE KANE

Brother Terrence Kane, 72, signed on with the SIU in 1992. He was a deck department member and upgraded on multiple occasions at the Paul Hall Center. Brother Kane's first vessel was the *Long Lines*; his last, the *Seakay Star*. He makes his home in Pembroke Pines, Florida.



ALI NASSER

Brother Ali Nasser, 80, embarked on his career with the Seafarers in 1991 when he sailed aboard the *Franklin J. Phillips*. He upgraded at the Piney Point school on multiple occasions and worked in the steward department. Brother Nasser's final vessel was the *Anders Maersk*. He calls New Britain, Connecticut, home.

ALLAN OYAO

Brother Allan Oyao, 70, joined the union in 1998 when he sailed on the *Overseas Boston*. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Oyao's final vessel was the *Overseas Texas City*. He resides in Anchorage, Alaska.



MARK PEARSON

Mark Pearson, 65, began sailing with the Seafarers in 1999. A steward department member, he first sailed aboard the *USNS Able*. Brother Pearson upgraded at the Piney Point school on several occasions. He concluded his career aboard the *USNS Pathfinder* and settled in Swannanoa, North Carolina.



MARK SCARDINO

Brother Mark Scardino, 67, started sailing with the union in 1980, initially working aboard the *Ultrasea*. He sailed in the steward department and upgraded his skills at the Paul Hall Center on several occasions. Brother Scardino last shipped on the *Horizon Pacific* and makes his home in Longview, Washington.



VASILY SEMES

Brother Vasily Semes, 70, joined the SIU in 2001 and first shipped on the *Chilbar*. He upgraded at the Piney Point school on multiple occasions and worked in the deck department. Brother Semes last shipped on the *ARC Honor*. He lives in Jacksonville, Florida.



ASRIL SYARBAINI

Brother Asril Syarbaini, 71, embarked on his career with the Seafarers in 1992. A steward department member, he first sailed aboard the *Global Sentinel*. Brother Syarbaini upgraded often at the Paul Hall Center. He most recently sailed aboard the *Maersk Columbus* and settled in Houston.



MOHAMED SYLLA

Brother Mohamed Sylla, 67, became a member of the SIU in 2000 when he sailed aboard the *Patriot*. He worked in the engine department and upgraded at the Piney Point school on several occasions. Brother Sylla's final vessel was the *Cape Island*. He makes his home in Tacoma, Washington.



JOSE TAGLE

Brother Jose Tagle, 74, joined the Seafarers International Union in 2001 and first sailed aboard the *Green Dale*. He was a deck department member and upgraded at the Paul Hall Center on multiple occasions. Brother Tagle concluded his career aboard the *Black Eagle*. He resides in Covina, California.



LIBERATO VIRAY

Brother Liberato Viray, 61, signed on with the Seafarers in 1993 and initially sailed aboard the *USNS Bellatrix*. He worked in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Viray most recently shipped on the *Legend* and is a resident of Corpus Christi, Texas.



FRANCISCO ZUNIGA ARZU

Brother Francisco Zuniga Arzu, 69, joined the union in 1997 and first worked aboard the *Independence*. He upgraded on multiple occasions at the Paul Hall Center and shipped in the steward department. Brother Zuniga Arzu most recently sailed on the *American Liberty* and settled in Homestead, Florida.



INLAND

KENTON HENRY

Brother Kenton Henry, 72, donned the SIU colors in 1992 when he shipped with Dixie Carriers. He was a deck department member and was last employed with OLS Transport. Brother Henry is a resident of Bartow, Florida.

BRENDA HUNTER

Sister Brenda Hunter, 67, began sailing with the union in 2001. She worked in the steward department and was employed by Delta Queen Steamboat for the duration of her career. Sister Hunter lives in Vinegar Bend, Alabama.

FRANCESCO ILLUZZI

Brother Francesco Illuzzi, 79, joined the SIU in 2001. A deck department member, he upgraded his skills at the Piney Point school on multiple occasions. Brother Illuzzi worked with Port Imperial Ferry for his entire career. He makes his home in Hasbrouck Heights, New Jersey.

DARRELL KIDD

Brother Darrell Kidd, 65, embarked on his career with the Seafarers in 1979. Brother Kidd sailed in the deck department. He was first and last employed with McAllister Towing of Virginia. Brother Kidd calls Chesapeake, Virginia, home.

RICHARD STROHECKER

Brother Richard Strohecker, 74, became a member of the SIU in 1973. A deck department member, he was employed with Allied Transportation for the majority of his career. Brother Strohecker settled in Chesapeake, Virginia.

BRITT VICKERY

Brother Britt Vickery, 67, signed on with the union in 1978. He sailed in the deck department and worked with Crowley Towing and Transportation for the duration of his career. Brother Vickery makes his home in Lake City, Florida.

DWAIN WYNN

Brother Dwain Wynn, 65, donned the SIU colors in 1979 when he shipped on the *Massachusetts*. He was a deck department member and upgraded his skills at the Paul Hall Center on multiple occasions. Brother Wynn last worked aboard the *Sugar Island*. He resides in Lawrenceville, Georgia.

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

MAURICIO ARRIOLA

Pensioner Mauricio Arriola, 69, died August 25. He began his career with the Seafarers in 1997, initially sailing aboard the *Independence*. Brother Arriola worked in the steward department. He last sailed on the *Ocean Globe* before going on pension in 2020. Brother Arriola was a resident of Staten Island, New York.



ERNESTO EVANGELISTA

Brother Ernesto Evangelista, 62, passed away September 1. Signing on with the SIU in 2018, he first shipped on the *California*. Brother Evangelista worked in the deck department. He most recently sailed aboard the *Washington*. Brother Evangelista was a Las Vegas resident.



DALE GRAHAM

Brother Dale Graham, 66, died July 26. He embarked on his career with the Seafarers in 2004, initially sailing aboard the *Pride of Aloha*. Brother Graham sailed in the engine department, most recently aboard the *Alliance St. Louis*. He lived in Honolulu.

CHARLES DAVID JAMES

Pensioner Charles David James, 65, passed away September 25. He joined the Seafarers International Union in 1997 and first sailed aboard the *Cleveland*. Brother James worked in the deck department. He last sailed on the *USNS Antares* before becoming a pensioner in 2024. Brother James resided in Dundalk, Maryland.



RICHARD KUCHARSKI

Pensioner Richard Kucharski, 83, died September 10. He donned the SIU colors in 1985. A steward department member, Brother Kucharski first shipped on the *USNS Contender*. He concluded his career aboard the *USNS Impeccable* and became a pensioner in 2010. Brother Kucharski lived in Kingston, Washington.



RODOLFO LOPEZ

Pensioner Rodolfo Lopez, 96, passed away September 30. He became a member of the SIU in 1972. Brother Lopez initially sailed aboard the *Steel Design*. He worked in the deck department and last shipped aboard the *Missouri*. Brother Lopez retired in 1993 and settled in Kenner, Louisiana.



RANDELL PORTER

Pensioner Randell Porter, 52, died May 9. He joined the union in 1992, initially sailing aboard the *USNS Capella*. Brother Porter sailed primarily in the deck department and concluded his career aboard the *Sunshine State*. He went on pension in 2024 and made his home in Jacksonville, Florida.



ERASMO RUIZ

Pensioner Erasmo Ruiz, 75, passed away October 8. He signed on with the union in 2002, initially working aboard the *Rover*. Brother Ruiz sailed primarily in the steward department. He last shipped aboard the *Liberty Promise* and retired in 2015. Brother Ruiz resided in Waterbury, Connecticut.



JACOB TEIKO

Brother Jacob Teiko, 64, died September 1. He joined the SIU in 2000 and first sailed aboard the *Independence*. Brother Teiko worked in the deck department and most recently shipped on the *Overseas Anacortes*. He resided in Ontario, California.



INLAND

DAVID BENSON

Pensioner David Benson, 67, passed away September 23. He signed on with the SIU in 1991. Sailing as a deck department member, Brother Benson worked with Crescent Towing and Salvage for the duration of his career. He became a pensioner in 2020 and lived in Metairie, Louisiana.

CLYDE BRADSHAW

Pensioner Clyde Bradshaw, 80, died September 2. He embarked on his career with the union in 1985. A deck department member, Brother Bradshaw was employed with Association of Maryland Pilots for his entire career. He began collecting his pension in 2007 and called Ewell, Maryland, home.



KENNETH KIRWIN

Pensioner Kenneth Kirwin, 86, passed away September 23. He joined the SIU in 1957 when he sailed aboard the *Fort Hoskins*. Brother Kirwin shipped in the deck department and was last employed with McAllister Towing of Philadelphia. He became a pensioner in 2004 and made his home in Hampstead, North Carolina.



CHARLES LOVERN

Pensioner Charles Lovern, 95, died September 7. He joined the union in 1969. A deck department member, Brother Lovern sailed with Interstate Oil for the duration of his career. He went on pension in 1992 and resided in Etowah, North Carolina.



RAYMOND SNOW

Pensioner Raymond Snow, 78, passed away September 14. He embarked on his career with the Seafarers in 1987. Brother Snow was a deck department member and first sailed aboard the *St. Louis*. He last worked with Crowley Towing and Transportation and retired in 2009. Brother Snow lived in Sevierville, Tennessee.



NMU

VIRGIL CRAIGE

Pensioner Virgil Craige, 80, died September 2. Brother Craige worked in both the deck and engine departments. He last sailed aboard the *Keystone State* before going on pension in 2007. Brother Craige was a resident of Castro Valley, California.

ARTHUR EDWARDS

Pensioner Arthur Edwards, 92, passed away August 10. Brother Edwards was an engine department member. He last sailed with Texaco Marine Services before going on pension in 1995. Brother Edwards was a resident of Beaumont, Texas.

WILLIE JACQUET

Pensioner Willie Jacquet, 96, died September 1. He began sailing in 1951, initially aboard the *Trimbles Ford*. Brother Jacquet worked in the engine department. He last shipped on the *Oklahoma* before retiring in 1971. Brother Jacquet lived in Port Arthur, Texas.



KENNETH MELANSON

Pensioner Kenneth Melanson, 84, passed away June 28. Brother Melanson worked in the engine department and last shipped on the *BT Alaska*. He became a pensioner in 1998 and settled in Big Pine, California.

FRANK PONQUETTE

Pensioner Frank Ponquette, 97, died September 13. Brother Ponquette sailed in the deck department. He concluded his career aboard the *Stella Lykes* and began collecting his pension in 1986. Brother Ponquette lived in Mobile, Alabama.

MAURICIO SILVA

Pensioner Mauricio Silva, 96, passed away August 13. Brother Silva was a member of the steward department. He last sailed aboard the *Argonaut* and retired in 1998. Brother Silva made his home in San Juan, Puerto Rico.

ROY WILLIAMS


Pensioner Roy Williams, 89, died July 19. He started sailing in 1964, initially aboard the *Constitution*. Brother Williams worked in the steward department. He concluded his career aboard the *Chilbar* before becoming a pensioner in 1991. Brother Williams was a New York resident.

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	Jan. 26 Feb. 23 April 6 June 8	Feb. 13 March 13 April 24 June 26
RFPNW	Dec. 29 Feb. 16 March 9 May 4	Jan. 16 March 6 March 27 May 22
Water Survival	Dec. 29 Jan. 19 Feb. 16 March 16	Jan. 9 Jan. 30 Feb. 27 March 27
ENGINE DEPARTMENT UPGRADING COURSES		
RFPEW	Dec. 29 Jan. 19 Feb. 16 April 6	Jan. 9 Feb. 13 March 13 May 1
Boiler Technician (FOWT)	Jan. 12 March 16 May 4	Feb. 6 April 10 May 29
Junior Engineer	Jan. 5 March 9 May 18	Feb. 27 May 1 July 10
Marine Electrician	April 6	May 8
Marine Refrigeration Tech.	Feb. 23 June 22	April 3 July 31
Machinist	Feb. 23	March 13
Pumpman	March 16	March 20
Welding	Jan. 12 Feb. 9 March 16 April 13 June 1	Jan. 30 Feb. 27 April 3 May 1 June 19

STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	Feb. 2 April 13	April 10 June 19
Galley Operations	Jan. 19 Feb. 16 March 9 April 4 May 4	Feb. 13 March 13 April 3 May 1 May 29
Chief Steward	March 2 May 25	March 27 June 19
Adv. Galley Operations	Jan. 5 Feb. 2 March 30 April 27	Jan. 30 Feb. 27 April 24 May 22
OPEN/SAFETY UPGRADING COURSES		
Basic Training Revalidation	Jan. 26 Jan. 30 Feb. 9 Feb. 13 March 16 March 20 May 4 May 8 June 15	Jan. 26 Jan. 30 Feb. 9 Feb. 13 March 16 March 20 May 4 May 8 June 15
Government Vessels	Jan. 5 Feb. 23 April 20 May 18	Jan. 9 Feb. 27 April 24 May 22
Basic Training/Adv. FF Reval.	March 23	March 24
Tanker Ship Fam. - DL	Feb. 16 March 23	Feb. 20 March 27
Tanker Ship Fam. - LG	Feb. 23 March 30	Feb. 27 April 3



UPGRADING APPLICATION

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

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

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

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
LAST VESSEL: _____	Rating: _____	
Date On: _____	Date Off: _____	
Signature: _____	Date: _____	

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

The Seafarers Harry 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 #926 – Recently graduated: 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.



WATER SURVIVAL – Graduated recently (not all are pictured): Brandon Bradley, Neil Donegan, Torrin Frazier, Marlon Gayle, Jamarius Harley, Ryan Heimberger, Charles Jones Jr., Michael Seymore, Jamzie Shepard III and Justin Shepler.



ADV. GALLEY OPS – Graduated October 10 (not all are pictured): Gregory Brown, Steven Laubach, De'vine Lents, Jeremy Poertner and Stevon Taylor.



RFPEW – Graduated September 26: Jayvon Clayborn, Dickson Ellington Jr., Patrick Hamilton, Keywan Law, Kainoa MacKenzie, Mitchell Mangold, Jhon-Paul Manzanares, Preston Mizer and Michael Sterling.



TANK SHIP FAMILIARIZATION (LG) – Graduated October 10: Alberto Alvarez-Gonzalez, Jermaine Hayes (above), Andrew Navarro and Najhma Wong.



JUNIOR ENGINEER (PLANT MAINTENANCE I)– Graduated October 10: Reny Arzu, David Chatoff, Jose Gari, Raheem Harris-Stewart, Rodney Holmes, Rony Lacayo, Jylnn LeCounte, Mario Martin, Joseph McClam Jr., Darriona Noisette, Charles Paige and Corey Porter.

Paul Hall Center Class Photos



FOWT (UA) – Above (not all are pictured): Rickie Abrams Jr., Robert Bergstedt Jr., Tito Butler Jr., Edward Carbaugh, Dedrick Carpenter Jr., Elijah Chambliss, Terrance Clark Jr., Paul Coen, Marc Dadich, Elon Dancy-Mosley, Elliot Dietrich, Aaron Green, Quincy Howard, Matthew Lehen, Joshua Mair, Quinton Palmer, Denise Parker, Gabriel Rodriguez III, William Simpson, Kenneth Watts Barry, Conor Westbrook, Braden White and Benjamin Wilkinson.



FOWT (UPGRADERS) – Above (not all are pictured): Wilbur Edwards Jr., Ja'veon Harvey, Senetta Houston, Denzel Lalin, Bernard Latson Jr., Antoinette Rivera, Jacolby Robinson, Dion Sanchez Cubas and Tony Washington III.



GALLEY OPS – Graduated October 17: Dora Carranza, Trent Harris, Jan Mayoll, Tonesha Odoms and Dahiangelly Rivas.



GOVERNMENT VESSELS – Graduated October 3 (not all are pictured): Talib Aekins Jr., Henry Bermudez, Gery Byrd, Christopher Dickens, Peggy Gregory, Jermaine Hayes, Temeka Johnson, Tony Pragosa, Benjamin Thuringer, Brittany Williams, Carlos Williams and Michele Woodley.



GALLEY OPS – Graduated October 17 (not all are pictured): Samuel Abrams, Erik Dankwardt, Scott Furtney, Corneshia Harris, Johnasha Manning and Tiana White.



RFPNW – Graduated October 10: Jordan Alejo, Diamond Chism Sr., Victor Dixon, Lincoln Jensen, John Karafanda, Kevin Martinez, Joelle Quenga, Gianfranco Rodriguez Torres, Jesse Sanchez, Wynton Smith and Michaela Townsend.



WATER SURVIVAL – Graduated October 10: Tyren Baker, Ed Lopez, Bryan Madrid, Abdul-Majed Muther, Ariana Ross, Jasean Tomlin and Christopher Weaver.



DECK OPERATIONS – Graduated October 17: Jordan Alejo, Diamond Chism Sr., Victor Dixon, Lincoln Jensen, John Karafanda, Kevin Martinez, Joelle Quenga, Gianfranco Rodriguez Torres, Jesse Sanchez, Wynton Smith and Michaela Townsend.

SEAFARERS LOG

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

New Dredge Formally Gets a Name

SIU-Crewed *Amelia Island* Boosts Jones Act Fleet



Guests arrive for the naming ceremony.

SIU members and officials recently helped celebrate the formal naming of a Jones Act-compliant barge that signals new jobs for the union.

The Great Lakes Dredge & Dock (GLDD) hopper dredge *Amelia Island* had been operating for a couple of months but wasn't formally christened until Oct. 23. A ceremony took place in Galveston, Texas.

Speakers included SIU Assistant Vice President Joe Zavala, U.S. Rep. Randy Weber (R-Texas), GLDD CEO Lasse Petterson, Port of Galveston Director/CEO Rodger Rees, Texas A&M Vice President Col. Mike Fossum. GLDD Senior Vice President Chris Gunsten served as master of ceremonies for the outdoor gathering, which was followed by a vessel tour.

The SIU had a strong contingent on hand. In addition to Zavala, Port Agent J.B. Niday and more than 20 rank-and-file members were there.

As reported in last month's *LOG*, the *Amelia Island* is a sister ship to the *Galveston Island*. It was built at Conrad Shipyard in Morgan City, Louisiana. 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.

According to GLDD, "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."

During the naming ceremony, Zavala stated, "First, congratulations to Great Lakes Dredge & Dock on this outstanding addition to your fleet. The SIU applauds and shares your commitment to the U.S. Merchant Marine, as symbolized by this state-of-the-art vessel. I also want to congratulate our SIU crew members, who have gotten the *Amelia Island* off to a strong start. Keep up the great work."



SIU members, GLDD office personnel and others assemble at the event site.

He continued, "My union is proud to provide the mariners who are working aboard the *Amelia Island*. We are dedicated to producing the world's best-trained seafarers, and that isn't hyperbole. A major key to our success is our affiliated school in southern Maryland, the Paul Hall Center for Maritime Training and Education. Many of the *Amelia Island* crew members have completed courses there."

After pointing out that the school offers more than 70 U.S. Coast Guard-approved classes, most of which feature hands-on training, Zavala said, "I believe the school and the *Amelia Island* have something very important in common. Namely, they are shining examples of effective cooperation between labor and management. The Paul Hall Center is jointly administered by American-flag vessel operators and the union. That's because we need each other to succeed, and we know that a rising tide does indeed lift all boats."

"Our great working relationship with Great Lakes Dredge & Dock also illustrates that sentiment," he

added. "We may sit on opposite sides of the bargaining table, but our shared goals are underscored by our solid contracts, respectful dialogue, and consistent efforts to grow and improve together. We look forward to continuing our cooperative work for many years to come."

Zavala concluded his remarks by touching on America's freight cabotage law.

"I would be remiss in not mentioning the importance of the Jones Act as it pertains to this ceremony," he said. "Without the Jones Act, there would be no U.S. Merchant Marine. This law has protected America's national, economic and homeland security for more than a century. It is the ultimate 'America first' maritime law, and it is sound policy. To further reinforce that point, some of you may be aware of a new international study released earlier this month that found there are 105 nations across the globe with some form of maritime cabotage law, like our Jones Act. I think that says it all."



Celebrating the occasion are (from left) SIU Asst. VP Joe Zavala, U.S. Rep. Randy Weber (R-Texas), GLDD Senior VP David Johanson, SIU Port Agent J.B. Niday, and Texas A&M VP Col. Mike Fossum.



SIU Asst. VP Joe Zavala (at podium) addresses the gathering.



Pictured from left near the new vessel are SIU Port Agent J.B. Niday, AB Cody Quinn, AB Brandon Williams, Third Asst. Engineer Troy Deal, Dragtender Brandon Bortolan, Dragtender Nikunj Christian, AB Jonmark Newman, SIU Asst. VP Joe Zavala, and AB Clyde Sundberg.