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Union Exposes Waiver's Shameful Impact

**SIU Members Stand Up for Jones Act,
U.S. Merchant Marine**



Dozens of Seafarers gathered at a Louisiana refinery to protest both the ongoing Jones Act waiver and, in particular, the incomprehensible sight of a Chinese ship sailing in the U.S. domestic trade. Fellow unionists including state and local labor leaders joined the SIU for the peaceful demonstration July 9. SIU VP Gulf Coast Chris Westbrook (below, left) recorded a well-received video with the asphalt carrier *Jin Zhou Wan* in the background. *Pages 2, 3, 20.*



Seafarers Deliver



David Heindel

As the SIU continues doing our part to stand up for the Jones Act, I extend a heartfelt thank you to all of our members and our officials who have taken time to participate in the SIU's effort to end the waiver. In particular, we were overwhelmed with submissions of videos and testimonials after putting out the call in late June. While there was no practical way to use every single one of them, the messages are all excellent, and I'm grateful for your response.

Brothers and Sisters, please know that your efforts are making a difference. We are coordinating with our allies throughout the industry, and you'd better believe they notice your enthusiasm and your participation.

Again, thank you, keep up the great work, and we'll certainly keep you posted on the campaign.

China First?!

Statistics can be misleading at times, but this one leaves no room for interpretation: The waiver has sharply increased traffic at American ports by vessels controlled by Chinese interests. At least 18% of vessels using the waiver can be tied to China, the most of any foreign nation.

Maybe I'm being slow, but if anyone can explain how giving away our jobs to China is consistent with putting America first, I'm all ears. I think it's plainly obvious that the waiver has hurt American workers by bringing low-paid, untrained foreign labor here – threatening to do to our maritime industry what NAFTA did to industrial manufacturing.

This is playing out as expected by the SIU and our allies. The waiver isn't benefiting the American consumer, but it is helping foreign-flag operators. As one analyst put it, the growing number of repeat users suggests that market participants have identified profitable trading patterns under waiver conditions.

Adding insult to injury, the CEO of an SIU-contracted company (Samuel Norton of Overseas Shipholding Group) recently confirmed that we've been snubbed for foreigners sailing under the waiver. In a letter to the Washington Post, Norton noted, "Available domestic capacity has not been the constraint." He added that Jones Act operators kept ships and crews ready "at high personal cost, only to be passed over" for foreign tonnage.

This is self-inflicted madness on the part of our government. It's time to end the waiver and actually take meaningful steps to restoring America's maritime dominance, which is one of the prominently stated goals of the administration.

Visiting the Halls

Last but certainly not least, as many of you know, I spoke at the June membership meetings in Piney Point, Jacksonville, Norfolk, Houston, Wilmington, and Tacoma in order to bring some closure to an internal matter that we have thoroughly addressed. The same report that I gave in person was also read at the other meetings.

While I would have preferred visiting the halls under different circumstances, it was good to meet with our members, lay out all the facts, and answer their questions. I also have to say that I'm deeply appreciative of the numerous supportive comments I received at the halls and online. They mean a lot.

I remain focused on the day-to-day operations that are vital to your job security and the bright future of the SIU as we sail forward together.

SIU Welcomes New Jobs

Seafarers are sailing aboard the newly delivered *Acadia*, a union-built subsea rock installation vessel (SRIV) that is part of the Great Lakes Dredge & Dock (GLDD) fleet.

Constructed at Hanwha Philly Shipyard (HPSI), the *Acadia* "is the first SRIV of its kind to enter the market, marking a significant milestone for both organizations and the U.S. shipbuilding industry," Hanwha said in a news release.

The ship was delivered June 25.

Second Mate **Jason May** stated, "Watching this vessel come together in its final months has been an incredible experience to be part of. Having the latest technology to do our job – from the DP System, integrated bridge controls, fall pipe controls, integrated engine and safety system – just makes this ship next-level. This is a great opportunity for SIU mariners to be part of something new and exciting. We are ready to make it our own and get to work."

"It's a very nice vessel," said Chief Steward **Dorothy Samuel-Harris**.

According to the shipyard, "*Acadia* is a highly capable and specialized vessel designed to support offshore infrastructure projects, including subsea rock installation critical to the stability and protection of pipelines, cables, and other assets. The vessel represents a major addition to the U.S.-flag fleet supporting offshore energy and infrastructure development. The project required extensive coordination across HPSI's workforce, suppliers, engineering teams, and project

partners, as well as a high degree of technical expertise throughout the construction process.

"This delivery of *Acadia* represents far more than the completion of a vessel. It reflects the strength of American shipbuilding, the dedication of our workforce, and the growing capability of Hanwha Philly Shipyard to deliver highly specialized vessels that support critical infrastructure," said David Kim, CEO of HPSI. "On behalf of all shipbuilders in Philly, we wish the crew of the *Acadia* fair winds and following seas on every adventure that follows."

Building on this milestone, the shipyard continues to advance the remaining ships under construction, including two National Security Multi-Mission Vessels (NSMV) for the Maritime Administration (MARAD) and three containerships for Seafarers-contracted Matson Navigation.

In its delivery announcement, the shipyard added, "Today's delivery, along with the successful execution of the remaining projects in HPSI's backlog, underscores the vital role of U.S. shipbuilding in strengthening critical infrastructure, enabling commerce and transportation, and supporting national security priorities. As demand for U.S.-built vessels

continues to accelerate, HPSI remains focused on executing complex shipbuilding programs safely, efficiently, and at the highest standards of quality for its customers and partners."

According to GLDD, "The *Acadia* is engineered to transport and precisely install up to 20,000 metric tons of rock on the seabed. This rock provides critical scour protection for subsea infrastructure including subsea cables for power transmission, telecommunications cables, oil and gas pipelines and subsea structures and offshore wind turbine foundations, preventing erosion caused by waves and currents and mechanical impacts from equipment and vessels."

The company further noted, "With steel sourced from Ohio, and labor from New Jersey, Pennsylvania, Texas, and Louisiana, construction of the *Acadia* created more than one million man-hours of high-paying jobs at the shipyard and ... will employ U.S. mariners for many years to come."

GLDD President and CEO Lasse Petterson said, "The *Acadia* is the centerpiece of our offshore energy growth strategy and will begin operations immediately upon leaving the shipyard."



Built by union members at Hanwha Philly Shipyard, the *Acadia* is a new addition to the SIU-crewed fleet.



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

SIU: End the Waiver!

Seafarers and SIU officials recently turned to social media to amplify the crucial message that the administration's waiver of the Jones Act isn't helping America.

From late June to mid-July, Seafarers answered the union's call to share their thoughts about the destructive waiver and why the Jones Act remains vital to U.S. national, economic and homeland security. Rank-and-file SIU videos and testimonials garnered widespread online support, with some individual posts racking up hundreds of "likes" and tens of thousands of views.

But an old-fashioned, in-person protest may have provided the starkest illustration of the waiver's damage. Union members and officials gathered July 9 at the Marathon Garyville Refinery in Louisiana to peacefully protest the arrival of the Chinese vessel *Jin Zhou Wan*, an asphalt carrier owned by a Chinese military company believed to be carrying domestic cargo from the Port of Baltimore. This is a direct result of the Trump Administration's Jones Act waiver, which Seafarers compared to "NAFTA on the water."

As noted in the union's online, same-day coverage, "The once-unthinkable sight of a Chinese ship sailing in the U.S. domestic maritime trade has become reality – and SIU members are making sure people know about this dangerous, job-killing development."

The *Jin Zhou Wan* has made at least three domestic voyages under the waiver. Collectively, as of July 10 there had been more than 160 such sailings by foreign-owned, foreign-built, foreign-crewed ships carrying cargo between U.S. ports. As one observer put it, "American vessels and workers were available to move the cargo, but the administration's blanket waiver is now allowing for foreign vessels and crews to take American jobs."

SIU Vice President Gulf Coast Chris Westbrook, who led the protest, stated, "Louisiana's mariners should not have to stand by on the dock while a Chinese state-owned shipping company takes over work that belongs on American vessels. The Jones Act creates family-supporting jobs, strengthens our nation's maritime readiness, and helps ensure America has the merchant marine it needs when our country calls. It's time to end this waiver and restore these jobs to American workers."

The Jones Act waiver ostensibly was implemented as a temporary emergency measure intended to ease fuel prices during the Iran war. Subsequent reporting found it neither increased domestic fuel supplies nor produced a measurable reduction in gasoline prices.

Both the initial 60-day waiver and subsequent 90-day extension are unprecedentedly long and have baffled rank-and-file mariners, business executives, and legislators. That's because the Jones Act historically enjoys strong bipartisan support – it has



At sea and ashore, SIU members stepped up with firsthand experiences backing the Jones Act. Among the participants in the union's online efforts were (above, left) Recertified Bosun Dana Naze and (remaining photo) QE4 Reny Arzu.

defended U.S. national, economic and homeland security for more than a century.

Moreover, a compelling case could be made that the Jones Act is the ultimate "America First" law. It requires that cargo moving between domestic ports is carried aboard vessels that are crewed, owned, flagged and built American.

The U.S. is far from alone in maintaining a domestic cabotage law. More than 100 nations across the globe have cabotage laws on the books similar to the Jones Act.

In the U.S., the Jones Act helps sustain around 650,000 jobs (including more than 70,000 in Louisiana) while pumping billions of dollars into the economy every year.

Specifically for Louisiana, it generates more than \$18 billion in annual economic output.

Louisiana's congressional leadership, including Speaker Mike Johnson, Majority Leader Steve Scalise, Congressman Clay Higgins and Congresswoman Julia Letlow, who is running for the U.S. Senate, recently joined dozens of other House Republicans in calling on President Trump to end the ongoing Jones Act waiver.

Their joint letter concluded, "The Jones Act ensures that domestic waterborne commerce is conducted by U.S. vessels and mariners rather than by heavily subsidized foreign competitors. Over time, it has helped sustain a safe and reliable commercial fleet, supporting hundreds of thousands of well-paying American maritime jobs. In short, the Jones Act waiver has become a loophole exploited



by adversarial countries to erode America's maritime dominance. We write to respectfully request that the current Jones Act waiver be allowed to expire as scheduled on August 16, 2026, and encourage you to utilize alternative policy tools to address fuel and fertilizer costs while preserving the strength of the American maritime industry. We stand ready to support your continued efforts to strengthen American economic and maritime dominance."

In a letter to the *Washington Post*, Jennifer Carpenter, president of the coalition American Maritime Partnership (the SIU is an affiliate) wrote in part, "About 18 percent of waiver voyages were performed by vessels linked to Chinese entities, while U.S.-built, owned and crewed vessels remained available. Broker reporting showed that qualified Jones Act vessels and American mariners have sat idle throughout the waiver, not being used to transport needed fuel across the country. If Congress wants to address refinery closures, fuel markets or regional supply challenges that have hurt America's energy dominance, it should do so directly. But the Jones Act waiver has shown that the maritime industry is not a driver of gas prices. All it has demonstrated is that without the Jones Act, vessels built in China, crewed by underpaid mariners, flying flags of small countries to dodge taxes and regulations, can and will undermine investment and growth in an all-American industry."

Moreover, new independent analysis found that the vast majority of waiver voyages have taken place on routes already well-served by American-flag Jones Act vessels. This debunks the main pro-waiver assertion that foreign ships filled a capacity gap.

See back page for additional coverage.



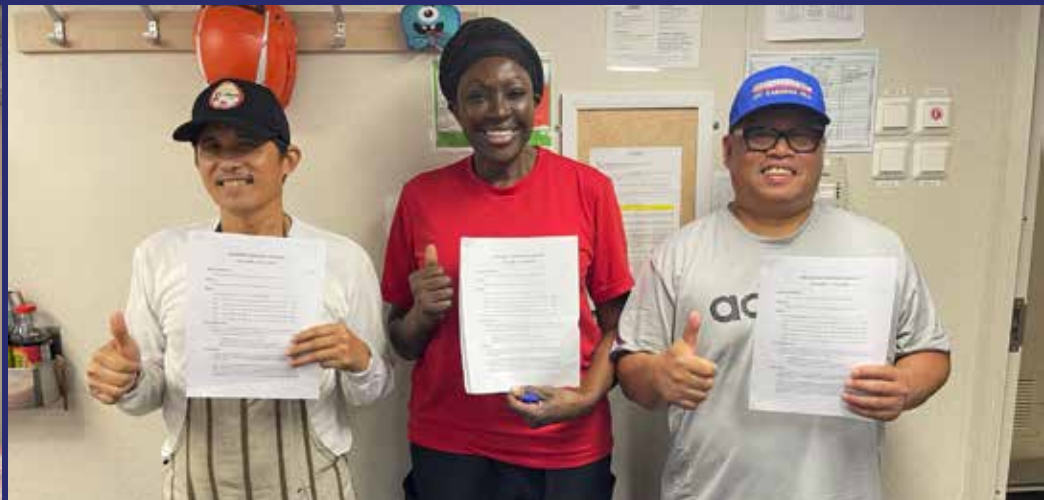
Above, Team SIU musters at the New Orleans hall prior to protesting the presence of a Chinese ship in the Jones Act trade. The vessel is visible behind the fence in the other photo.



Members Ratify New Five-Year Pact with Matson



During the contract ratification onboard the *Manukai*. From left to right: ACU Abdulwali Mugalli, CC Nadzeya Kuptsova and SREC Fakhruddin Malahi



A big thumbs up for the proposed SIU/Matson contract aboard the *M/V Kaimana Hila*. Pictured are (from left to right) CC Allan Acasio, ACU Michele Woodley and SB Bernardo Celi.

SIU members have approved a new five-year collective bargaining agreement with Matson. The vote was nearly unanimous in favor of the pact, which features significant wage increases while maintaining benefits at the existing levels. Additionally, there will be new premium pay for steward department members performing certain extra duties, plus an increase to transportation reimbursements for traveling to Oakland and Tacoma.

The SIU's negotiating committee included Vice President Joe Vincenzo, Wilmington Port Agent Gerret Jarman, and Recertified Steward **Kenneth Greenidge**. The new contract is effective from July 1, 2026 through June 30, 2031.

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New Centerline Contract Unanimously Approved

After a long period of negotiations, SIU members working with Centerline Logistics Atlantic have unanimously ratified a new five-year contract.

SIU Assistant Vice President Ray Henderson and Shop Steward/Licensed Engineer **Liam Flanagan** represented the union in the negotiations. The process began back in October 2025; ratification took place in May of this year.

Centerline Logistics Atlantic, formerly known as Harley Marine NY, Inc, changed its name after the company was sold and underwent a transformation in leadership. Initially, the business was under threat of closure, but the previous contract came up for review after the new owners took the helm.

The new contract covers approximately 40 employees who work aboard Centerline's Jones Act-compliant tugs and barges. It is retroactive to Jan. 8, 2026.

Highlights of the new agreement include significant wage increases, a boost to pension benefits, and gains in the Seafarers Money Purchase Pension Plan. Work rules and jurisdictional regulations also were improved.

Additionally, the new contract doubles the amount of paid sick days, and includes the observance of two new holidays: Juneteenth and Martin Luther King Jr. Day.

Moreover, the union secured increases for travel pay and meal allowances.

Although the process took longer than expected, people are pleased with the new contract and its terms, according to the union's negotiators.

"It was slow-going trying to get everyone on board and the memorandum of understanding went on for months. It was challenging negotiating with two separate CEOs at the same time, and we had to start over, but the new owners were much more willing to collaborate with us," said Flanagan.

"Everyone wanted more money, and I think we got a very good contract. I think we're on the right path, especially since it is a small inland company," said Henderson.

Flanagan added, "We are excited to work with the new CEO management team. They seem to be expanding the fleet, and we hope that the union can benefit from that as well. It's a mutual partnership, so we're happy to grow with them."

The Jones Act is America's freight cabotage law. It requires that cargo moving between domestic ports is carried aboard vessels that are crewed, built, flagged and owned American.

More than 650,000 American jobs are sustained by the Jones Act; the law also directly leads to billions of dollars per year being contributed to the U.S. economy.

Across the globe, more than 100 other nations maintain some form of cabotage law similar to the Jones Act.

SHBP Awards 132k in Scholarships

Eight Seafarer dependents are one step closer to affording their educational goals thanks to the Seafarers Health and Benefits Plan's (SHBP) 2026 Charlie Logan Scholarship.

Of the 21 applicants for this year's scholarship, grants have been approved for a total of eight SIU dependents through the annual program.

The SBHP Scholarship Committee, composed of both active and retired educators from colleges and universities across the nation, selected six Seafarer dependent winners – Wafa Abdelkarim, Zion Blue, Savannah Galaura, Ayah Mohamed, Jamyah Parker, and Holden Popperwill – to receive \$20,000 in scholarship funds (\$5,000 for four years).

Two Seafarer dependent winners – Gabriel Tellez and Owen Fleming – were also awarded \$6,000 in scholarship funds (\$3,000 for two years).

The following profiles detail the ambitions and achievements of this year's recipients.

Wafa Abdelkarim

SIU Connection: Abdelkarim is the daughter of ABM **Yahya Mohamed**.

Bio: Abdelkarim is an “academic powerhouse” whose curiosity about technology inspires her to apply her intelligence to solve real-world problems. She pursued one of the most rigorous courseloads at her school, earned a 4.1 GPA, and comes highly recommended by her school's English department head, who says, “I have met few students who possess Wafa's rare combination of visionary leadership and profound commitment to global humanitarianism.”

She also completed a cybersecurity internship at a prestigious university, worked as a software engineer for her community civic center, and was a teacher assistant teaching elderly and kids about technology and computers.

Abdelkarim founded an international nonprofit called Tech4Hope, which provides resources to underserved families through a combination of technology and humanitarian aid. Her nonprofit has expanded from her hometown in Michigan all the way to Egypt, Yemen, Somalia and Ethiopia, but that hasn't shifted her focus from volunteering in her immediate community. Abdelkarim has served as a community teacher at her mosque for three-plus years and actively collaborates with leaders in her community (including the mayor).

Education: Abdelkarim attended Dearborn High School from 2022-26 and Henry Ford College from 2025-2026. She played several sports and in high school she was a Link Crew member, where she used leadership skills to create welcoming experiences for freshmen. She is also a member of her school's Model UN, DECA and HOSA teams and participated in Michigan State University's Quantum Computing program. Abdelkarim plans to attend the University of Michigan, where she aims to study engineering, cybersecurity, and computer science.

Quotable: “I especially liked being in [my wood technology class] because it felt practical and engaging, even though it was often a male-dominated space. It pushed me to work harder and grow in confidence.”

Zion Blue

SIU Connection: Blue is the son of QE3 **Michael Blue**.

Bio: Blue didn't want to settle for average. He developed the discipline, time management and responsibility to make straight-A grades in school. From his membership in the National Honor Society (NHS), he developed his character and commitment to service, and in the Future Business Leaders of America (FBLA) he augmented his communication skills and gained a stronger sense of professionalism. Those who recommended him to receive this award praise his strong work ethic and sense of responsibility, as well as his commitment to going above and beyond when completing his assignments. “Whether collaborating with peers, participating in service projects, or contributing to school events,” said his head track and field coach, “[Blue] carries himself with integrity, respect, and genuine compassion for others.”

Education: Blue attended Westside High School. He aims to attend the University of Florida and study business administration and sports medicine. Blue ran track and played football, and he was in a Computer Information Systems Programming club, as



Zion Blue

well as the FBLA and NHS. He also participated in the Macquarie LEADS externship program, which enables high school students to reach their educational, professional and life goals through on-site paid work experience, professional development training and one-on-one mentoring by Macquarie employees.

Quotable: “Overall, the moments that shaped my path all connect to one thing: my desire to be different and create my own legacy. I chose to challenge myself academically and personally so I could build a future I am proud of.”

Savannah Galaura

SIU Connection: Galaura is the daughter of AB **Artemio Galaura**.

Bio: Determined and introspective, Galaura is pursuing her choice of major not out of pure passion, but more so out of curiosity and admiration of the people she has seen go into the mechanical engineering field.

Galaura came highly recommended for this award due to her proactiveness, her willingness to grow and overcome challenges, and her thirst for knowledge, which her counselor and teachers all believe will take her far in her academic journey. Galaura is one of few students her English teacher has encountered in her 32 years of teaching who engages with classic literature outside of the curriculum of her own accord. Her AP Physics teacher recalls hearing of her decision to work as a barista at Starbucks as a means of facing her anxiety and honing her social skills. As the only American-born child in her immigrant family, she also made this choice as a way to give back to her family and community.

Education: Galaura attended Saint Viator High School. She was captain of her school's junior varsity Scholastic Bowl and a member of her school's honor society. She regularly completed community service in addition to her employment at Starbucks. Galaura aims to attend the University of Illinois Chicago and study mechanical engineering.

Quotable: “I know that if there is one thing I can do, it is fail in the pursuit of trying to learn more.”



Savannah Galaura

Ayah Mohamed

SIU Connection: Mohamed is the daughter of ABG **Khaled Mohamed**.

Bio: Instead of competing with her seven siblings for her parents' attention, Mohamed learned to pursue her goals independently. As the child of a Seafarer, she also realized the importance of her father's sacrifice and his responsibility to provide for their family. Learning to cope with his absence “instilled in [her] a strong work ethic and deep respect for perseverance.” Mohamed completed more than 120 hours of community service through the Leadership Club and Muslim Student Association at her school. She developed her critical thinking, writing and leadership abilities by participating in moot court and mock trial, but her participation in the New Vision Finance Academy, where she had the opportunity to analyze market behavior and develop and present an investment portfolio, inspired her to delve deeper into her interest in finance.

Education: Mohamed attended Hillcrest High School and earned her AP Capstone diploma. She is pursuing a degree in finance as an honors student in the St. John's University Thomas Cox Honors Program.

Quotable: “My goal is to build a career in investment banking or corporate finance. More importantly, I want to continue proving to myself that I can succeed in demanding spaces and define achievement on my own terms.”



Ayah Mohamed

Jamyah Parker

SIU Connection: Parker is the daughter of QE4 **James Parker**.

Bio: Ranked in the top 5% of her graduating class, Parker is a “highly motivated and disciplined student who maintains an A-average while managing a rigorous schedule that includes ROTC, basketball, and a part-time



Jamyah Parker

job.” She is currently taking dual enrollment classes at Tidewater Community College. Parker has played on the varsity girls basketball team for two years, and reached a 1,000-point milestone while being named first team all-district, all-region, all-state and team captain. For the past two years, she has worked for the City of Norfolk (Virginia) at Tarrallton Community Center, supporting and supervising children's recreational and educational activities. Parker's interest in law and justice has inspired her to pursue a degree in pre-law.

Education: Parker attended Catholic High School, Norview High School, and Lake Taylor High School, the latter of which she graduated from. She played basketball and volleyball and participated in the ROTC. She was the head of the music ministry in her church. She volunteered with Village Family to provide aid to the homeless. She has applied to Chowan University, Virginia Commonwealth University, and Virginia Union University.

Quotable: “Outside of athletics and ROTC, I've developed a strong interest in law and hope to become a lawyer one day. I care deeply about justice and speaking up for people who may not always feel heard.”

Holden Popperwill

SIU Connection: Popperwill is the son of OMU **Cle Popperwill**.

Bio: Shadowing his father during a shipyard period with Crowley left a lasting impression on Popperwill, who, finally getting to see the operation up close, made the choice then to follow in his footsteps by pursuing a career with the SIU. By taking this path he follows his father, grandfather, and several of his uncles who all have worked in the maritime industry. Since his acceptance to North Carolina State University, he wants to study supply chain management with a focus on maritime industry applications. His fascination with how the flow of commerce is integrated and optimized within and across organizations has inspired Popperwill to pursue this area of study so that he may gain an understanding of how they function in the hopes of someday improving them.

Education: Popperwill attended New Bern Christian Academy and Craven Community College. He played baseball and golf throughout high school and was a part of his school's Honor Society, chess club, and choir. He served as the vice president of his school's student government and was a Junior Civitan member. Popperwill has worked as an assistant for New Bern Softball for three years and volunteered with Backpack Blessings and CarolinaEast Medical Center.

Quotable: “My goal is to one day become a member of the SIU and continue the legacy that has shaped my family for generations. I want to be part of an industry that keeps global commerce moving, supports hardworking men and women, and upholds the values of professionalism and solidarity. The SIU has played a significant role in my family's story, and I hope to honor that by building a career that reflects the same commitment and pride.”



Holden Popperwill

Gabriel Tellez

SIU Connection: Tellez is the son of Chief Steward **Yunlay Bridges**.

Bio: Tellez was recommended by his guitar teacher, not for his dedication to music but for his love of theoretical concepts and debates, which he would often inject into his lessons through questions and discussions about things he had read. “He's wired for this. Watching his journey has been like seeing an athlete realize his gifts,” his teacher said. Tellez stood out during his internship at K&L Gates LLP for his penchant for asking deeper questions. He is the top student in his philosophy professor's course, known for his substantive contributions to class discussions which meaningfully elevate the learning environment for his peers. Although he has held a longstanding admiration for the power of argument, being a member of the Moot Court team at George Washington University (GWU) has developed his appreciation for the discipline of law and inspired him to pursue it as a career.

Education: Tellez attended North Point High School. During his college career he completed



Gabriel Tellez

Continued on Page 6

Retired Port Agent Coss Passes Away

The union is mourning the loss of retired Port Agent Vince Coss, who died May 18 after battling numerous health issues. He was 78.

Coss retired in 2006 because of health concerns, but a family member told the *LOG* he continued enjoying a reasonably good quality of life until the past few years.

SIU President David Heindel stated, "Vince Coss was a Seafarer's Seafarer in every sense of the phrase. He devoted his career to serving the membership with patience, professionalism, and genuine compassion. In the Port of San Francisco, our members knew they could always count on Vince to listen, to guide them, and to take care of their business with fairness and respect. He earned their trust through years of unwavering dedication, and they loved him for it."

Heindel added, "Vince leaves behind a legacy of service that reflects the very best of the Seafarers

International Union. He will be deeply missed, but his example will continue to inspire all who had the privilege to know and work alongside him."

Retired SIU Vice President West Coast Nick Marone said, "I was fortunate to work with Vince in San Francisco for many years. He treated the staff and the membership with the utmost professionalism and positive attitude. He was kind and diligent in his responsibilities, never had a bad word to say about anyone and was a pleasure to be around. He brightened the day with his words and was sincere in all his interactions at the office, and on board ship. I feel confident he will be remembered fondly by all of us who knew him."

When the SIU mentioned his passing on social media, the outpouring of respectful comments reflected Coss's popularity throughout the organization.

"Vince was the first person I met at the San Francisco union hall and got me started with the SIU," wrote retired Recertified Steward **Steve Dickson**. "We became good friends over the years and he will

be missed and always remembered. Rest in Peace, Brother of the Sea."

Louis Nicoud, also a retired recertified steward, wrote, "I first met Vince on the *Brooklyn* in 1983. He was an AB and I was utility man. Then knew him for years in the San Francisco hall when he was a union representative working various positions until taking over as port agent. Good union man, condolences to the Coss family."

Coss joined the Marine Cooks and Stewards in 1976, two years before that union merged into what was then named the SIU's Atlantic, Gulf, Lakes and Inland Waters District. He later transferred to the deck department and sailed until coming ashore to work for the SIU in 1987.

He served in various jobs within the union, most recently as San Francisco port agent for the term beginning in 2005. When he retired to Daly City, California (where he remained), he mentioned that he was especially proud to have been elected port agent by the membership.



Coss (left) meets with crew members from the *Cape Orlando* in 2005.



Coss is pictured at the 1990 Thanksgiving gathering at the San Francisco hall (kneeling, in light-colored jacket).

Seafarers-Crewed USNS Seay Teams Up With Marine Corps for Deck Landing Qualifications

The Seafarers-crewed *USNS Seay* in late June served as the platform for U.S. Marine Corps assault helicopter landings at Kin Bay, Okinawa, Japan.

Marines with Marine Light Attack Helicopter Squadron 367, Marine Aircraft Group 39, 3rd Marine Aircraft Wing, conducted what are known as deck landing qualifications (DLQ) with U.S. Marine Corps UH-1Y Venom helicopters aboard the Patriot-operated prepositioning ship. The entire operation was executed safely and without incident.

According to the U.S. Military Sealift Command (MSC), the *Seay* is "part of Maritime Pre-Positioning Ship Squadron Three (MPSRON 3), which operates in the Western Pacific and maintains tactical control of 10 ships carrying afloat prepositioned U.S. military cargo for the U.S. Marine Corps, the U.S. Army, and the U.S. Air Force. The squadron's mission is to enable force from the sea by providing swift and effective transportation of vital equipment and supplies for designated operations."

MSC further reported, "The aircraft crews from HMLA 367 practiced single-spot deck landings aboard *Seay*, to certify crew members and pilots in landing on a ship. The DLQs were conducted through coordination between MPSRON 3, *USNS Seay*, and crews from HMLA 367 to qualify or reset their crew on single-spot DLQ currency."

Less than two weeks earlier, another SIU-crewed prepositioning ship – the *USNS 1st LT Jack Lummus* (Intrepid) – also arrived at Kin Bay to take part in Exercise Freedom Banner, which includes an underway multi-ship training operation called Group Sail. According to MSC, "This display highlights critical humanitarian assistance and disaster relief resources.... Freedom Banner showcases the Marine Corps and Navy team's humanitarian assistance and disaster relief equipment and application in austere environments where ports may be damaged or contested. The demanding multi-day Group Sail is used to train the ships in interoperability with other ships within the squadron, and used to prepare them to work with other U.S. Navy assets and escorts."



The SIU-crewed *USNS 1st LT Jack Lummus* arrives at Kin Bay, Okinawa, Japan, to participate in a logistics display during Exercise Freedom Banner. (Photo courtesy MSC)



A U.S. Marine Corps helicopter lands aboard the Seafarers-crewed *USNS Seay*. (Photos courtesy MSC)

SHBP Scholarships (Continued)

internships as a Lloyd Meeds Public Policy Fellow at K&L Gates and with the SIU's Summer Seafarers Training & Education Program. Tellez is the president of GW Paws for a Cause, and he has volunteered at an animal shelter, monitored water quality for the Potomac River Keeper Network, and Port Tobacco Conservancy watershed clean-ups. He currently attends GWU and is pursuing an undergraduate degree in philosophy with a focus on law and society, and pre-law.

Quotable: "Whether it be a formal spoken argument, a perspective articulated through an academic paper, or a casual conversation over dinner, argumentative skill is crucial as a means of clarifying ideas, challenging injustice, and defending the principles that underlie democratic society."

Owen Flemings

SIU Connection: Flemings is the son of ABM **Maurice Flemings**.

Bio: Working with children as a teacher's assistant at a local daycare helped Flemings learn to appreciate life "no matter the circumstances." Flemings spent more than four years volunteering there and developing more responsibility, independence and confidence, all of which contributed to his growth, both personal and professional. According to his aviation professor, the intellectual curiosity and discipline with which he approaches his work sets him apart from his peers.



Owen Flemings

Education: Flemings attended Churchland High School. Both a student-athlete and musician, he participated in track and field and was a part of his school's marching band, and drumline (of which he is the co-captain), as well as the community drumline, The Shark City Drum Corp, where he was the section leader for the 2024-25 season. Fleming is also the president of the Beta chapter of the Sigma Beta Club, the youth auxiliary of Phi Beta Sigma Fraternity, Inc. He volunteered as an assistant teacher from 2021-2025. He is now currently attending Hampton University, majoring in flight education.

Quotable: "Traveling a great range forces someone to get comfortable with a different environment. Since I've been born, I've lived in Virginia; I am so excited to start flying and traveling to different cities across the world. The world is changing all the time, and I think traveling to view it ... is just one step to allowing everyone to enjoy their lives and live them to the fullest."



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August & September Membership Meetings

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

Meeting date changed due to holiday observance

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from June 15, 2026 - July 15 2026.
“Registered on the Beach” data is as of July 15, 2026.

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	15	3	1	12	5	0	8	22	7	1
Anchorage	5	4	0	3	0	0	1	3	2	0
Baltimore	2	7	0	2	3	0	2	3	4	2
Fort Lauderdale	17	7	3	11	4	7	8	29	17	2
Guam	2	1	0	2	0	0	1	5	1	1
Harvey	5	4	7	9	3	2	7	12	6	6
Honolulu	2	1	0	6	0	0	3	9	2	0
Houston	25	31	14	22	18	6	17	61	40	14
Jacksonville	35	35	9	28	34	3	30	51	42	10
Jersey City	24	10	1	14	6	1	9	35	15	3
Joliet	4	2	1	2	1	1	1	5	4	2
Mobile	6	1	1	5	2	1	2	9	3	2
Norfolk	21	20	6	17	15	8	11	28	20	9
Oakland	11	6	1	7	2	0	1	11	6	2
Philadelphia	3	4	2	2	3	1	4	2	4	1
Piney Point	1	5	0	0	3	0	1	4	2	0
Puerto Rico	2	6	1	2	3	0	2	5	5	2
St. Louis	1	1	0	1	1	0	0	1	4	1
Tacoma	19	6	0	10	7	2	6	26	8	1
Wilmington	28	15	6	25	9	5	10	48	18	4
TOTAL	228	169	53	180	119	37	124	369	210	63
Engine Department										
Algonac	1	1	0	0	0	0	0	3	3	0
Anchorage	1	1	0	0	2	0	1	2	3	0
Baltimore	1	5	1	2	4	0	2	3	6	1
Fort Lauderdale	10	12	0	3	4	1	3	15	16	0
Guam	0	0	0	0	0	0	0	2	0	1
Harvey	2	1	2	4	1	0	1	1	1	2
Honolulu	5	2	4	2	1	0	0	8	2	4
Houston	10	14	5	7	7	1	6	17	18	5
Jacksonville	16	20	3	12	16	4	8	24	24	3
Jersey City	10	10	1	7	4	0	2	10	10	2
Joliet	2	1	0	0	1	0	1	4	2	0
Mobile	3	3	0	3	2	0	1	3	2	1
Norfolk	12	16	5	13	9	6	6	13	14	5
Oakland	1	1	2	1	0	2	3	5	2	2
Philadelphia	3	0	1	2	1	2	3	4	0	0
Piney Point	2	2	0	3	1	0	0	1	2	0
Puerto Rico	8	1	0	3	1	0	1	10	3	0
St. Louis	1	0	0	1	0	0	1	3	0	0
Tacoma	7	5	2	3	4	1	3	9	4	3
Wilmington	11	4	2	8	6	1	3	13	7	2
TOTAL	106	99	28	74	64	18	45	150	119	31
Steward Department										
Algonac	3	0	0	1	2	1	1	4	0	0
Anchorage	0	2	0	0	2	0	1	0	1	0
Baltimore	1	5	0	0	2	0	1	2	4	0
Fort Lauderdale	8	3	0	6	1	0	2	16	6	1
Guam	3	4	0	3	2	0	2	0	3	0
Harvey	1	3	0	2	4	0	2	4	1	0
Honolulu	8	1	0	8	1	0	4	6	1	0
Houston	15	10	3	10	6	2	5	24	13	5
Jacksonville	17	13	4	14	9	3	12	31	20	3
Jersey City	4	2	0	4	4	0	4	12	5	0
Joliet	2	0	0	0	0	0	0	3	0	0
Mobile	4	2	1	3	4	0	2	6	1	1
Norfolk	15	8	2	15	8	1	3	21	9	7
Oakland	11	6	0	6	1	0	2	14	6	1
Philadelphia	2	1	1	0	2	1	2	5	3	0
Piney Point	1	1	0	2	0	1	0	1	1	0
Puerto Rico	6	1	2	3	0	1	1	9	2	1
St. Louis	1	0	0	1	0	0	0	1	1	0
Tacoma	7	3	0	8	1	3	4	11	3	0
Wilmington	22	7	2	19	7	2	9	42	11	4
TOTAL	131	72	15	105	56	15	57	212	91	23
Entry Department										
Algonac	0	4	14	0	4	3	2	0	10	20
Anchorage	0	1	2	0	1	0	0	0	2	3
Baltimore	0	1	2	0	0	1	0	0	5	3
Fort Lauderdale	1	4	8	1	3	4	1	0	8	9
Guam	0	0	1	0	0	4	0	0	0	0
Harvey	1	3	5	0	4	1	0	1	1	8
Honolulu	0	2	3	0	1	3	0	0	2	5
Houston	4	14	16	0	11	5	4	7	30	19
Jacksonville	1	31	38	0	20	19	7	2	53	67
Jersey City	0	12	6	0	8	4	4	0	23	18
Joliet	0	2	1	0	0	0	0	0	3	1
Mobile	0	2	2	0	1	2	0	0	3	2
Norfolk	0	15	27	0	15	16	4	0	12	39
Oakland	0	6	5	0	6	3	2	0	8	12
Philadelphia	0	1	1	0	1	0	1	0	0	2
Piney Point	0	0	0	0	0	0	3	0	1	0
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	2	13	5	2	5	5	2	3	15	7
Wilmington	0	14	15	0	7	11	2	1	20	33
TOTAL	9	125	151	3	87	81	32	14	196	248
GRAND TOTAL	474	465	247	362	326	151	258	745	616	365

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.

LIBERTY PEACE (Liberty Maritime), April 5 – Chairman **Timothy Kauble**, Secretary **Rasheed Groden**, Educational Director **Kenny Flores Ordonez**, Deck Delegate **Tomeka Martin**, Engine Delegate **Alejandro Alvarez Flores**, Steward Delegate **Ramon Hilerio Rosa**. New oven received and new gym equipment en route. Chairman discussed government shutdown and how it affects members. He thanked crew for a smooth voyage. Vote of thanks was given to bosun for being an awesome union resource to other members. Educational director reminded mariners to take advantage of upgrading opportunities offered at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed union's role in supporting U.S. military. Members would like future contract to include guaranteed overtime and specify that appropriately sized beds are available to crew. Members requested new TVs in rooms, new mattresses and better Wi-Fi. Next port: Corpus Christi, Texas.

LIBERTY (TOTE Services), April 26 – Chairman **Kenney Gaston**, Secretary **Anthony Rutland**. Members went over the importance of supporting SPAD, the union's voluntary political action fund. Chairman reminded crew to stay on top of documents. Secretary went over policies for separating trash. Educational director urged members to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. New washer for crew laundry and new recliners for crew lounge received. Members would like paid vacation after 30 days, increases to medical benefits, weekend overtime and penalty added for trash and stores.

GARDEN STATE (Intrepid Personnel & Provisioning), May 3 – Chairman **Carlos Arauz**, Secretary **Dustin Haney**, Educational Director **Daniel Chisum-Coffey**, Deck Delegate **Eddie Major**, Steward Delegate **Terry Fowler**. Chairman advised crew to check documents since processing time is taking longer. He encouraged members to upgrade at the Paul Hall Center. Ship fully stocked upon crew arrival. Captain has been accommodating and granted full use of budget per secretary's report. No beefs or disputed OT reported. Members would like increased allowances for work boots and 25 for 30 vacation. Bosun thanked steward department for a job well done. Crew requested bottled water and would like medical benefits eligibility to be shortened to 90 days.

STENA IMPECCABLE (Intrepid Personnel & Provisioning), May 10 – Chairman **Rudy Harjanto**, Secretary **Marcelino Pabito**, Educational Director **Martin Hamilton**, Deck Delegate **Feliciano Gimutao**, Engine Delegate **David Smart**, Steward Delegate **Joseph Crisante**. Chairman reiterated the importance of union strength and its positive community impacts. He also underscored the importance of donating to SPAD (Seafarers Political Activity Donation) and supporting the Jones Act. Crew would like increases in vacation and wages. All departments were thanked for a job well done.

GEORGE II (Sunrise Operations), May 29 – Chairman **Sanjay Gupta**, Secretary **Prasert Mastrototaro**, Educational Director **Richard Huffman**, Deck Delegate **Abdullah Ali**, Engine Delegate

Abdulaziz Al Mohseni, Steward Delegate **Kenya Scott**. Chairman thanked crew for working well together. He reminded everyone to keep laundry room clean at all times and to keep noise down for shipmates off watch. Secretary asked for clarification about tour of duty and extra meal money. Educational director advised members to upgrade at the Piney Point school and to check documents for expiration. He also reminded crew of the Seafarers Health and Benefits Plan Scholarship program. No beefs or disputed OT reported. Members would like higher wages and more vacation days. Crew requested new mattresses and asked for results of water test from ship's manager.

GARDEN STATE (Intrepid Personnel & Provisioning), June 1 – Chairman **Carlos Arauz**, Secretary **Sulay Martinez**, Educational Director **Daniel Chisum-Coffey**, Deck Delegate **Eddie Major**, Steward Delegate **Carmen Sanchez**. Chairman urged crew to check paperwork and apply well ahead of expiration dates. He reminded everyone to keep all quarters clean and to upgrade their skills at the Paul Hall Center. No beefs or disputed OT reported. Crew requested 20 for 30 vacation and increases to work boot allowance. Crew thanked steward department for job well done.

USNS PATHFINDER (Ocean Ships), June 6 – Chairman **Tyler Peyton**, Secretary **Alphonzo Berry**, Deck Delegate **Edgar Parong**, Engine Delegate **Isaac Nugen**, Steward Delegate **Adam Atterberry**. Members talked about the importance of the Jones Act and negative

impacts of ongoing waiver. Educational director encouraged crew to always seek higher education and to upgrade at the Piney Point school. No beefs or disputed OT reported. Members voiced concerns over limited Wi-Fi access and noted foreseeable issues over crew sharing one phone line. Members requested 30 for 30 vacation.

ALASKAN NAVIGATOR (Alaska Tanker Company), June 6 – Chairman **Adel Ahmed**, Secretary **Albert Sison**, Educational Director **Nicholas Chiappini**, Deck Delegate **Muafa Musad**, Engine Delegate **Kassim Mohamed**, Steward Delegate **Nasr Almusab**. Chairman reviewed standard contract agreement and thanked steward department for a job well done. Crew expressed their condolences for the loss of union Vice President Dean Corgey. Secretary thanked entire crew for practicing good housekeeping. Educational director advised crew to upgrade their skills whenever possible at the Paul Hall Center. No beefs or disputed OT reported. Crew requested unlimited Wi-Fi, a new location for ship's gym, new smart TVs for rooms with outdated TVs and upgraded shower heads with adjustable nozzles. Members would like for steward assistant rate to match other entry level pay rates, penalty pay for cleaning grease traps and 25 for 30 vacation. Members suggested a mandatory minimum of five years working as chief cook before taking a job as chief steward and for 30 days of employment in order to qualify for vacation. Next port: Long Beach, California.

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

At Sea & Ashore with the SIU



ABOARD ALLIANCE FAIRFAX – SIU Patrolman Anthony Jacobson is in two of the photos aboard the Maersk Line, Limited vessel, wearing the Jones Act Supporter shirt. He's with Recertified Bosun James Bishop (hardhats) and Steward/Baker Carlos Sanchez (other 2-person pic). In the individual photos are Seafarers Tevon Edwards (outside), Francisco Bonilla (displaying a *LOG* and the pro-Jones Act QR Code), Efren Guerrero (near his luggage), and Javulin Pollard (gangway).



ABOARD AMERICAN ENERGY – Pictured aboard the Intrepid LNG carrier are (larger group, from left, in front) Oiler Darrell Whitaker, Oiler Justin Brown, ABM Jan Jalloh, Recertified Bosun Raul Colon, Electrician Jep Sumpster (in back, also from left) Recertified Steward Edwin Bonefont, Chief Cook Steven Lopez, and ABM Victor Cortes. In the remaining pic are Chief Cook Steven Lopez (left) and Recertified Steward Edwin Bonefont.



PROMOTING WORKERS' RIGHTS

– SIU Asst. VP Kris Hopkins (right), who also serves as a vice president of the Florida AFL-CIO, meets with Jose Javier Rodriguez, the labor-endorsed candidate for Florida Attorney General.



ABOARD AMERICAN SPIRIT – Bosun Askar Abubaker is at left in both of these snapshots, taken aboard the American Steamship vessel at the coal docks in Toledo, Ohio. At right in the photo above, left (in safety gear) is AB Nassim Alkassemi, while the other photo includes Safety Director Jason Brown.



ABOARD CS DECISIVE – Pictured on the SubCom vessel are (from left) AB Robert Davis, AB Isaiah Godette, CAB Blake Seele, (in back) Bosun's Mate Josean Martinez-Serrano, OS Ahmed Ahmed, AB Matthew Rathbun, OS Lennon Narvasa, Bosun Andre Barbary Jr., OS Boubacar Mbaye, OS Michael Vanhorn, and OS Daniel Gilbert.



ABOARD CAPE SAN JUAN – These snapshots were taken as Seafarers and AMO members prepped the TOTE ship for Operation Pathways 2026, a U.S. Army Pacific exercise. Pictured from left in the large group photo are GVA Joshua Kelly, AB Rolando Dinong, AB Mohamed Bin Saleh, AB Leonard Soriano, Recertified Bosun Ritche Acuman, AB Abdulrahman Saleh, AB Prateek Poras, and OS Stephon Edwards. In the Seafaring Selfie are GVA Joshua Kelly and Recertified Bosun Ritche Acuman, while the other two-person pic features ABs Leonard Soriano and Prateek Poras.

At Sea & Ashore with the SIU



ABOARD ARC INTEGRITY – The TOTE ship recently called on Bremerhaven, Germany. SIU crew pictured include Bosun Johnny Dozier, AB Bradley Tucker, STOS Daniel Jones, STOS Jeanette Kaldawi, Oiler Omar Espinosa, Oiler Christopher Thompson, OMU Trinity Carter, Steward/Baker Shari Hardman, Chief Cook Shamir Ford and Steward Assistant Emmanuel Johnson. Many thanks to MSCEURAF Deputy, Surface Operations Captain Jennifer Senner-Ceco (SIU Hawsepiper Class 622) for the photo.



EFFECTIVE BONDING – Vessel Master Capt. Rich Crutchfield from the *USNS Effective* (Intrepid) shared these photos and the following caption information: “During the 2026 shipyard period in Singapore, Team Effective took time to enjoy an evening of friendly competition and camaraderie. The event was a great success, with C/M Ryan McNeal claiming first place, followed by 2nd A/E Hussain Hafid in second and PE Brian Smith in third. The Captain also put in a strong performance, finishing in fourth place. Events like these reflect the spirit of Effective’s “One Ship, One Crew” motto. By building strong relationships both on and off the vessel, the team continues to strengthen the collaboration, trust, and unity that contribute to safe and successful operations every day.” Pictured from left are AB James Randall, Bosun John Price, AB Nirale Rolle, CHENG James Tibbits, OS D’Mya May, AB Robert Coleman, Capt. Rich Crutchfield, OS Lekeano Babb, 3rd A/E Festus Asare, EU Robert Nellum, 1st A/E Trevor Laile, 2nd A/E Hussain Hafid, 2/M Jose Villalobos, and C/M Ryan McNeal (not pictured are PE Brian Smith, and Joe Lynch of Blackrock).



BOOK SECURED – QMED Deroyce Roquemore (left) receives his full book. He’s pictured at the Fort Lauderdale hall with Safety Director Ian Schluder.



STAYING IN TOUCH – Stopping by the Houston hall is Pensioner Juan Cepeda (center), who turns 90 this summer. Welcoming him are (from left) SIU Patrolmen Kirk Pegan and Anthony Jacobson, Safety Director Kevin Sykes, and Port Agent J.B. Niday.



CATCHING UP IN CALI – Former shipmates Recertified Bosun LBJ Tanoa (right) and SIU Wilmington Port Agent Gerret Jarman catch up at the hiring hall.



CELEBRATING NEW TUG – SIU members and officials were on hand May 28 as Great Lakes Towing (GLT) christened its new boat, the *Puerto Rico*, in Cleveland. Pictured from left are GLT President Gregg Thauvette, Great Lakes Group CEO Joe Starck, and SIU VP Bryan Powell. “Great Lakes Towing’s investment in its fleet renewal program is an investment in our members,” Powell stated. “Every new vessel like the *Puerto Rico* means safer working conditions, better accommodations, and stronger careers for the SIU mariners who crew these boats.”



OATHS TAKEN IN FLORIDA – Two Seafarers received their respective B books during the June membership meeting in Jacksonville. Standing from left are SIU Port Agent Ashley Nelson (administering the oath), SA Melchor Fombuena, and QMED Darriona Noisette. Seated from left in the foreground are SIU VP Chris Westbrook and SIU President David Heindel.



STEADY AT THE HELM – Capt. Rick Thornton (left) recently reached 36 years of employment with SIU-contracted NY Waterway. He’s pictured with SIU Asst. VP Ray Henderson.



WITH MEMBERS IN NEW JERSEY – AB San Maung (left in photo above, right) receives his A-seniority book, while SA Marlon Quevedo (right in remaining photo) picks up his B book. Both Seafarers are pictured at the hall with SIU Port Agent Osvaldo Ramos.



At Sea & Ashore with the SIU



WITH SEAFARERS IN NORFOLK – Two Seafarers recently received their respective A-seniority books at the hiring hall, while three others obtained their full books. The A-book recipients are QMED/Electrician Burton Burnett (right in photo above, left, with SIU Port Agent Josh Rawls) and Chief Cook Nikita Johnson (right in photo third from left, with SIU Patrolwoman Kianta Lee). Standing from left in the three-person pic are OS Armel Moyler, Lee, and SA Tahj Ligon, while the remaining photo includes AB Craig Joseph (right) and SIU Patrolman Gabriel Rivera.



ABOARD PRIDE OF AMERICA – Union members Elizabeth Frisby (left) and Dennis Dimalanta help keep the NCLA vessel secure.



SERVICING IN NORTHEAST – SIU Asst. VP Ray Henderson (left) meets with Seafarers (starting second from left) Eric Valdez, Emmanuel Essien, and Paul D'ugo.



WELCOME ASHORE IN TACOMA – AB Timothy Smith (left), whose SIU career spanned nearly 50 years, receives his first pension check at the hiring hall, from SIU Port Agent Danielle Woodward.



WELCOME ABOARD ON WEST COAST – Wiper Thurman Jones (left) receives his full book. He's pictured at the hiring hall in Oakland with SIU Port Agent Chad Partridge.



ABOARD SLNC SEVERN – Nothing against the Masters, but when we think of a tradition unlike any other, we think shellback ceremony. This snapshot from the Argent Marine vessel was taken after crossing the Equator on May 24. Pictured from left are C/M Gus Martinez, Cadet Jakob Gonzalez, STOS Ian Elder, STOS Jamaal Mixson, Oiler Stephen Reed, Bosun David Brady (as King Neptune) and 3rd Mate Sonja Jaturarat.



BOOKS GALORE IN PINEY POINT – Three Seafarers recently obtained their respective full books in southern Maryland. Kristopher Guthrie is at left in the photo above, left; Justine Headen is at left in photo above, middle; and Tyler Morin is at right in remaining photo. SIU Port Agent Kelly Krick is included in each snapshot.

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

VINCE ADOLPH

Brother Vince Adolph, 66, joined the union in 2004, initially sailing with Westbank Riverboat Services. He worked in the deck department and upgraded at the Piney Point school on several occasions. Brother Adolph most recently shipped on the *Overseas Santorini* and lives in Pearl River, Louisiana.



NESTOR AGCAOILI

Brother Nestor Agcaoili, 66, started sailing with the SIU in 1994 and first worked on the *Sealift Arabian Sea*. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Agcaoili concluded his career aboard the *ARC Independence*. He resides in Baltimore.



ABDULSALAM AHMED

Brother Abdulsalam Ahmed, 45, became a member of the union in 1999 when he sailed aboard the *Patriot*. He sailed in the deck department and also worked on shore gangs. Brother Ahmed upgraded at the Piney Point school on multiple occasions. He concluded his career working with Matson Navigation and makes his home in University Place, Washington.



SALEH AL-AJJI

Brother Saleh Al-Ajji, 67, signed on with the SIU in 1999. He first sailed aboard the *Independence* and worked in all three departments. Brother Al-Ajji last shipped on the *Pacific Tracker*. He is a resident of Detroit.



ENRIQUE AMPIL

Brother Enrique Ampil, 71, joined the Seafarers International Union in 2013 and first sailed aboard the *Lightning*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Ampil last sailed aboard the *Missouri Express* and settled in Carson, California.



MARIO BERNARDEZ

Brother Mario Bernardez, 69, embarked on his career with the SIU in 1999 when he sailed on the *Franklin J. Phillips*. He shipped in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Bernardez most recently shipped on the *Maersk Saratoga*. He lives in the Bronx, New York.



JUDITH CHATELAIN

Sister Judith Chatelain, 71, signed on with the union in 1999. She initially sailed aboard the *USNS Capella* and worked in the deck department. Sister Chatelain upgraded at the Paul Hall Center on multiple occasions. She last shipped on the *USNS Bellatrix* and is a resident of Albany, Louisiana.



ROGER CHRAPPA

Brother Roger Chrappa, 65, started sailing with the SIU in 2010 when he shipped on the *USNS Victorious*. He sailed in the steward department and upgraded at the Piney Point school on multiple occasions. Brother Chrappa's final vessel was the *USNS Mary Sears*. He makes his home in Bayou Vista, Texas.



RODERICK CLAY

Brother Roderick Clay, 65, began his career with the Seafarers International Union in 1998. A steward department member, he first sailed aboard the *Independence*. Brother Clay upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the *Garden State* and is a resident of Navarre, Florida.



DAVID CLEMENTS

Brother David Clements, 65, began sailing with the Seafarers in 1981 and first worked aboard the *Penny*. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Clements concluded his career on the *Liberty Sea*. He makes his home in Freeport, Florida.

RAYMOND CULPEPPER

Brother Raymond Culpepper, 69, began sailing with the Seafarers in 1978. He was an engine department member and first shipped on the *Galveston*. Brother Culpepper upgraded his skills at the Piney Point school on multiple occasions. He last sailed on the *Padre Island* and lives in the Northern Mariana Islands.

ALEJANDRO CUSI

Brother Alejandro Cusi, 64, joined the union in 1999 and first sailed aboard the *Independence*. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Cusi last shipped on the *Dependable* and resides San Diego.



CONNIE DENOMA

Sister Connie Denoma, 71, donned the SIU colors in 1998 when she sailed aboard the *Independence*. She upgraded her skills at the Paul Hall Center on multiple occasions and worked in the steward department. Sister Denoma concluded her career aboard the *Ocean Atlas* and resides in Vancouver, Washington.



EDDIE EBANKS

Brother Eddie Ebanks, 73, became an SIU member in 1996. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Ebanks' first vessel was the *Leader*; his last, the *Mariner*. He makes his home in Corpus Christi, Texas.



TIMOTHY FERNANDEZ

Brother Timothy Fernandez, 65, joined the union in 1997. He first shipped on the *American Cormorant* and sailed in the deck department. Brother Fernandez upgraded at the union-affiliated Piney Point school on multiple occasions and last sailed aboard the *Seabulk Trader*. He resides in Palm Bay, Florida.



LOUIS FLADE

Brother Louis Flade, 71, embarked on his career with the Seafarers in 1972. He first sailed with McAllister Towing of Virginia and worked in the deck department. Brother Flade upgraded at the Paul Hall Center on multiple occasions. He last sailed aboard the *Stephen W. Pless* and makes his home in Winter Haven, Florida.

CHARLES GAITU

Brother Charles Gaitu, 67, signed on with the SIU in 2007 when he sailed aboard the *Pride of America*. He shipped in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Gaitu's final vessel was the *Seabulk Trader*. He resides in Cypress, Texas.



LOUIS GREGOIRE

Brother Louis Gregoire, 80, began sailing with the Seafarers in 1988. A steward department member, he first sailed aboard the *USNS Indomitable*. Brother Gregoire upgraded on numerous occasions at the Paul Hall Center. He last sailed aboard the *USNS Assertive* and settled in Atlanta.



LAWRENCE HERNANDEZ

Brother Lawrence Hernandez, 64, donned the SIU colors in 2000. He worked as a deck department member, initially aboard the *Patriot*. Brother Hernandez upgraded on multiple occasions at the Piney Point school. He most recently shipped aboard the *Overseas Cascade* and settled in Texas City, Texas.



MARK HOLMAN

Brother Mark Holman, 65, started sailing with the union in 1980, initially working with Crowley Towing and Transportation. He sailed in the deck department and upgraded his skills often at the Paul Hall Center. Brother Holman last shipped on the *Baltimore*. He makes his home in Panama City Beach, Florida.



KENNETH LATTIN

Brother Kenneth Lattin, 66, joined the SIU in 2002 and first shipped on the *USNS Mary Sears*. He worked in the deck department and upgraded on multiple occasions at the Piney Point school. Brother Lattin last shipped on the *USNS Bowditch*. He resides in Winnsboro, Texas.



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.

GARY LEATHERS

Brother Gary Leathers, 65, embarked on his career with the Seafarers in 1991. He first sailed aboard the *USNS Capable* and was a member of the deck department. Brother Leathers upgraded at the Paul Hall Center on multiple occasions and concluded his career aboard the *American Phoenix*. He lives in Kansas City, Missouri.

DENNIS MARSHALL

Brother Dennis Marshall, 72, became a member of the union in 2006. He worked in the deck department, initially aboard the *USNS Antares*. Brother Marshall's last vessel was the *Green Cove*. He resides in Jacksonville, Florida.



RALPH MCKEE

Brother Ralph McKee, 65, joined the Seafarers International Union in 1987 and first sailed aboard the *William R. Button*. He upgraded at the Piney Point school on multiple occasions and worked in the steward department. Brother McKee concluded his career aboard the *Green Mountain State*. He makes his home in Longview, Washington.

JAYNE PETERSON

Sister Jayne Peterson, 66, donned the SIU colors in 1988. She first sailed aboard the *Jack Lummus* and was a steward department member. Sister Peterson upgraded her skills at the Paul Hall Center on several occasions and last shipped aboard the *Captain David Lyon*. She lives in Sidney, Maine.



FREDERICK REICH

Brother Frederick Reich, 65, signed on with the union in 2001 after previously sailing with the NMU. He worked in the deck department and upgraded on numerous occasions at the union-affiliated Piney Point school. Brother Reich's first vessel was the *Alaskan Frontier*; his last, the *Marjorie C*. He resides in Garden Grove, California.



LEMUEL ROBINSON

Brother Lemuel Robinson, 69, started sailing with the SIU in 2000 when he shipped on the *Patriot*. He sailed in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Robinson concluded his career aboard the *Seakay Sky*. He makes his home in Fort Lauderdale, Florida.



FRANCISCO ROY

Brother Francisco Roy, 74, joined the SIU in 1990 and first shipped on the *Independence*. He worked in the steward department and upgraded at the Piney Point school in 2001. Brother Roy last shipped on the *Jack Lummus* and settled in Honolulu.



CRAIG RUNAAS

Brother Craig Runaas, 66, started sailing with the union in 2004, initially working aboard the *Pride*. Brother Runaas sailed in the deck department. He last shipped on the *Pride of America* and makes his home in Spring, Texas.



TIMOTHY SMITH

Brother Timothy Smith, 71, joined the SIU in 1978 and first shipped on the *Transcolorado*. He worked in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Smith last shipped on the *Matson Tacoma*. He resides in Yacolt, Washington.



YOLANDE ST. CLAIR

Brother Yolande St. Clair, 71, embarked on his career with the Seafarers in 2013. He first sailed aboard the *John U.D. Page* and worked in the engine department. Brother St. Clair upgraded at the Piney Point school on several occasions and concluded his career aboard the *ARC Independence*. He is a Baltimore resident.



DAVID TIMMONS

Brother David Timmons, 71, became a member of the union in 1973. He worked in the engine department and initially sailed aboard the *Seattle*. Brother Timmons upgraded on multiple occasions at the Paul Hall Center. He last shipped on the *Paul Buck* and calls Hattiesburg, Mississippi, home.

RICHARD WEST

Brother Richard West, 71, joined the Seafarers International Union in 2002 and first sailed aboard the *Cleveland*. He upgraded at the Piney Point school on numerous occasions and worked in the deck department. Brother West concluded his career aboard the *West Virginia*. He makes his home in Bossier City, Louisiana.



KIRK WILLIS

Brother Kirk Willis, 65, started sailing with the SIU in 1986 when he shipped on the *USNS Harkness*. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Willis concluded his career aboard the *Overseas Nikiski*. He makes his home in Fort Worth, Texas.



GREAT LAKES

KENT ARNOLD

Brother Kent Arnold, 54, began sailing with the Seafarers International Union in 1993. He worked in the deck department and first sailed aboard the *E.M. Ford*. Brother Arnold upgraded his skills at the Paul Hall Center on multiple occasions. He last sailed aboard the *Prentiss Brown* and resides in Cheboygan, Michigan.



STEVEN EBERSPACHER

Brother Steven Eberspacher, 65, started sailing with the union in 2012, initially working aboard the *Ken Boothe Sr*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Eberspacher concluded his career aboard the *Walter J. McCarthy*. He lives in Rogers City, Michigan.



EUGENE HAYES

Brother Eugene Hayes, 65, embarked on his career with the Seafarers in 1980. He worked in the engine department and first sailed aboard the *Buckeye*. Brother Hayes last sailed on the *Richard J. Reiss* and settled in Grand Rapids, Michigan.

MARK NICHOLSON

Brother Mark Nicholson, 62, became a member of the union in 1995. He worked in the deck department, initially with OLS Transport. Brother Nicholson upgraded at the Piney Point school on multiple occasions. He concluded his career with Great Lakes Towing and resides in Monroe, Michigan.

ROBERT PETKO

Brother Robert Petko, 65, began sailing with the Seafarers International Union in 1979. He worked in the deck department and first sailed aboard the *Columbia*. Brother Petko upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *St. John* and calls Union City, Pennsylvania, home.

MARTIN TIGHE

Brother Martin Tighe, 65, embarked on his career with the Seafarers in 1978 when he shipped on the *Detroit Edison*. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Tighe last shipped on the *Detroit Princess*. He lives in Grosse Pointe Woods, Michigan.

DANIEL YOUNG

Brother Daniel Young, 65, became a member of the union in 1982. He worked in the deck department, initially sailing with Upper Lakes Towing. Brother Young upgraded his skills at the Paul Hall Center on numerous occasions and concluded his career aboard the *Dirk S. VanEnkevort*. He resides in Gladstone, Michigan.



INLAND

JAMES ABEL

Brother James Abel, 71, signed on with the union in 1970. He sailed in the deck department and first shipped on the *Morning Light*. Brother Abel upgraded at the Piney Point school in 1971. He concluded his career working with Red Circle Transport and resides in Alexandria, Louisiana.

W BUSH

Brother W Bush, 63, donned the SIU colors in 1987. Brother Bush shipped in the deck department. He was employed with Orgulf Transport for the duration of his career. Brother Bush settled in Aliceville, Alabama.

ALVIN DINKINS

Brother Alvin Dinkins, 66, began sailing with the Seafarers International Union in 1999, initially working aboard the *Caribe Pioneer*. Brother Dinkins was a deck department member. He upgraded at the Paul Hall Center on multiple occasions and last sailed aboard the *Rocketship*. Brother Dinkins makes his home in Chickasaw, Alabama.

ROBERT JAMES

Brother Robert James, 67, joined the SIU in 1977. A deck department member, he first worked aboard the *Consumer*. Brother James upgraded at the Piney Point school on multiple occasions. He concluded his career with Crowley Towing and Transportation and resides in Jacksonville, Florida.

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Chris Westbrook, Vice President Gulf Coast

Joe Vincenzo, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

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Inquiring Seafarer

This month's question was answered by members of the union's most recent bosun recertification class.

Question: What's one of the best changes or improvements in the industry that you've seen during your career?



Anthony Pace
Recertified Bosun

A lot! The school has really improved their facilities, and the quality of the instruction is top notch. But the biggest improvement has to be the communication at sea. That's been a huge boost for mariners.



Theophilus Essien
Recertified Bosun

I started in 2009, Class 740, and it has changed my life. I've got a house, started a family, and I've recruited new members based on my experiences. The SIU has been there the whole way, helping me become who I am. The thing that has improved the most is me!



Scott Snodgrass
Recertified Bosun

I started in 1991, and I would have to say, overall, the communication between the union and the crew members on the ships is so much better now. I've been all over the world, and there were times we wouldn't hear anything. Nowadays, you can get the digital *LOG* in India.



Gerardo Arroyo
Recertified Bosun

I'm very proud of the overall progress I've seen in this industry and I truly believe our union is the best. I've tried to professionally improve throughout my career and also try to help the people who are new to the industry.



Derik Rey
Recertified Bosun

Communication has gone from seeing your family every once in a while, in between ships, to instant. It's been a huge benefit, but that amount of being connected also has its downsides, at times.



Raul Colon
Recertified Bosun

The communications have gotten so much better aboard ship. The internet has made a difference. Before, you couldn't communicate with your family (while at sea), but now you can.



Mohamed Mohamed
Recertified Bosun

I would say communication. When I first started sailing, I'd be gone for five or six months and wouldn't know what was going on at home. Now, you can talk three or four times a day (with people at home) and might even get tired of talking! But it's a big improvement.



Antionne Kelly
Recertified Bosun

The biggest change I've seen is trying to come up to speed with technology and how we do things. For instance, now you can pay your union dues online. You have your portal. You can basically access the same things the patrolmen can access when it comes to setting up your physical, your drug test. Changing with the times is a big plus for the industry and for the SIU.

Pic from the Past



Recertified Bosun Clifford Perreira and an invited guest on the *Overseas Juneau* in 1993.

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

MAGDY BALAT

Pensioner Magdy Balat, 67, died May 13. He joined the Seafarers International Union in 2005, initially sailing aboard the *Green Ridge*. Brother Balat worked in the deck department. He concluded his career aboard the *Maersk Detroit* and went on pension in 2024. Brother Balat called Brooklyn, New York, home.



CECILIO BANGA

Pensioner Cecilio Banga, 77, passed away April 18. He became a member of the SIU in 1988 when he shipped on the *Long Lines*. Brother Banga sailed in the engine department. He last shipped aboard the *Decisive* and became a pensioner in 2016. Brother Banga made his home in Pahrump, Washington.



DOMINIC BRUNAMONTI

Pensioner Dominic Brunamonti, 74, died May 7. He began his career with the Seafarers in 1978, initially sailing aboard the *Detroit Edison*. Brother Brunamonti was a deck department member and last sailed on the *Dewayne T. Williams*. He retired in 2014 and lived in Caspian, Michigan.



CHARLES BUCKLEY

Pensioner Charles Buckley, 74, passed away April 4. He signed on with the Seafarers International Union in 2002 when he sailed aboard the *John Page*. Brother Buckley worked in the deck department and concluded his career aboard the *USNS Dahl*. He went on pension in 2016 and resided in Blaine, Washington.



VINCENT COSS

Pensioner Vincent Coss, 78, died May 18. He began his career with the Seafarers in 1976. He initially sailed on the *Santa Maria* and was a deck department member. Brother Coss concluded his sailing career aboard the *Patriot* in 1988 before coming ashore to work for the union. He began collecting his pension in 2006 and resided in San Leandro, California.



DAVID CROCKETT

Pensioner David Crockett, 85, passed away May 11. He joined the SIU in 1999 and first shipped on the *McDonnell*. Brother Crockett sailed in the steward department and last shipped on the *Sumner*. He went on pension in 2011 and was a resident of Portsmouth, Virginia.



ERNESTO GONZAGA

Pensioner Ernesto Gonzaga, 79, died May 21. He donned the SIU colors in 1989. A steward department member, Brother Gonzaga first shipped on the *Independence*. He last sailed aboard the *Observation Island* and became a pensioner in 2012. Brother Gonzaga lived in Honolulu.



CHARLES HILL

Pensioner Charles Hill, 69, passed away April 27. He became a member of the SIU in 1990 when he shipped on the *Patriot*. Brother Hill sailed in the deck department, most recently aboard the *American Phoenix*. He became a pensioner earlier this year and made his home in Houston.



DEREK MINNIX

Brother Derek Minnix, 47, died April 28. He began his career with the Seafarers in 2013, initially sailing aboard the *USNS Pathfinder*. Brother Minnix was a deck department member and most recently sailed on the *SLNC Star*. He lived in Port Charlotte, Florida.



JAMES MULDOWNEY

Pensioner James Muldowney, 69, passed away May 9. He embarked on his career with the Seafarers in 2002 when he sailed aboard the *Bernard Fisher*. Brother Muldowney was a deck department member. He last shipped on the *Maersk Missouri* and became a pensioner in 2021. Brother Muldowney resided in Austin, Texas.



WILLIAM WALES

Pensioner William Wales, 84, died April 27. He became a member of the SIU in 1968. Brother Wales initially sailed aboard the *President Adams*. He worked in the steward department and concluded his career aboard the *Westward Venture*. Brother Wales went on pension in 2006 and settled in the Philippines.



GREAT LAKES

WILLIAM CHARTIER

Pensioner William Chartier, 70, died April 9. He began sailing with the Seafarers in 1974 when he shipped on the *J.S. Young*. Brother Chartier was a member of the deck department. He last sailed aboard the *Buffalo* and went on pension in 2006. Brother Chartier called Manistique, Michigan, home.

JACOBO ZEPEDA

Brother Jacobo Zepeda, 66, passed away May 14. He signed on with the Seafarers International Union in 2022. Brother Zepeda worked in the engine department. He sailed on the *American Spirit* for the duration of his career. Brother Zepeda was a Boston resident.

INLAND

EDWARD BRADY

Pensioner Edward Brady, 80, passed away April 16. He embarked on his career with the union in 1983. A deck department member, Brother Brady worked with Crowley Towing and Transportation until his retirement in 2007. He resided in Sunset Beach, California.

CARROLL CUDWORTH

Pensioner Carroll Cudworth, 84, died May 30. He donned the SIU colors in 1969, initially working with Baltimore Towing. Brother Cudworth was a deck department member. He last sailed with McAlister Towing of Baltimore in 1988. Brother Cudworth went on pension in 2020 and made his home in Bel Air, Maryland.



VIVION MCRAE

Pensioner Vivion McRae, 74, passed away May 2. He became a member of the Seafarers International Union in 1976. A deck department member, Brother McRae was employed with Dravo Basic Materials for the duration of his career. He became a pensioner in 2018 and lived in Wilmer, Alabama.

NMU

EUSEBIO AMAYA

Pensioner Eusebio Amaya, 91, passed away April 22. A steward department member, Brother Amaya last shipped on the *Washington Express*. He retired in 2006 and lived in Texas City, Texas.



ISABEL ARZU

Pensioner Isabel Arzu, 97, died May 6. Brother Arzu shipped in the steward department. He concluded his career aboard the *Marjorie Lykes* and went on pension in 1992. Brother Arzu was a Houston resident.



RAFAEL GUADALUPE

Pensioner Rafael Guadalupe, 89, passed away April 23. Brother Guadalupe worked in the deck department. He concluded his career aboard the *Chilbar* and retired in 2001. Brother Guadalupe lived in Port St. Lucie, Florida.

OSCAR JONES

Pensioner Oscar Jones, 77, passed away May 21. Brother Jones was a steward department member. He last shipped aboard the *Cherry Valley* and went on pension in 1998. Brother Jones made his home in Jacksonville, Florida.

HORACE MONTGOMERY

Pensioner Horace Montgomery, 89, died April 6. Brother Montgomery shipped in the steward department and last sailed aboard the *Sulphur Enterprise*. He retired in 2003 and settled in Frisco City, Alabama.



Paul Hall Center Upgrading Course Dates

Sign Up for Courses



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 at right connects to a web page with the latest course dates (they may differ from what's printed here, though in most cases the only changes are additions that haven't yet made it into the *LOG*). Seafarers are welcome to contact the admissions office with questions about upgrading courses: (301) 899-0657, admissions@seafarers.org

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		

Able Seafarer - Deck	September 21 November 16	October 9 December 4
RFPNW	August 24 September 21 October 19	September 11 October 9 November 6
Lifeboat/Water Survival	August 31 September 28 October 26	September 11 October 9 November 6

ENGINE DEPARTMENT UPGRADING COURSES		
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Boiler Technician (FOWT)	August 24 October 19	September 18 November 13
Adv. Refrig. Cont. Maint. (ARCM)	September 14 December 7	September 25 December 18
RFPEW	August 24 September 21 October 19	September 18 October 16 November 13
Pumpman	August 31	September 4
Welding	September 21 October 19 November 16	October 9 November 6 December 4

STEWARD DEPARTMENT UPGRADING COURSES

Certified Chief Cook	August 31 November 9	November 6 January 15, 2027
Galley Operations	August 24 September 21 October 19 November 16	September 18 October 16 November 13 December 11
Chief Steward	September 14 December 7	October 9 January 1, 2027
Adv. Galley Operations	August 17 October 12	September 11 November 6

OPEN/SAFETY UPGRADING COURSES

Basic Training Revalidation	September 18 October 26 October 30 November 16 November 20	September 18 October 26 October 30 November 16 November 20
Government Vessels	October 5 November 2	October 9 November 6
Small Arms	August 17	August 20
Tanker Ship Fam. - DL	September 21 October 12 November 9	September 25 October 16 November 13
Tanker Ship Fam. - LG	September 14 September 21	September 18 September 25
Basic Training/Adv. FF Reval.	August 17 November 2	August 18 November 3

Seafarers LOG Gets New Website

Refreshed, Modern Look That Now Houses Lifeboat Class Photos

The new website seafarerslog.org is the home of every issue of the Official Publication of the Seafarers International Union, as well as the collection of available lifeboat class photos going back to the very beginning. If you discover a missing issue, feel free to let us know by visiting our Contact Us form. Similarly, if you have a copy of a class photo that is missing from on the website, please send it to us to add to the collection.

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The Seafarers Log is the union's official publication, first issued in February 1939. For the past several decades, the Log has adhered to a monthly schedule (12 editions per year). At various other times, it was published more frequently.



Latest Issue

07/01/2026

Volume 88 | Number 7

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Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #934 – Recently graduated: James Artis, Elijah Busch, Daniel Cho, Kelvin Huffman, Kaitlyn Lipka, Alec Neace, Joseph Romanowski, Cameron Slayton, Dylan Storie, Maciej Szmytkowski, Dena Turner and Cole Waddell.



RFPEW (UPGRADER) – Graduated May 1: Charles Hughes Jr.



GALLEY OPS – Graduated May 1: Dena Turner.



GOVERNMENT VESSELS – Graduated recently: Matthew Carroll, Jose Guerrero, Theodore Hilles, Eric Johnson, Ali Mohamed, Maurice Woodhouse Jr. and Randy Wurr.



TANK SHIP FAMILIARIZATION (LG) – Graduated recently (not all are pictured): Hubert-Jon Anton, Clifton Armstead III, Natalie Barry, Abigail Brissett, Chadrack Buteau, Zachary Clary, Christopher Demore, Jake Doherty, Thomas Gibbons, Shekeyar Harris, Vander Horton, Nicholas Kopko, Ashton Landry, Boris Lev, Benjamin McCraw, Conner McDaniel, Carmell Noisette, Tristan Pinzon, Adrian Proo, Elvin Rivera Aviles, Storm Strickland, Domonique Tipps, Christopher Vincent and Daylen Williams.



GOVERNMENT VESSELS (PHASE 1) – Graduated recently: Brian Baker, Dominick Duffy, Ashton Ealy, Jessica Edmondson, Liam Fleming, Brian Ford, Carie Kelsheimer, Kyle Leirvik, Alexander Mesa, George Mouras, Corinthian Patterson, Drake Plascencia, De'Karee Porter, James Strutchen, Shamon Taylor and Jun Yoon.



VESSEL OPS – Graduated recently: Brian Baker, Dominick Duffy, Jessica Edmondson, Liam Fleming, Brian Ford, Kyle Leirvik, Jakod McCall, Alexander Mesa, George Mouras, Alec Neace, Corinthian Patterson, Drake Plascencia, De'Karee Porter, James Strutchen, Shamon Taylor, Marchelle Townsend and Jun Yoon.



GOVERNMENT VESSELS – Graduated recently: Jean Baule, Nahun Bernardez Bernardez, Ashely Burke, Mark Campbell, Alvin Clark, Thomas Drummond III, Curtis Harris, Ostin Harry, Rogelio Jamora, Christopher Johnson Jr., Rudie Johnson, Ashley Lee, Abad Martinez, Tomas Merel, William Scott, Loretta Stewart, Julius Sykes, Miguel Velasquez, Jimmie Williams Jr., Roderick Williams and Quincy Wilson.

Paul Hall Center Class Photos



FOWT – Recently graduated (not all are pictured): Micah Acosta, Omar Alsharif, Corey Ambrose, Joshua Chamorro, Dominick Davis, Charles Evans Jr., Travis Flippin, Shauni Franklin, Te'angela Grant, Paul Green, Nasir Harrell, Nasir Hinton, Freedom Le, Tyler Morin, Daquan Munson, Jamison Parris, Tyrone Scott Jr., Adarius Simpson, Noah Welch and Tyrone Wilson.



RFPNW – Graduated May 22: Christopher McCalip.



BASIC FIREFIGHTING (UPGRADERS) – Graduated May 14: Leon Kornegay (left) and Zion Oliphant.



SERV SAFE MANAGER – Graduated May 15: Ashton Ealy (left) and Carie Kelsheimer.



GALLEY OPS (UPGRADERS) – Graduated recently: Mohamed Ahmed, Mario Batiz Alvarez and Justin Cunningham.



CHIEF STEWARD – Graduated recently: Julian Abreu, Edna Bakhos, Juan Baquera, Steven Bowmer, Howard Brooks Jr. and Leone Davis.



GOVERNMENT VESSELS – Graduated recently (not all are pictured): Michael Adote, Jarion Andrews, Patrick Brill, Precious Cullins, Gregory Davis, Nathan Dixon, Mario Dolmo Nunez, Michael Durango, Mohammed Gir, Jamil Gregory, Adrian Hogan, Anthony Hunter, William Jackson, Roslyn Johnson, Christopher McAfee, Ethan Mims, Crystal Montgomery, Dontrell Riddick, Roy Robles, Harvey Sampson, Emanuel Spain Jr., Connie Tarplin and Antjuan Webb Sr.

Paul Hall Center Class Photos



GOVERNMENT VESSELS – Graduated recently: Hubert-Jon Anton, Clifton Armstead III, Natalie Barry, Abigail Brissett, Chadrack Buteau, Zachary Clary, Christopher Demore, Jake Doherty, Thomas Gibbons, Vander Horton, Nicholas Kopko, Ashton Landry, Boris Lev, Benjamin McCraw, Conner McDaniel, Carmell Noisette, Tristan Pinzon, Adrian Proo, Elvin Rivera Aviles, Storm Strickland, Christopher Vincent and Daylen Williams.



WELDING – Graduated June 12: Dennis Malaran (center) and Ashely Burke (right). Instructor Mike Fay is at far left.



RFPNW – Graduated recently: Jessica Edmondson, Liam Fleming, Brian Ford, Kyle Leirvik, Jakod McCall, Alexander Mesa, George Mouras, Alec Neace, Drake Plascencia, De'Karee Porter, James Strutchen, Shamon Taylor and Marchelle Townsend.



WELDING – Graduated recently: Micah Acosta, Felsher Beasley Jr., Shauni Franklin, Michael Lane, Freedom Le, Tyler Morin, Adarius Simpson and Ryan Sotomayor. Instructor Chris Raley is at far right.



BASIC FIREFIGHTING (UPGRADERS) – Graduated recently, from left to right: Robert Woods and Jeffrey Hardy.



GOVERNMENT VESSELS – Graduated recently (not all are pictured): Patrick Ballard, Vinci Bhardwaj, Gerald Blaney, Patrick Brittingham Jr., Boaz Brown, Jaheim Collins, Monyette Flowers, Sean Jordan, Travis Lofton, Diamond Malone, Kara Martin, Cornelius McConville, Douglas McConville, Destiny McKinney, William Pomaes Rodriguez, Samuel Ramos, Ali Rodriguez, Michael Ulloa, Alexander Ward and Julian White.

SEAFARERS LOG

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

Seafarers Speak Up for Jones Act

As part of a grassroots campaign to protect American maritime jobs – along with U.S. national, economic and homeland security – SIU members recently submitted short videos and written testimonials about why the Jones Act matters to them, and why the administration's waiver should end. This page includes some of the written submissions, which are posted on the union's social media accounts.

“MR. PRESIDENT, PLEASE PUT THE JONES ACT BACK TO FULL STRENGTH. THE JONES ACT PROTECTS OUR INDUSTRY AND PROTECTS AMERICA.”

STEPHEN ARGAY, RECERTIFIED BOSUN (RETIRED)

“THE JONES ACT WAIVER HAS CAUSED REAL UNCERTAINTY FOR OUR JOBS. I’VE SEEN FIRSTHAND HOW CRUCIAL A STRONG U.S. MERCHANT MARINE IS TO OUR NATIONAL SECURITY AND MY LIVELIHOOD.”

PAUL NEWMAN, CHIEF COOK

“THE JONES ACT WAIVER WILL PREVENT ME FROM SHIPPING OUT AND PROVIDING FOR MY FAMILY.”

JAMES RODWELLER, QMED

“THE JONES ACT HAS GIVEN ME PEACE OF MIND THROUGHOUT MY WHOLE CAREER, ASSURING ME I WILL ALWAYS HAVE A JOB AND PROVIDE FOR MY FAMILY. PLEASE END THE WAIVER.”

JULIO ALVAREZ, RECERTIFIED BOSUN

“THE JONES ACT HAS PROVIDED ME WITH A LIFE I NEVER THOUGHT ATTAINABLE: A HOME, A FAMILY, AND FINANCIAL SECURITY. END THE WAIVER AND ENSURE A SUSTAINABLE FUTURE FOR AMERICAN MARINERS OF TODAY AND TOMORROW.”

JIMMY HARGROVE, SECOND MATE

“THE JONES ACT ISN’T JUST A LAW TO ME – IT’S WHAT HELPS PUT FOOD ON MY FAMILY’S TABLE AND KEEPS A ROOF OVER OUR HEADS. END THE WAIVER.”

VERNELL CORNELL, GUDE

“THIS LAW KEEPS OUR COUNTRY SECURE. IT’S NOT BROKEN, SO DON’T FIX IT! END THE WAIVER.”

KEN FRANKIEWICZ, AB

“THE JONES ACT IS GOOD FOR OUR ECONOMY AND NATIONAL SECURITY. DO WHAT IS RIGHT FOR THE AMERICAN PEOPLE: END THE WAIVER!”

JULIOUS MIZELL, AB

“THE JONES ACT NOT ONLY PROTECTS AMERICAN JOBS BUT ENSURES A SAFE AND SECURE COUNTRY. CORPORATE GREED AND POLITICAL GAIN SHOULD NOT BE ALLOWED TO DISPLACE HARD-WORKING AMERICANS. PLEASE REMOVE THE JONES ACT WAIVER.”

MARK BILLIOT, RETIRED RECERTIFIED BOSUN



END THE JONES ACT WAIVER AND PUT AMERICANS BACK TO WORK.