



SEAFARERS LOG

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

SIU, Paul Hall Center Celebrate Maritime Day



In the nation's capital and elsewhere, the union took part in National Maritime Day observances. Officials from the SIU and its affiliated Paul Hall Center for Maritime Training and Education are pictured above, at the U.S. Department of Transportation's traditional ceremony, where SIU President David Heindel (center, in blue suit) was a featured speaker. Other officials from the union and the PHC are pictured, too, along with PHC Apprentices. *Pages 3-4.*

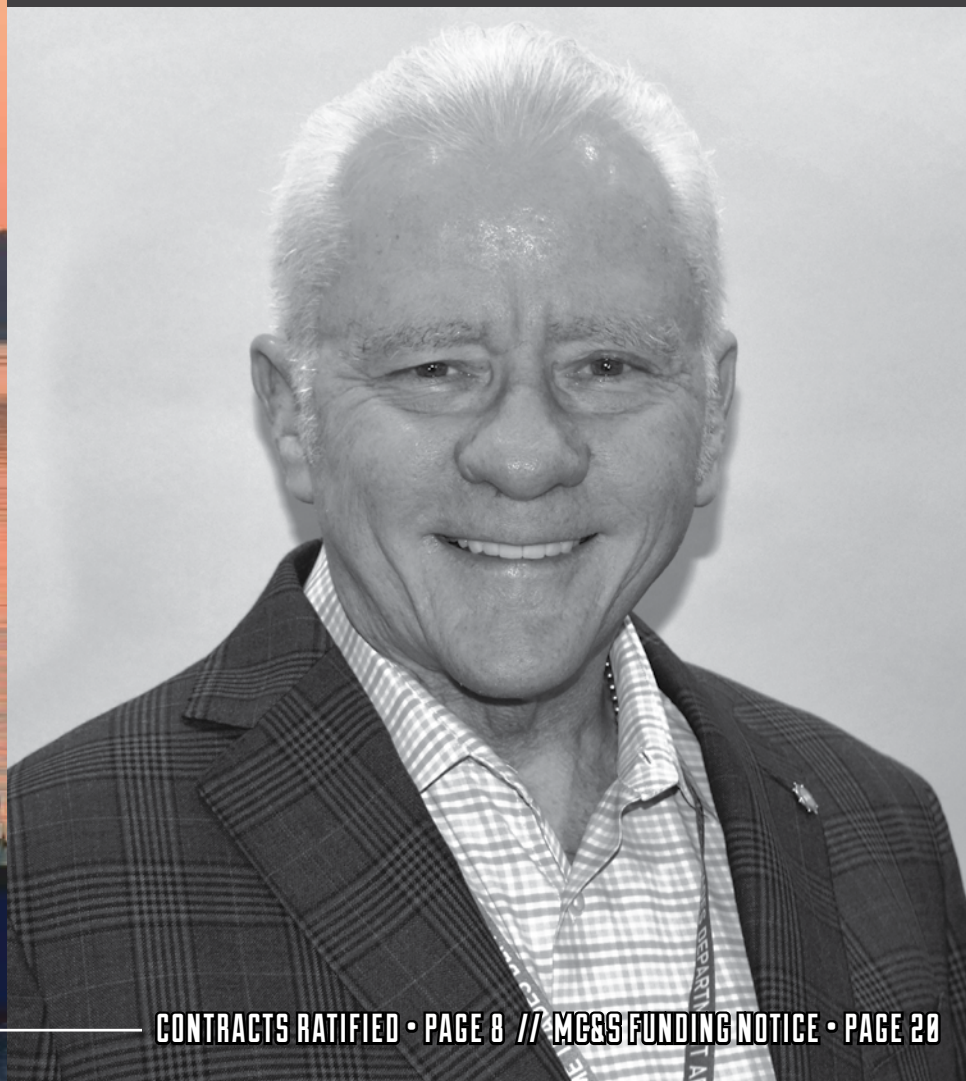
Waterfront Classic a Winner

Continuing the annual tradition, SIU officials, veterans from Boulder Crest, friends and guests gathered at the Paul Hall Center to fish for a cause. *Pages 12-14.*



Union, Industry Lose a Titan

The union is mourning the unexpected passing of SIU VP Gulf Coast Dean Corgey, who served the organization since the 1970s. He was 73. Corgey's duties extended beyond the SIU – he worked as a port commissioner and a state AFL-CIO official, in addition to wearing many other hats. *Page 7*



Jones Act: All American



David Heindel

As of this writing in mid-June, a peace agreement between the United States and Iran reportedly had been reached. Obviously, this would be great news across the board, including specifically for the SIU and potentially for the broader U.S. maritime industry. Our remaining vessels that have been stuck near the war zone can finally resume sailing – and the pointless, ineffective Jones Act waiver should end.

You may recall that the administration issued the waiver because they deemed it “necessary in the interest of national defense.” That does not square with (to cite just one example) the Chinese-flagged *Jin Zhou Wan* recently moving asphalt between Harvey, Louisiana, and New Haven,

Connecticut. The *Jin Zhou Wan* is operated by COSCO Shipping, which remains designated as a Chinese Military Company by the Department of Defense. Again, that’s just one example among the more than 100 times the waiver has been used by foreign vessels to take away American jobs.

Fortunately, the Jones Act continues to enjoy strong bipartisan support. For example, U.S. Rep. Salud Carbajal (D-California) announced that he sent communications to vessel owners and operators that have used the Jones Act waivers, inquiring about their compliance with U.S. laws and requesting more information about their utilization of the waiver. U.S. Rep. Rick Larsen (D-Washington) publicly described the waiver as “horrible policy” that is counterproductive to the administration’s recently unveiled Maritime Action Plan.

Additionally, U.S. Rep. Hillary Scholten (D-Michigan) described the irony of an administration on one hand committing to closing the borders while on the other hand allowing what amounts to “open, porous borders” via the waiver. U.S. Rep. Jefferson Van Drew (R-New Jersey) said, “Nothing is more critical than the

Jones Act,” while Maritime Administrator Steve Carmel reiterated a previous quote from Transportation Secretary Sean Duffy: “If we don’t have the Jones Act, we will not have a maritime industry at all.”

Another crucial point was made by Chairman of the Senate Armed Services Committee, Sen. Roger Wicker (R-Mississippi), who stated his backing of the Jones Act and added that if “war breaks out, Chinese ship[s] are not going to be available to us.”

My bottom line is that the waiver isn’t helping anyone other than foreign interests. It is taking away American jobs, it isn’t providing relief to U.S. consumers, and it most definitely has spooked businesses who otherwise would be investing in American maritime.

Regardless of how the waiver itself plays out, our fight to protect the Jones Act won’t end anytime soon. Early last month, an anti-Jones Act organization announced an impending \$600,000 ad campaign to outright repeal America’s freight cabotage law. You can expect lots of lies and half-truths from them in the weeks and months ahead. And you can count on us and our allies, prominently including the major domestic maritime coalition American Maritime Partnership, continuing to set the record straight. America needs the Jones Act.

Remembering Dean Corgey

I provided a long quote for our formal obit of SIU Vice President Dean Corgey in this month’s LOG, but wanted to add a few more thoughts here. Dean and I knew each other since the early 1970s, and we worked together on more campaigns, projects and assignments than we could count.

In my more than half-century with the SIU, I haven’t met anyone who loved our union more than Dean. As he said more than once, the SIU was his identity. He cared about the membership first and foremost, and his work always reflected a deep commitment to their wellbeing.

Dean also embodied our union’s commitment to rowing in the same direction as our vessel operators when we’re not at the bargaining table. He led by example when it came to making sure our operators succeeded so that our members would tangibly share in the positive results.

We will find a proper way to honor Dean’s legacy in long-lasting fashion. For now, he earned the outpouring of accolades that have been shared after his passing. Fair winds and following seas, Brother.

Carbajal Launches Oversight into Foreign Vessel Operators that Benefited from Jones Act Waiver

As the United States observed the Jones Act’s 106th anniversary, U.S. Rep. Salud Carbajal (D-California), top Democrat on the House Coast Guard and Maritime Transportation Subcommittee, sent letters to vessel owners and operators “that benefited from the Trump administration’s Jones Act waiver, seeking information about their use of the waiver, compliance with U.S. law, and the impacts on American maritime jobs and domestic shipping capacity. The letters are part of Carbajal’s ongoing oversight of the administration’s April 23 extension of the waiver,” Carbajal’s office said in a news release.

Since the waiver was issued, Maritime Administration (MARAD) records show that several foreign operators provided either vague justifications for the waiver or, in some cases, identified the national security rationale as “not applicable,” the congressman reported. In his letters, Carbajal outlines how this is not the way Congress intended the waiver to be used.

“While this administration may play fast and loose with the law, your requirements under the law are clear. Even when operating under a Jones Act waiver, every vessel that operates in the domestic trades must comply with all other federal and state statutes,” wrote

Carbajal. “As Ranking Member of the Coast Guard and Maritime Transportation subcommittee, I have always been an outspoken supporter of the Jones Act, and this waiver has shown that now is the time to engage in rigorous oversight to protect the American maritime industry.”

In addition, Carbajal requested detailed information from each company to ensure the organizations are in compliance with applicable federal and state laws.

“I intend to work with relevant federal and state agencies to ensure that all operators utilizing the waiver have complied with applicable U.S. laws and regulations,” concluded Carbajal. “Accordingly, I request that you provide detailed information regarding your compliance with all applicable federal and state laws for any vessel that has operated, is operating, or intends to operate in domestic commerce pursuant to the current Jones Act waiver. This information will assist Congress in evaluating both compliance with existing law and the broader impacts of the waiver on U.S. maritime interests.”

Earlier this year, Carbajal was recognized by the International Propeller Club and received the Frank Courtenay “Salute to Congress” Award for championing legislation to support the American maritime industry.

Meanwhile, at press time, the American Maritime Partnership (AMP), to which the SIU is affiliated, continued its campaign calling on the president to end the waiver “and put American workers, American businesses and American maritime strength first.”

As described by the coalition, “The Jones Act is a fundamental national security law that requires vessels moving cargo from point to point in the United States to be built, owned, and crewed by Americans. The current waiver by the Trump administration is already creating extensive harm to American workers and American investment while foreign countries and workers profit.”

“Clearly, President Trump has been led to believe that waiving the Jones Act is an effective way to lower gas prices, when we all see that prices have not gone down with the waiver. What the waiver does is put America last by allowing foreign operators and mariners to take American business and jobs,” said AMP President Jennifer Carpenter. “While it may be a convenient talking point for Kevin Hassett and others pushing this failed attempt to lower prices, it directly undermines the very policies that President Trump campaigned on and has championed – buy American, hire American, and strengthen our national might. The president should trust his instincts, follow his outlined policies and put America and our national security first.”

Recent independent analysis puts the waiver’s price impact at just \$0.000157 per gallon of gas.

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



U.S. Rep. Salud Carbajal (D-California)



Jennifer Carpenter AMP President

SIU Celebrates National Maritime Day in DC

The SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) played prominent roles in this year's National Maritime Day ceremony at U.S. Department of Transportation headquarters in the nation's capital.

SIU President David Heindel was a featured speaker for the annual event, while PHC Apprentice **Conner McDaniel** handled the traditional tolling of eight bells. Additionally, Bosun **Ion Sterie** along with members of the Seafarers-affiliated American Maritime Officers accepted the Gallant Ship Unit Citation on behalf of their fellow mariners from Crowley's *Stena Immaculate*.

The ceremony also included recognition for the American Merchant Marine Veterans (AMMV), who received the Merchant Marine Medal for Outstanding Achievement.

Guest speakers, in order, were: Transportation Secretary Sean Duffy; Maritime Administrator Stephen Carmel; Gen. Randall Reed, USAF, Commander, U.S. Transportation Command; SIU President David Heindel; Mainstay Maritime CEO Greg Binion; and Mike McCoshen, Administrator, Great Lakes St. Lawrence Development Corporation.

Numerous SIU officials and PHC apprentices attended the spirited gathering. Among them were

SIU Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice Presidents George Tricker and Pat Vandegrift, Assistant Vice President Michael Russo, and PHC officials Wayne Johnson, Christian Holloway and Rose Paul.

In his prepared remarks, Heindel said in part, "Bipartisan backing of American maritime will remain critical if we truly hope to restore our dominance. That means ironclad support for everything that keeps us afloat, including real and consistent cargo preference, the Maritime Security Program, the Tanker Security Program, and of course the most important one of all, the Jones Act. Anything less will weaken our industry, including making it quite difficult to recruit the mariners of tomorrow while retaining the ones already sailing, as well as assuring continued industry investment."

He added, "As you know, the U.S. Merchant Marine has served this great nation since our earliest days. In Peace and War, we have always been there, and always will be. This is a proud legacy that the SIU takes very seriously, as do our sisters and brothers from the American Maritime Officers; the Masters, Mates and Pilots; the Marine Engineers; the Sailors' Union of the Pacific; the Marine Firemen; and every other organization that has answered the call for the

last 251 years. We must never, ever put our troops in a position where they have to rely on foreign tonnage and foreign crews. That's just good common sense, but we have to keep working to make sure it stays that way."

According to the Maritime Administration, "The Gallant Ship Award is presented by the U.S. Secretary of Transportation to any U.S.-flag or foreign ship participating in outstanding or gallant action in a marine disaster or other emergency to save life or property at sea. The award originates from an executive order issued by President Franklin D. Roosevelt during World War II, which recognizes excellence and bravery in merchant mariners. Between 1942 and 1994, just 41 ships have received the Gallant Ship Award."

SIU and AMO members aboard the *Stena Immaculate* last year safely evacuated the ship in the North Sea after it was hit by a foreign-flag vessel. After bravely fighting the resultant fire (the *Stena Immaculate*, 600 feet in length, was carrying military jet fuel) for around 30 minutes, all 23 mariners from the Crowley vessel successfully launched and boarded their lifeboat, and made it ashore essentially unharmed.

Additional coverage on **Page 4**.



SIU President David Heindel



Gen. Randall Reed



DOT Secretary Sean Duffy



Maritime Administrator Stephen Carmel



The crowd gathers at DOT headquarters.



PHC Apprentice Conner McDaniel



Stena Immaculate mariners are pictured with union and company personnel prior to receiving the prestigious Gallant Ship Award. From left are SIU VP George Tricker, Bosun Ion Sterie, SIU Secretary-Treasurer Tom Orzechowski, SIU Exec. VP Augie Tellez, CE Dimiter Mitev, 2M Peter Skerys, CM Thor Pearson, SIU Asst. VP Michael Russo, Crowley Exec. VP James C. Fowler, and SIU President David Heindel.

National Maritime Day Observed Across the Country



CELEBRATING IN TEXAS AND VIRGINIA – SIU personnel took part in National Maritime Day observances in Norfolk, Virginia, and in Port Arthur, Texas. Pictured from left in the group photo, taken in Norfolk, are SIU Port Agent Josh Rawls, ITF Inspector Barbara Shipley, Safety Director Kianta Lee, and SIU VP Sam Spain. The other snapshots are from Port Arthur: SIU Port Agent J.B. Niday (above, left) delivers remarks about the U.S. Merchant Marine’s historic reliability, and Seafarer Fr. Sinclair Oubre (remaining photo) discusses current-day career opportunities in the industry.

Presidential Message on National Maritime Day

From the White House:

For over two and a half centuries, the dedicated members of the United States Merchant Marine have powered our economy, secured our commerce, and defended American interests at home and abroad. Today, we honor the brave Mariners who have borne our Nation’s strength across the seas, and we recommit to restoring and expanding America’s maritime dominance.

The Merchant Marine has played an indispensable role in defending and advancing American interests since the earliest days of our Republic. During the Revolutionary War, Merchant Mariners defied enemy blockades, captured British vessels, and delivered critical supplies that fueled the Continental Army’s righteous pursuit of liberty. Their unwavering courage and selfless sacrifices helped secure the Independence of our young Republic, and they never wavered in standing firm for our Nation in the centuries since. In World War II, the Merchant Marine played a decisive role in transporting troops, fuel, and vital war material across perilous waters. Facing relentless enemy attacks and massive casualties, these patriots triumphantly persevered and helped ensure victory in our fight against tyranny. Whenever our Nation has been called to action—whether in war or in peace—the United States Merchant Marine has answered with unmatched resolve, carrying the strength and prosperity of America across every ocean in the world.

Today, that mission is more vital than ever before. Merchant Mariners move the goods that stock our shelves, fuel our industries, and supply our Armed Forces around the globe. Their work strengthens our economy and supports our national security, which is why my Administration is proudly restoring America’s maritime strength. Last year, I signed an Executive Order to expand our shipbuilding capacity, strengthen our maritime workforce, protect our industrial base, and ensure America’s shipping capabilities can support both military operations and economic independence. As a result of these decisive actions, our Nation is securing unprecedented investments in port and maritime infrastructure, boosting American industry, driving economic growth, and protecting our national security.

Today, we pay tribute to the men and women of the United States Merchant Marine, whose steadfast service has sustained our Nation through its greatest trials and carried our prosperity to new heights. As we celebrate 250 glorious years of American Independence, we renew our commitment to strengthening our maritime power and ensuring that America is the most dominant force upon the oceans for generations to come.

Federation Backs Maritime, Charts Course To Continue Organizing More Workers

Delegates to the AFL-CIO convention on June 9 unanimously adopted a wide-ranging resolution backing the U.S. Merchant Marine and American shipbuilding. SIU Executive Vice President Augie Tellez and SIU Secretary-Treasurer Tom Orzechowski both addressed fellow delegates to reinforce the importance of the Jones Act, which the federation consistently backs.

The convention took place June 7-10 in Minneapolis.

Delegates re-elected Liz Shuler and Fred Redmond to lead the AFL-CIO as president and secretary-treasurer, respectively. When elected to their first full terms in 2022, the team made history: Shuler as the first elected woman president of the AFL-CIO, and Redmond as the highest-ever ranking Black labor leader. During their time in office, they have grown the federation from 57 to 65 affiliated unions, and supported new organizing to bring the collective membership of the federation to 15 million workers and growing.

“Serving as president of the AFL-CIO has been the honor of a lifetime, and I am deeply moved to be re-elected for a second term,” said Shuler. “My union story is like so many others, growing up in a working-class family that scraped to get by from paycheck to paycheck until our lives were changed by an IBEW apprenticeship. Our family lived the union difference. Financial stability overnight, a career with skill and dignity for my dad, and a passion for organizing that turned into a lifelong mission for me.”

Redmond stated, “In just two generations, my family went from Mississippi sharecroppers to living in poverty on the South Side of Chicago to me becoming the highest-ranking African American in the history of the American labor movement – and it’s all because my dad got a union job at an aluminum mill and became a member of United Steelworkers Local 3911. When I joined my dad at the mill, I also joined a movement and a legacy of trade unionists who sacrificed and fought to make our jobs safer, our workplaces more equitable and our society more just. At this

unprecedented moment, with attacks on worker and civil rights from the most anti-labor administration in history and the wealthy and well-connected consolidating power and profit, we will be led by that history and continue their fight.”

In their second term, Shuler and Redmond committed to mobilize to put more pro-worker candidates into office; organize to ensure working people can make their voices heard and have their votes at the ballot box count, without fear or intimidation; continue to grow union power in every workplace, organizing millions more members and building an economy for working people; and fight back against corporate greed and push forward the AFL-CIO’s Workers First AI Agenda, so that workers are empowered with a seat at the table and a say in artificial intelligence development and implementation.



Pictured from left on the final day of the AFL-CIO convention in Minneapolis are SIU VP Joe Vincenzo, SIU Asst. VP Amancio Crespo, MTD Executive Secretary-Treasurer Emeritus Daniel Duncan, SIU VP Bryan Powell, SIU Exec. VP Augie Tellez, and SIU VP Hazel Galbiso.



SIU Exec. VP Augie Tellez (above) and SIU Secretary-Treasurer Tom Orzechowski (remaining photo) hit the deck at the convention to underscore the Jones Act’s importance.



Jones Act Front and Center at MTD Convention

America's freight cabotage law has protected U.S. national, economic and homeland security for more than a century, and it currently helps support more than 650,000 jobs across the country.

But the Jones Act is under attack, and the fight to preserve it was a main topic at the quadrennial convention of the Maritime Trades Department (MTD), which took place June 4-5 in Minneapolis.

The MTD is a constitutional department of the AFL-CIO, featuring 23 affiliates (including the SIU) with a combined membership of more than five million. SIU President David Heindel also serves as MTD president (he was re-elected last month).

Most of the guest speakers at the convention addressed the recent Jones Act waiver and extension – both unprecedented in length – implemented by the Trump administration.

AFL-CIO President Liz Shuler stated, "There are 650,000 jobs that are touched by the Jones Act, and we have anti-worker corporate interests attacking it every single day, pushing us to this race to the bottom. The Jones Act is not some dusty law in the archives somewhere. It's our security and it's our safety today for American workers, for our economy, for our country at a time when the world is on fire. And so, we will defend the Jones Act and our bedrock labor protections with everything we have. It's time for us to make the Jones Act the labor movement's fight."

Jim Weakley, president of the Lake Carriers' Association and an officer with the major domestic maritime coalition American Maritime Partnership (AMP, to which the SIU is affiliated), described efforts to end the waiver, which definitively has been proven to benefit foreign-flag ships while providing no discernable cost relief to U.S. consumers.

AMP "is [actively] fighting the Jones Act waiver," Weakley said. "We really support the leadership of Mr. Heindel and the way the union works together with management (on this issue and others). I don't think there's another industry in America, when it comes to taking our message to Capitol Hill and doing what's in our best interest, that works together this well. I appreciate (Heindel's) leadership in putting together that coordinating team. I think it's making a big difference."

Weakley mentioned an online letter, actively utilized by rank-and-file Seafarers, which has resulted in more than 80,000 pro-Jones Act messages being sent to legislators in the nation's capital.

American Federation of Teachers (AFT) Executive Vice President Evelyn DeJesus said that even though she usually isn't directly involved in the maritime industry, she has seen the relief efforts of Jones Act crews and vessel operators who've consistently responded to natural disasters in Puerto Rico. She worked with maritime associates including SIU Assistant Vice President Amancio Crespo to deliver union-made water filters to families, communities and schools after hurricanes.

DeJesus underscored the maritime industry's noteworthy history.

"The Maritime Trades Department has always been on the front lines fighting for democracy, putting yourselves in harm's way to get the military the equipment and supplies needed," she said. "Let's not forget that in World War II, more merchant seamen lost their lives or were wounded or taken prisoner per capita than any branch of military service. That's because fighting fascism and authoritarianism is what you have always, always done, from building the ships, to sailing on them, to manufacturing and engineering. This

industry is essential to peacekeeping, to economic prosperity, and national defense."

DeJesus continued, "But that's not all. When people anywhere in the world are hurting, you are there. Let me give you an example. I might get a little emotional because it was personal to me.

Remember how in 2017 my union and the Seafarers International Union and your U.S.-flag shipping companies teamed up after Category 5 Hurricane Irma? A couple of weeks later, Category 4 Hurricane Maria struck my Puerto Rico. While the president was tossing rolls of paper towels, unions and shipping companies were delivering water filters. Water filter systems, portable shelters, books and other [supplies]. We went to schools where children were crying in wheelchairs saying, 'We want water.' There was no water, no clean water.

"I want to take a point of personal privilege," DeJesus added. "Your brother, your assistant vice president, Amancio. He was an angel. I thank God for you guys, as a woman of faith, because you guys showed up. You showed up when no one else showed up. You showed up and helped us. Because of you, schools had water filters. Schools had food. They had lights. You guys made that happen. From the bottom of my corazón, I thank you."

DeJesus then cautioned about the obvious dangers of weakening or eliminating the Jones Act.

"Educators in our union experienced the Jones Act firsthand," she said. "My union family, that means that we are called upon to defend it. That is not always easy when the enemies of U.S.-flag shipping are doing their best to get rid of the Jones Act. We live with the lies that everything will be cheaper if we just get rid of the Jones Act.... We must do a better job of making the case to the people.... We're in survival mode, and we're going to win this."

Bill Hanson, senior vice president of Great Lakes Dredge & Dock, explained how the waiver is causing uncertainty in the domestic maritime industry. Because of it, "We're struggling with what to do next," he said. "The last thing you want to do is have your industry be confused. We're confused right now. You really want us to build the ships? You really want us to train a workforce? You really want us to invest? What are you doing here (with the waiver)?"

He said the company "will continue the partnership with the Maritime Trades Department, because it's extremely important that we have a common voice. We're all in this together. We all have the same skin in the game."

Maritime Administrator Steve Carmel focused on the maritime workforce.

"I want to start with a proposition simple enough to say in one breath and important enough to build an entire industry around: The foundation of industry is cargo, and the muscle that makes it move is labor," Carmel said. "The maritime industry does not exist to build impressive hulls or fill ports with cranes. It



MTD/SIU President David Heindel

exists to move cargo. Cargo creates demand, trade opens routes, routes call fleets into being, and fleets fill shipyards. Every single link in that chain depends on people: the men and women who design, build, sail, repair, fuel, load, and unload those ships. Without cargo, labor has nothing to move. Without labor, cargo sits on a dock. This is not a slogan; it is the architecture of the industry reduced to its two load-bearing walls."

He recapped the nation's maritime history and then stated, "We're living through another great turning point. Trade patterns are shifting, geopolitics is shifting, the technology under our feet is shifting. Automation, artificial intelligence, new propulsion systems, digital tracking on autonomous vessels. These conversations are real, and they are necessary. But they must never crowd out one stubborn truth: No technology has ever unloaded a ship by itself because it wanted to. No algorithm ever stood a forward watch on a bridge in a stormy sea because it believed in the mission. No machine ever built an industry from scratch. People do that. People always have, people always will."

Carmel continued, "Labor and innovation are not enemies. The history of American labor is the history of adaptation amplifying innovation, from sail to steam, from steam to diesel, from break bulk cargo to modern container. Every single one of those transitions came with prophecies that the worker was finished. Every single one of those proved to be wrong. They proved the worker to be indispensable. Technology changes the tools, but it does not retire the need for human judgment, human skill, courage, and commitment. And most importantly, human vision about the endless possibility that is our future."

The other guest speaker, Gay Henson, secretary-treasurer of the International Federation of Professional & Technical Engineers (IFPTE), told the officers, delegates and guests about her union's efforts to push back against federal-sector job cuts and anti-union executive orders.

"We're under attack," she said. "We have just had, in the last year, the largest union-busting effort in U.S. history, by our own president.... Actions against our federal government workers are mainly policies that have been done unilaterally and without congressional or legal approvals. Can everybody say Project 2025? One promise that we got from that is trauma. That was the word that was used by Russell Vought in 2023 about federal workers. This is what he said: 'When they wake up in the morning, we want them to not want to go to work because they are increasingly viewed as the villains. We want their funding to be totally shut down.'"

Henson talked about the IFPTE's legal and grassroots work aimed at protecting workers' rights and restoring collective bargaining in the segments of the federal sector where they've been removed.

Besides the in-person speakers, attendees also took in video messages from (respectively) U.S. Sen. Tim Kaine (D-Virginia), Professor Hilton Staniland Hilton (from the Centre for Commercial Law Studies at Queen Mary University of London), and Federal Maritime Commissioner Dan Maffei.

In addition to re-electing Heindel, delegates also re-elected MTD Anthony Gonsiewski as vice president, and elected Jordan Esopa as executive secretary-treasurer.

The convention's theme was 80 Years of Maritime Solidarity.

Additional photos on **Page 6**.



SIU and MTD officials celebrate the conclusion of a successful convention.

Maritime, Labor Convene at MTD Convention



LCA President
Jim Weakley



AFL-CIO President
Liz Shuler



Maritime Administrator
Steve Carmel



Great Lakes Dredge & Dock
Senior VP Bill Hanson



IFPTE Secretary-Treasurer
Gay Henson



MTD Executive Secretary-Treasurer
Jordan Esopa



MTD Executive Secretary-Treasurer Emeritus
Dan Duncan



AFT Exec. VP
Evelyn DeJesus

Support the Jones Act

Editor's note: Delegates at the MTD convention unanimously adopted the following resolution:

While attacks on America's freight cabotage law are nothing new, we admit surprise and disappointment with the recent Jones Act waiver and subsequent extension issued by the Trump administration. Because of the president's stated intent to restore America's maritime dominance, and in line with his "America First" agenda, the Jones Act could easily have been viewed as the most secure law on the books, not just within the maritime industry but across the board.

Oops.

The waiver and extension, both unprecedented in length, drew widespread rebuke from Labor, management and government. Candidly, while on some level we might have understood a very limited, very brief waiver strictly for optics, the one that was enacted is ineffective and dangerous.

At a time when the United States should be reinforcing its maritime

strength, this action moves us in the opposite direction. The Jones Act is not simply an economic policy; it is a cornerstone of our national security, ensuring that America maintains a fleet of U.S.-flagged vessels crewed by highly trained American mariners who are ready to serve in both peace and war.

Something the administration may not have considered is that waiving the Jones Act undermines our ability to recruit and retain the next generation of U.S. Merchant Mariners. Our workforce is already under pressure. Policies like this send the wrong signal to those considering a career at sea and to those currently serving – suggesting that their livelihoods and contributions can be set aside when it is most convenient. This was quickly evident on social media, where rank-and-file mariners openly wondered if they'd soon be out of a job.

Just as importantly, repeated waivers inject instability into the marketplace and erode confidence in U.S. maritime policy. Capital does not flow into uncertainty. If cargo can be diverted at will to foreign-flag vessels, investors will simply take their money elsewhere. The result is

predictable: fewer U.S.-flag ships, diminished shipyard activity, and a shrinking mariner pool – harming the very industrial base and sealift capability this country depends on.

Moreover, there is no credible evidence that Jones Act waivers deliver any meaningful or measurable relief for American consumers at the pump. Global oil prices – not domestic shipping laws — drive fuel costs.

The Jones Act has protected U.S. national, economic and homeland security for more than century. It remains the most important maritime law in the United States. Globally, it is considered the gold standard of cabotage laws, among the more than 100 other nations that also maintain such regulations.

NOW, THEREFORE BE IT RESOLVED that the MTD fully stands behind the Jones Act, and objects to waivers; and,

BE IT FURTHER RESOLVED that the Jones Act continues to enjoy strong bipartisan support along with unwavering backing from our military leaders. It is a vital tool and should be treated as such.

SIU VP Corgey Passes Away

Seafarers International Union Vice President Dean Corgey, an iconic figure not only within the union but also throughout the U.S. maritime industry, passed away unexpectedly May 30, at his home in Houston. He was 73.

A lifelong Houston resident, Corgey began his career with the SIU in 1973 after graduating from the entry program for merchant mariners at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. He later sailed as a chief engineer for G&H Towing Company and continued his vocational education at Piney Point, where he earned a chief engineer/limited ocean Coast Guard License.

Corgey came ashore in 1979 and worked in Houston as an organizer for the SIU. He subsequently served as a patrolman and, in 1986, became the SIU's Houston port agent. He became an assistant vice president in 1988 and vice president of the Gulf Coast Region in 1990; he remained in the latter position until his passing.

Reactions to his passing (online and in person, including during a June 4 prayer vigil at the Houston hall) reflected the massive respect he earned from all segments of the industry and the community.

SIU President David Heindel stated, "Dean and I go back more than five decades, having come through the Paul Hall Center's Harry Lundeborg School together in 1973. While Dean chose the Inland Boatmen's Union (before the merger) and went to work aboard the tugs in Houston, I headed deep sea. Our paths crossed again years later when he came aboard the *Overseas Alaska* as a patrolman to pay us off, and from that point on we remained close friends and colleagues.

"Over the years, we worked the waterfront together in Houston and New Orleans, chasing tugboats up and down the Mississippi River system and through the Gulf Coast waterways," Heindel continued. "Through it all, Dean brought professionalism, dedication, and an unwavering commitment to the members he served."

Heindel said that Corgey "was the definition of a union professional. Through hard work and determination, he rose through the ranks of the SIU to become vice president of the Gulf Coast, earning the respect of everyone who had the privilege of working alongside him. I extend my deepest sympathies to Dean's family and loved ones. His passing is also a tremendous loss for our organization and the maritime community he served so faithfully. Dean will be remembered, and he will be deeply missed."

SIU Executive Vice President Augie Tellez recalled that he and Corgey began working together in 1979, "at the beginning of the National Marine and, subsequently, ACBL beef. We spent almost a year together working on the rivers.

"We eventually went back to our home ports, and our careers followed the same trajectory," Tellez continued. "We were opposites in that I was an urban, street kid and he was a Texas guy, but we got along famously and worked really well together."

Tellez emphasized Corgey's commitment to Seafarers: "Both of us, because of our tenure – the institution was embedded in us, most importantly the members and their families. That was always at the forefront of everything he did: members and their families. We lost a real stalwart, standup guy. I will miss him."

SIU Secretary-Treasurer Tom Orzechowski said, "By the time I came ashore, Dean was already the vice president of the Gulf region. I spent more than a few days in the Gulf and it was always evident who was in charge.

"Years later, I was assigned to work with Dean on various projects and contracts as an official," he continued. "I learned a lot working with him in my early career, and probably picked up a few of his habits. He was always looking to build a bigger, stronger organization. That stays with me to this day. Dean was always involved in the port and politics and always stressed to the end the importance of knowing all the politicians, federal and especially local. He was always comfortable working both sides of the political aisle, so long as the person across from him had values and a strong commitment to mariners and the Jones Act."

Orzechowski pointed out that Corgey remained deeply involved in his job "right up to his passing. His untimely departure will surely be felt, as his activity in contracts and lobbying for a better workplace was continuous.

"Aside from business, Dean was also a friend," he concluded. "He was someone you could count on when times got tough and would always be around for a laugh or straight talk, whatever the day called for. I'll certainly miss our daily conversations. Dean leaves behind a strong legacy and those who worked for him in the Gulf should be proud to have done so."

Chris Westbrook, Corgey's newly appointed successor as vice president of the union's Gulf Coast region, said, "I've worked with Dean since I came ashore with the SIU 28 years ago. For most of the guys in the Gulf that had any kind of tenure, he was much more than a boss. He was a mentor and a friend and a father figure. He taught us the right way – the SIU way – and he will be sorely missed."

Westbrook added, "Three things come to mind when I think of Dean: family, faith and the SIU."

SIU Vice President Bryan Powell stated, "In addition to being a true friend and SIU brother to me, Dean Corgey was a titan of the maritime labor movement – the kind of labor leader this industry produces once in a generation. He understood that the work wasn't just about contracts; it was about the men and women who depend on this union when it matters most. In almost three decades working alongside him, I never once saw him lose sight of that. The Gulf Coast, and this entire organization, is a stronger institution because of the life he gave to it. He will be deeply and widely missed by us all."

SIU Vice President West Coast Joe Vincenzo said, "I have known Dean for more than 20 years. In that time, he never ceased to surprise me, whether with his ardent support of the labor movement and with the SIU in particular in the many hats that he wore, or when he took up playing the guitar, writing songs and sharing his music. Who among us will easily forget his musical eulogy of the passing of our beloved Mike Sacco? And then there was the late night in a Florida hotel, long after trustee meetings, when he, Pat (Vandegrift) and I were jamming perhaps a little too enthusiastically and hotel security showed up at the door....

"In those 20-plus years, I have had the honor and privilege of servicing ships with Dean, ratifying contracts, sitting in meetings and just breaking bread with the man," Vincenzo continued. "While others were perhaps much closer, I can honestly say of him

that he was one of a very few initiators in life. He left us too soon and he will be missed."

In addition to his SIU work, Corgey at various times also served as a vice president of the Texas AFL-CIO; as secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and on the executive board of the Harris County AFL-CIO. In January 2013, he was appointed by the Houston City Council to serve as a member of the Port Commission of the Port of Houston Authority.

He also served two terms on the Coast Guard's Towing Safety Advisory Committee and was a member of the U.S. Department of Homeland Security's Area Maritime Security Committee for the Port of Houston/Galveston and as chairman of the City of Houston Ethics Committee. He was a member of the board of directors for the Houston Maritime Association.



At the then-new Houston hall in late December 2016



Arriving at a Maritime Trades Department convention in the mid-1990s



At a political rally in 1988



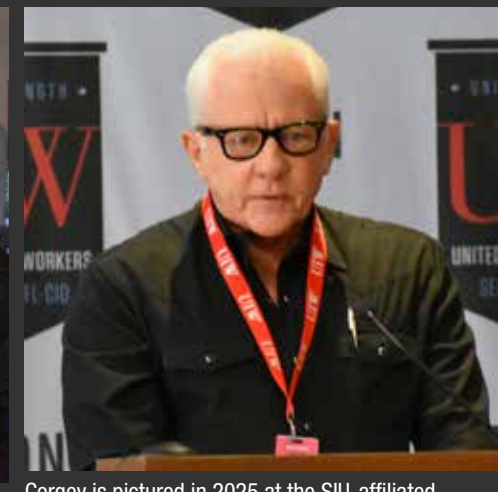
Corgey is second from right in this 1979 snapshot.



Officials and members gather at the San Juan hall in 2023 (as part of a series of benefits conferences). Corgey is in the second row, leaning forward with his hands on the shoulders of the Seafarers who are crouching.



Earlier this year, Corgey (third from left) helps deliver a pro-maritime message on Capitol Hill during the annual Sail-In.



Corgey is pictured in 2025 at the SIU-affiliated Paul Hall Center in Piney Point, Maryland.

G&H Boatmen Approve Contract

SIU members employed by G&H Towing have overwhelmingly ratified a new, three-year contract that boosts wages, maintains benefits, and secures other improvements.

Negotiations occurred April 27-May 1 in Houston and in Pearland, Texas. Ratification took place aboard the company's fleet of tugboats; approximately 82 percent of the votes cast were in favor of the new agreement.

More than 400 SIU boatmen are covered by the contract.

Representing the SIU during negotiations were Vice President Dean Corgey (who passed away a month later), Assistant Vice President Joe Zavala, Port Agent J.B. Niday, Safety Director Kevin Sykes, and rank-and-file Delegates **Mark Kazin, Chris Wootton, Drake Sackett, Paul Wooden, and Curtis Tausworthe.**

Zavala, who chaired the union's bargaining committee, stated, "When I go into negotiations, I always visualize a contract that I would want to work for, in any position. I believe we achieved that with the G&H contract."

He credited the delegates for their "extreme professionalism. They represented the membership very well."

Kazin cited the yearly wage increases (ranging from three to 13 percent) as a contract highlight.

"We had a big increase about three years ago, mid-contract," he said. "That was a massive increase, and for the company to come back right away (with more raises)... It just goes to show that they know you have to have good wages in order to get and keep good people. As far as I can tell, we're the leading company (in the region) when it comes to wages."

Kazin said the new pact includes other noteworthy pluses, too.

"It's a good contract overall," he said. We got rid of some negative language. This gives people a chance to make a mistake and still move forward instead of

potentially losing their job for one mistake.... Negotiations went fairly quickly. It really seems like the company gets it now. There's no reason to have a long, drawn-out fight. We just sat down and got after it."

He concluded, "Dean was the big pusher for these kinds of improvements. With him passing, it's a shame he doesn't get to see the contract go into effect, but it embodies his legacy, because it's one of the best we've ever gotten. It solidifies his legacy as a union leader."

Sackett also expressed satisfaction with the contract, which takes effect Oct. 1 of this year and lasts through September 2029.

"The majority of our people were very happy with the outcome," Sackett said. "Obviously, the wages are one of the better aspects of it, but we got a lot of minor problems solved, too – non-monetary issues. The company was willing to acknowledge them and move forward and do what was right for everybody."

He added, "Negotiations went extremely smoothly. The company was great to work with, and I think we have the best representation in the entire industry."

The agreement maintains health benefits at the top level available for Seafarers and their dependents. It also keeps the boatmen enrolled in a fully funded pension plan. Both of those benefits were negotiated by the union and are paid for by the company (members do not have to pay anything to carry the medical coverage or to qualify for pension benefits).

Based in Galveston, Texas, G&H operates dozens of harbor tugs in Houston, Galveston, Texas City, Corpus Christi and Freeport. G&H has been an SIU-contracted company for decades.

SIU boatmen at the company had approved a three-year contract in 2021. As part of what amounted to a wage reopener in late 2022, that agreement (following ratification by rank-and-file members) was extended through September 2026.



Meeting to discuss the contract are Oiler Matthew Anderson, Capt. Justin Cole, AB Ronald Corgey, Delegate AB Curtis Tausworthe, Capt. Delegate Mark Kazin, Mate Justin Hull, and SIU Port Agent J.B. Niday.



Photo includes Capt. Bryce Martin, Wiper/Deckhand Noel Fiscal, Engineer Steven White, Mate Jose Padron, Engineer Delegate Chris Wootton, Corpus Christi Delegate Capt. Paul Wooden, Mate Delegate Drake Sackett, and Capt. Delegate Mark Kazin.



Pictured are Oiler Preston Krueger, Capt. Kenny Cram, Engineer Delegate Chris Wootton, Safety Director Kevin Sykes, AB Larry Nicolaidis, Mate Scott Ballard.



Members of both negotiating committees are pictured, from left: Safety Director Kevin Sykes, G&H VP Bill Jeffries, Mate Delegate Drake Sackett, G&H VP Robyn Sarvis (chairman), Capt. Delegate Mark Kazin, SIU Asst. VP Joe Zavala (chairman), G&H VP Kelly Witt, Corpus Christi Delegate Capt. Paul Wooden, Port Agent J.B. Niday, Delegate AB Curtis Tausworthe, G&H General Manager Xavier Valverde, Engineer Delegate Chris Wootton, and G&H Port Engineer Joe Wiegand.

SIU, Fairwater Ink 5-Year Contract

SIU members sailing with Fairwater Crew Management will see significant improvements in wages, benefits, training opportunities, and workplace protections under a new five-year contract, retroactively covering the period from April 1, 2026, through March 31, 2031.

The agreement covers 13 Fairwater ships. Members ratified the pact by a solid majority.

Negotiations took place in February at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The union's bargaining committee included Assistant Vice Presidents Contracts Michael Russo, Assistant Vice President Joe Zavala, Port Agent Gerret Jarman, and rank-and-file delegates Engineer **Chris Scherhauffer, Capt. Morgan Piper, Capt. Ryan Eastwick, and AB/Tankerman Shane Cawley.**

Russo, who led the committee, credited the entire team "for ensuring that the concerns of the membership were represented throughout the process. Special recognition is due for Joe Zavala and Gerret Jarman for their guidance, support, and commitment to securing this landmark agreement. Their leadership, combined with the solidarity of the membership, helped achieve a contract that delivers meaningful gains and strengthens the future for SIU members and their families."

According to Russo, the agreement delivered a number of economic gains designed to strengthen the quality of life for mariners and their families, including wage increases, expanded bereavement leave, increased travel meal reimbursements, a higher annual boot allowance, new parental leave benefits, and additional compensation opportunities through penalty pay provisions.

Additionally, mariners who are required to travel the day before a crew change will now receive wages beginning on the travel day, while stronger "missing man" pay language ensures crew members performing the duties of an unfilled position receive the wages associated with that billet in addition to their regular pay.

Scherhauffer said of his time serving as a delegate, "Representing the fleet has been a privilege and a rewarding experience. I highly encourage people to get involved, whether it is holding meetings on board, learning about the contract process, or putting in the work to be a delegate. Having those conversations and that knowledge makes us stronger as a fleet."

The agreement also represents a major investment in workforce development and career advancement, Russo noted. Members participating in the AB-to-Mate and Oiler-to-Engineer programs at the Paul Hall Center will receive paid training. In addition, new apprenticeship opportunities will also allow



Marking the conclusion of negotiations are (from left) Capt. Ryan Eastwick, Capt. Morgan Piper, Engineer Chris Scherhauffer, SIU Asst. VP Michael Russo, ABT Shane Cawley, SIU Port Agent Gerret Jarman, and SIU Asst. VP Joe Zavala.

trainees to obtain valuable sea time aboard Fairwater ATBs, helping to develop the next generation of union mariners.

Russo concluded, "Beyond the economic gains, the agreement includes numerous improvements to working conditions and job protections, including provisions covering company-required training, stronger privacy protections regarding on-board camera systems, safeguards against unnecessary outside maintenance during periods of extreme heat, enhanced shipyard-period accommodations, and strengthened due-process language for disciplinary actions. Collectively, these improvements reflect a commitment to protecting both the livelihoods and wellbeing of mariners on Fairwater vessels."

Westbrook Appointed Vice President

Chris Westbrook, who has served the SIU for more than three decades as a member and then an official, is the union's newest vice president.

SIU President David Heindel in early June recommended Westbrook for the job, and the union's executive board unanimously approved the proposal.

"Chris is the right person for the job," Heindel stated. "I have always had utmost confidence in Chris and I know he'll continue doing great work for our organization."

Westbrook, 55, started sailing with the union in the early 1990s, working aboard vessels operating in the Gulf of Mexico and on the Mississippi River. He worked his way up from ordinary seaman to chief engineer during his sailing career.

In 1998, he came ashore to serve the membership as a union official. He was appointed as an assistant vice president in late 2023 and subsequently was re-elected to that post. Previously, he had worked as the New Orleans port agent for 18 years. Before that, he served as a safety director. Both as a rank-and-file mariner and as a union official, he has completed numerous maritime safety courses, graduating from many of those classes at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

Westbrook has been involved in numerous organizing campaigns and has served on a multitude of bargaining committees, in capacities ranging from rank-and-file delegate to lead negotiator, for both the SIU and the SIU-affiliated Seafarers Entertainment and Allied Trades Union.

Moreover, he serves as the president of the AFL-CIO Maritime Trades Department's Port Council of Greater New Orleans and Vicinity. He is a member of the nominating committee for the Port of New Orleans, Jefferson, and St. Bernard Parish Board of Commissioners. He serves on the executive board of the Louisiana State AFL-CIO as Special Assistant to the President on Maritime Affairs and on the executive board of the Greater New Orleans AFL-CIO, respectively.

Additionally, Westbrook has served on the U.S. Coast Guard's New Orleans Area Maritime Security Committee and has received two gubernatorial appointments, from both a Republican and a Democrat.

In a corresponding move, Heindel recommended, and the board approved, Joe Baselice as assistant vice president. Baselice had been working as port agent in Philadelphia.

Baselice began his SIU career in 2002 as an organizer, participating in numerous successful campaigns. Later that same year, became a New York-based patrolman. He was elected as a port agent in 2009 and subsequently has been re-elected.

He currently serves as secretary-treasurer of the Maritime Port Council of Delaware Valley and as a vice president of the Philadelphia Council AFL-CIO.

Longtime union representative Andre MacCray is now the port agent in Philadelphia.

Notice

Letter from Seafarers Pension Plan To SIU Pensioners Who are Sailing

Editor's note: The Seafarers Pension Plan recently mailed the following letter to pensioners who are still working.

This is a very important message concerning your pension benefit. Plan records indicate that you are a pensioner working in covered employment. For several years, the Plan allowed pensioners to return to covered employment without suspending their monthly benefits. We are writing to inform you of a significant change regarding your ability to work while receiving pension benefits. Since the manpower shortages have been resolved, recently, the Board of Trustees voted to end this provision effective June 30, 2026. **Effective July 1, 2026, the Plan will resume its standard working rules, which allow pensioners to work a maximum of 60 days per calendar year without a suspension of benefits.** The suspension provision is contained in the Plan's Rules and Regulations.

Effective July 1, 2026, the standard working rules will be in effect. Pensioners may work up to 60 days in a calendar year without impact to their pension benefits. However, if you work beyond 60 days in a calendar year, your pension will be suspended until you cease employment, at which time benefit payments will resume. If you anticipate continuing to work beyond the allowable 60-day limit, we strongly encourage you to contact the Pension Department as soon as possible so that your benefits can be suspended in a timely manner and you can avoid incurring an overpayment from the Plan.

The Board recognizes the timing of this change may affect members who are currently working. As a result, the following transition provisions will apply: Pensioners who are currently assigned to a billet will be permitted to complete their rotation, and that time will not count toward the 60-day annual limit. Mariners currently working aboard an Inland or Ready Reserve Force (RRF) vessel will be allowed to complete up to 60 days of employment beyond July 1, 2026.

Please be advised that the pension benefits of all participants who worked during the period covered by the expired provision will be reviewed. Where applicable, benefits will be recalculated, and any adjustments necessary to ensure compliance with Plan terms will be made accordingly.

Should you have any questions regarding these changes or how they may affect your benefits, please do not hesitate to contact the Pension Department.



SIU VP Chris Westbrook



SIU Asst. VP Joe Baselice

At Sea & Ashore with the SIU



ABOARD USNS FISHER – Crews from the Keystone ships *Bob Hope* and *Fisher* gather aboard the latter vessel in the Pacific Northwest. Pictured from left are Steward/Baker Al Yandoc, Oilers Tyrique Batie and Torina Brooks, AB Shermal Morris, QEE Henry Callahan, Bosun Gregory Baker, Wiper Abdulkareem Ali, and Bosun Lionel Hall.



SAFETY AWARD EARNED – This snapshot was taken May 4 in New Orleans at the Chamber of Shipping of America 2026 Devlin Awards dinner. Pictured from left to right with Crescent Towing accepting their award: Joey Pinner (Regional Director of Loss Control), Danny Robichaux (Vice President, AMO), Capt. Steve Fazekas (AMO), Steven Reeg (Marine Administrator), Eddie Pinner (Vice President), Tina Adams (Commercial Manager), Captain Randy Donahue (SIU), SIU VP Chris Westbrook, and Ben Morvant (Senior Operations Manager).

At Sea & Ashore with the SIU



WELCOME ASHORE IN NEW JERSEY – ABM Damon Lobel (left), who started sailing with the SIU in 1991, picks up his first pension check. He's pictured at the Jersey City hall with SIU Asst. VP Ray Henderson.



ABOARD EMPIRE STATE – Pictured on the Intrepid ship are (front, from left) QMED Evan Murff, ABM Joseph Tier, ABM Daniel Flanagan (crouching), Bosun Karim Mohamed, ABB Ashton Luuloo, (back row, from left) SA Justin Landrenneau, QEP Neil Tupas, Chief Cook Mohamed Noman, and GVA Amahd Manigault. Taking the photo is Steward/Baker Gregory Castor.



WITH SEAFARERS IN HONOLULU – Pictured at the hiring hall are SIU members (from left) Albert Dulig, Christian Haber, Jerry Dingal, Jose Salaga, Dominador Diaz, and Nick Sabuco.



ABOARD JEAN ANNE – Steward/Baker Samuel Sinclair submitted this snapshot of the crew aboard the Pasha vessel in Maui.



ABOARD GEORGE II – Pictured from left on the Sunrise Operations ship, starting in front: SIU VP Hazel Galbiso, Recertified Bosun LBJ Tanoa (sailing as an AB on this trip), Recertified Bosun Sanjay Gupta, Steward/Baker Prasert Mastrototaro, Chief Cook Kenya Scott, Safety Director Amber Akana, Paul Hall Center Apprentice Thomas Felton, and ABM Khaled Shamman.



WELCOME ASHORE x2 IN HOUSTON – Two Seafarers who spent decades working for G&H Towing recently called it a career. Picking up their respective first pension checks at the hiring hall are Chief Engineer Rob Olvany (left in photo above, left, with SIU Port Agent J.B. Niday, center, and SIU Asst. VP Joe Zavala) and Capt. Robert Sullivan (center in remaining photo, with Niday and SIU Patrolman Anthony Jacobson).



ABOARD GEORGE III – Keeping their shipmates well-fed on the Sunrise Operations vessel are (from left) Recertified Steward Dien Short, SA Fahmi Ahmed, and Chief Cook Ahmed Hussain.



BOOK IT x4 – Steward/Baker Khiry Bivins (above, left) recently received his A-seniority book at the Jacksonville hall, while the other three members pictured here picked up their respective B books. They are QMED Ronald Von Kaenel (outdoor pic), AB Niya Holder (holding book in left hand) and AB Destini Dunlap (remaining photo).

At Sea & Ashore with the SIU



WELL-EARNED KUDOS –

Congratulations to Recertified Steward Justo Lacayo (pictured aboard the *Overseas Key West*) for his recent acknowledgement from OSG Ship Management. The company sent him a letter of appreciation “In Recognition of Outstanding Service,” along with a chef’s safety glove. Lacayo was credited for his “dedication, hard work, and constant enthusiasm” throughout his nearly 20 years of sailing with OSG.



ABOARD MANUKAI – This Seafaring Selfie from the Matson ship includes (from left) SIU VP Hazel Galbiso, Chief Cook Jeffrey Phillips, ACU Abdulwali Mugalli, Chief Steward Marcelo Param, and Safety Director Amber Akana.



PROMOTING WORKERS’ RIGHTS – The SIU had a strong turnout for May Day in Puerto Rico, including Asst. VP Amancio Crespo and Safety Director Ricky Rivera. They joined thousands of other trade unionists in advocating for fair wages, safe working conditions, and the overall advancement of the working class.



ABOARD MANOA –

Recertified Steward Thalys Ealy (left) and ACU Jose Ayon-Ayon get the job done aboard the Matson vessel in Honolulu.



ABOARD MONTFORD POINT – Fighting back against current attacks on the Jones Act was a prime topic recently when SIU Asst. VP Kris Hopkins (second from right) and Safety Director Ian Schluder (kneeling at left) met with Seafarers aboard the Ocean Ships vessel.



CONGRATS IN WILMINGTON –

ACU Ahmed Moosa (left) receives his A-seniority book. He’s pictured at the hiring hall with Safety Director Jon Sunga.



B BOOK SECURED – GUDE Mosa Kassem receives his full book at the hiring hall in Tacoma, Washington.



(ALMOST) ABOARD PERLA DEL CARIBE – Many thanks to C/M Doug Voss (left) for this snapshot, taken in Puerto Rico on a launch boat following lifeboat drills on the TOTE ship. He’s pictured with ABs Julio Perez (center) and Mehdi Youssef. “Both ABs were well-qualified as lifeboatmen and did an excellent job with their duties,” Voss noted. “We had a safe and efficient operation.”



ABOARD OCEAN GRAND – Pictured on the Patriot ship in the Pacific Northwest are (from left) AB Robert Calvo, QE4 Samuel Takyi (front), Bosun Angel Nunez, AB Armontre Manning, QEE Tyson Richardson, and Recertified Steward John Stephens.



ABOARD WASHINGTON – From Bosun Carlo Gentile: “After crossing the International Date Line, the deck gang of the Fairwater tanker (left) strike a pose next to the newly painted ship’s sign before hanging it. Painting courtesy of ABM Michael Covington. From Left to right are Pumpman Michael Maldonado, AB Jamal Sailan, AB Osei Baffoe, Bosun Carlo Gentile, ABM Michael Covington, AB Dionisio Bermudez and ABM Paul Clow. From left in the second pic: Pumpman Michael Maldonado, Bosun Carlo Gentile, AB Jamal Sailan, AB Osei Baffoe, ABM Michael Covington, QMED Louie Smith, Chief Cook George Farala, SA Naila King, AB Dionisio Bermudez and ABM Paul Clow.”



Tradition Continues at the 11th Annual Seafarers Waterfront Classic



Participants leave at daybreak to begin the tournament.

Teaming up for a great cause, participants at this year's Seafarers Waterfront Classic were undeterred by hot temperatures and a scarcity of fish, focusing instead on camaraderie and philanthropy.

The eleventh iteration of the signature event took place May 19 in Piney Point, Maryland, at the union-affiliated Paul Hall Center. Waterborne attendees (there were 155 in all) deemed it a rousing success; many expressed particular appreciation for the boat captains, who made extra efforts to overcome the shortage of nibbles. (The additional nautical miles paid off, as six of the 18 chartered fishing boats brought catches back to shore.)

SIU Vice President of Contracts George Tricker led the awards ceremony dinner, and presented Maersk Line Limited's President Bill Woodhour with a plaque on behalf of the Seafarers Waterfront Classic, honoring him for his role in helping to forge the SIU's ongoing partnership with Boulder Crest, a non-profit organization that offers free programs to help transform the lives of military members, veterans, first responders and their families after traumatic experiences. Proceeds from the Seafarers Waterfront Classic contribute to the wellbeing of the program's participants.

"Somebody said today, if you don't catch fish, you have great time bonding, and I think we had a lot of bonding time out there," Woodhour said of the day's exploits. He spoke about the early days of the SIU's partnership with Boulder Crest, which began

its mission around 2013 as a retreat in Bluemont, Virginia, with three cabins in the Blue Ridge Mountains. "It has been a great story in a very short period of time. Ten years is not a lot when you're trying to develop something like this program, and this thing has just taken off, and I think it has been really great," Woodhour said.

Following his introduction, Boulder Crest CEO Josh Goldberg shared a few words about the organization. "The reality of the world we live in is that we have a serious problem, and that problem is, for far too many people, the cost of service to their country and their community is the quality of their lives, and sometimes it's their lives itself," said Goldberg. He continued, "I think it's important to recognize that sometimes we look at challenges like this in a scale, and we think, 'Maybe that just is what it is. Maybe that's just the cost of doing business, the cost of war, the cost of serving the country.' I promise you, and I'm here to tell you that it's not true. I am so proud, honored, and humbled to get to lead an organization that every single day dedicates everything we all have to proving that it's not true."

Afterwards, Goldberg presented Tricker and Woodhour with a flag that was flown in their honor as a token of appreciation for their collaboration and partnership with the organization.

Following this, Tricker announced the names of people in attendance who graduated from the Boulder Crest program, and SIU Vice President Pat Vandegrift and Maersk Line, Limited's COO Ed Hanley - both of whom serve as Seafarers Waterfront Classic co-chairs - presented the graduates with their plaques

of recognition. Army E-5 Seargent Matt Langlois, one of the Boulder Crest awardees, said "[The Seafarers Waterfront Classic] was an amazing experience. It was great to get out with all the different companies and meet people and spread information about Warrior Path and Boulder Crest. Thank you very much for letting me participate, and I appreciate everything you guys do, and giving back to the veteran community and first responders community."

Next, trophies were granted to the participants from each boat who caught the largest fish during the Waterfront Classic. Since there were only six boats that caught any fish, trophies were awarded to the following: Hayden Roberts, Heather Elsea, James Murphy, Keri Bancroft, Bud Hall and Torben Svenningsen.

Hall, whose 8-pound catch was the biggest fish of the tournament, also won the 50/50 raffle. This year's Seafarers Waterfront Classic was his first, not to mention his first time competing in a fishing tournament in general. "There was a good bunch of guys aboard my ship, and the bosun and the captain of the ship were excellent and well organized. They made things easy for us," he said. "The setup was fantastic, and everything that went into the last few days has been well thought out and really impressive."

Maria Chaperone, another Boulder Crest graduate, was also thrilled with her first Seafarers Waterfront Classic experience: "From the moment I came, it was very welcoming. It is a beautiful organization, and I enjoyed everything. I don't even know how to formulate into words how powerful the experience is."



SIU VP George Tricker leads the morning muster.



Dawn breaks as the tournament gets underway.





2026 Seafarers Waterfront Classic



2026 Seafarers Waterfront Classic



Seafarers Waterfront Classic Tournament Director (and SIU VP) George Tricker (left) and Dockmaster Margaret Bowen draw raffle winners during the award ceremony.



Bud Hall (center) poses with his first place trophy, next to SIU AVP Kris Hopkins (left) and SIU VP Pat Vandegrift (right).



Boulder Crest CEO Josh Goldberg (left) presents SIU VP George Tricker (center) and Maersk Line Limited President Bill Woodhour with a token of appreciation.



From left to right: SIU VP Pat Vandegrift, Keri Bancroft and SIU AVP Kris Hopkins.



Heather Elsea (left) and SIU VP Pat Vandegrift.



Above, all pictured with SIU VP Pat Vandegrift : Hayden Roberts (left), Torben Svenningsen (center) and James Murphy (right).



Tournament winners, award recipients, friends and guests gather for a group photo at the end of the awards ceremony.

Notice

New Improvements to Member Portal

The SIU online member portal has seen a recent update, bringing a sleek, modern look to your computer screen or mobile device – as well as several critical security updates to ensure your data remains safe.

Upon logging in to your portal, you will be prompted to check your email (whichever address you have already shared with the SIU) for a two-factor authentication (2FA) code. This additional security step, already used by the vast majority of modern web services, brings the portal in line with current security standards.

In addition, the new portal is now easier to use across any device, with a design that remains functional at any screen size.

Personal

Pensioner Al Calimer would like to hear from old shipmates Jeff Kingsman and Dan Beaman. Al can be reached by phone at (443) 985-3303.



July & August Membership Meetings

Piney Point	Monday: July 6, August 3
Algonac	Thursday: July 16, August 13
Baltimore	Thursday: July 9, August 6
Guam	Thursday: July 23, August 20
Honolulu	Friday: July 17, August 14
Houston	Monday: July 13, August 10
Jacksonville	Thursday: July 9, August 6
Joliet	Thursday: July 16, August 13
Mobile	Wednesday: July 15, August 12
New Orleans	Tuesday: July 14, August 11
Jersey City	Tuesday: July 7, August 4
Norfolk	Friday: July 10, August 7
Oakland	Thursday: July 16, August 13
Philadelphia	Wednesday: July 8, August 5
Port Everglades	Thursday: July 16, August 13
San Juan	Thursday: July 9, August 6
St. Louis	Friday: July 17, August 14
Tacoma	Friday: July 24, August 21
Wilmington	Monday: July 20, August 17

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

Dispatchers' Report for Deep Sea

"Total Registered" and "Total Shipped" data is cumulative from May 14, 2026 - June 16 2026.
 "Registered on the Beach" data is as of June 17, 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	19	9	2	9	4	3	7	22	12	2
Anchorage	1	1	0	3	0	0	0	3	2	0
Baltimore	3	1	0	2	5	2	4	5	2	2
Fort Lauderdale	18	17	7	8	13	3	13	26	17	5
Guam	5	1	0	2	2	0	0	5	1	1
Harvey	6	5	1	6	1	2	5	15	7	5
Honolulu	10	1	1	5	1	1	1	13	1	1
Houston	47	19	6	29	16	6	20	61	24	8
Jacksonville	47	37	9	31	29	6	31	58	47	12
Jersey City	19	8	4	18	7	2	17	32	8	6
Joliet	4	3	2	0	3	2	2	4	3	1
Mobile	4	3	1	3	6	1	6	9	5	2
Norfolk	19	20	7	16	17	6	14	37	19	13
Oakland	9	3	3	4	2	1	4	14	5	2
Philadelphia	2	3	0	3	2	0	2	2	4	0
Piney Point	3	3	0	2	0	0	0	3	3	0
Puerto Rico	8	5	1	4	3	0	2	7	4	2
St. Louis	1	6	1	0	1	0	0	1	4	1
Tacoma	17	11	4	10	10	3	11	22	9	3
Wilmington	28	12	5	16	8	1	6	49	20	7
TOTAL	270	168	54	171	130	39	145	388	197	73
Engine Department										
Algonac	4	1	0	5	2	0	2	3	2	0
Anchorage	1	1	0	0	2	0	1	1	1	0
Baltimore	6	5	1	3	2	1	0	7	5	0
Fort Lauderdale	7	9	1	8	8	1	10	11	11	1
Guam	2	0	0	1	0	0	0	2	0	1
Harvey	4	2	0	3	1	0	3	4	2	0
Honolulu	5	0	2	2	1	1	1	8	1	3
Houston	9	8	5	5	5	2	3	22	17	4
Jacksonville	20	26	2	21	16	2	14	28	27	6
Jersey City	10	6	0	5	3	0	1	8	6	1
Joliet	1	2	0	0	0	0	0	3	2	0
Mobile	3	1	0	3	1	0	2	4	1	2
Norfolk	5	16	6	9	9	6	6	21	12	11
Oakland	6	3	2	2	2	1	1	4	3	4
Philadelphia	3	1	1	0	0	1	1	3	1	0
Piney Point	0	1	1	0	0	1	0	2	1	0
Puerto Rico	4	5	0	5	3	0	4	6	3	0
St. Louis	1	1	0	1	1	0	0	3	0	0
Tacoma	13	2	3	8	2	0	3	9	3	4
Wilmington	5	9	2	4	7	0	4	11	9	4
TOTAL	109	99	26	85	65	16	56	160	107	41
Steward Department										
Algonac	4	0	1	2	0	0	1	2	2	2
Anchorage	0	1	0	0	1	0	0	0	2	0
Baltimore	2	1	0	1	0	0	0	1	2	0
Fort Lauderdale	9	5	0	5	5	0	4	14	4	2
Guam	1	2	0	2	3	0	2	1	0	0
Harvey	5	2	0	3	0	0	3	5	3	0
Honolulu	8	0	0	8	0	0	3	8	2	0
Houston	17	7	1	9	7	1	8	21	12	5
Jacksonville	24	20	2	16	22	4	19	32	20	3
Jersey City	9	8	0	8	5	0	4	15	11	0
Joliet	1	2	0	0	3	0	0	2	1	0
Mobile	3	2	0	2	1	0	1	6	4	0
Norfolk	21	12	6	14	11	3	6	24	14	7
Oakland	5	5	3	8	4	0	5	10	2	2
Philadelphia	2	4	0	1	4	0	2	2	4	0
Piney Point	3	0	0	6	0	1	2	4	1	1
Puerto Rico	7	3	0	3	5	0	4	8	2	0
St. Louis	0	1	0	3	0	0	0	1	1	0
Tacoma	9	1	2	8	2	0	7	9	4	3
Wilmington	17	6	5	20	6	3	9	44	9	5
TOTAL	147	82	20	119	79	12	80	209	100	30
Entry Department										
Algonac	0	9	19	0	5	2	2	1	11	24
Anchorage	0	1	1	0	0	0	0	0	2	3
Baltimore	0	3	3	0	0	1	0	0	4	2
Fort Lauderdale	0	7	6	2	3	1	2	1	10	6
Guam	0	0	1	0	0	1	0	0	0	2
Harvey	0	4	7	0	5	0	1	0	3	7
Honolulu	0	0	7	0	2	2	0	0	0	8
Houston	5	20	8	0	10	6	7	5	32	18
Jacksonville	1	42	49	1	26	17	8	1	54	68
Jersey City	0	20	13	0	7	4	3	0	25	16
Joliet	0	1	1	0	0	1	0	0	2	2
Mobile	0	3	2	0	2	0	0	0	2	3
Norfolk	0	11	33	0	8	20	4	0	13	42
Oakland	0	8	8	0	5	10	1	0	10	13
Philadelphia	0	0	2	0	0	4	0	0	0	1
Piney Point	0	2	0	0	0	0	1	0	2	1
Puerto Rico	0	0	0	0	1	0	1	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	2	8	2	3	3	1	0	2	7	8
Wilmington	1	16	22	0	10	11	4	1	13	37
TOTAL	9	155	184	6	87	81	34	11	190	261
GRAND TOTAL	535	504	284	381	361	148	315	768	594	405

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

Sam Spain, Vice President Government Services

Bryan Powell,
Vice President Lakes and Inland Waters

Pat Vandegrift, Vice President

Hazel Galbiso, Vice President



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20674
(301) 994-0010

PORT EVERGLADES

1221 S. Andrews Ave., Ft. Lauderdale, FL 33316
(954) 522-7984

SAN JUAN

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

ST. LOUIS/ALTON

4581 Gravois Ave., St. Louis, MO 63116
(314) 752-6500

TACOMA

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

WILMINGTON

510 N. Broad Ave., Wilmington, CA 90744
(310) 549-4000

Inquiring Seafarer

This month's question was answered by members of the union's most recent annual financial committee.

Question: What is some of the best career advice you ever received?



Ryan Heimberger
AB

Probably to put my head down and not worry about what others are doing. When you're focused on what other people are doing, it can cloud your own judgment.



Glenn Williams
Recertified Steward

Take advantage of the chance to meet new people, travel the world, and make good money.



Marilou Toledo
Chief Cook

My husband got me into this industry, and it has paid off. With this job, I go around the world and we get paid good money, which helps my family.



Cayetano Toledo
Recertified Steward

The best career advice I ever got was, save money. Put some money in your 401K for the future, for when you retire. And, enjoy working on the ship with your shipmates.



Exxl Ronquillo
Recertified Steward

Just to enjoy this career, and I have really enjoyed this life – being a merchant mariner. It has been great financially, especially putting my kids through college.



Adele George
Recertified Steward

The best career-related advice I received is to work hard, be disciplined, and always be on time for work.



Emanuel Spain
Recertified Steward

The best career advice I got is to work hard, try to be consistent, and be good a follower before you try to be a good leader.



Pic from the Past



The Seafarers-crewed *President Lincoln* (APL) is pictured in December 1984 in San Pedro, California.

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

EFREN ANCHETA

Brother Efren Ancheta, 66, started sailing with the union in 1989, initially working aboard the *Independence*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Ancheta concluded his career aboard the *President George H.W. Bush*. He lives in Henderson, Nevada.



ZALDY BACARISAS

Brother Zaldy Bacarisas, 69, joined the union in 2010. He first shipped on the *Galveston* and sailed in the deck department. Brother Bacarisas upgraded at the union-affiliated Piney Point school on multiple occasions and last sailed aboard the *Maersk Atlanta*. He resides in Arlington, Virginia.



GLENN CHRISTIANSON

Brother Glenn Christianson, 69, embarked on his career with the Seafarers in 1970 when he shipped with Michigan Tankers. He worked in the deck department and upgraded often at the Piney Point school. Brother Christianson last sailed aboard the *George II*. He makes his home in Panama City, Florida.



DONALD CLYBURN

Brother Donald Clyburn, 68, signed on with the SIU in 2001 when he sailed on the *USNS Indomitable*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Clyburn's final vessel was the *USNS Mary Sears*. He resides in the Northern Mariana Islands.

FRANCIS COAKLEY

Brother Francis Coakley, 65, began sailing with the Seafarers in 2004. A deck department member, he first sailed aboard the *Constellation*. Brother Coakley concluded his career aboard the *Maersk Peary*. He calls Long Beach, California, home.



ROXANNE FIKE

Sister Roxanne Fike, 67, donned the SIU colors in 2012 when she shipped on the *Barbara Kessel*. Sister Fike worked in both the deck and steward departments and upgraded on multiple occasions at the Paul Hall Center. She most recently shipped aboard the *Sea Power* and settled in Avilla, Indiana.



MANUEL FLORES

Brother Manuel Flores, 65, started sailing with the union in 1999, initially working aboard the *Global Mariner*. He sailed in the deck department and upgraded his skills at the Piney Point school in 2023. Brother Flores last shipped on the *Green Cove* and makes his home in Sunrise, Florida.



CHRISTOPHER KIRCHHOFFER

Brother Christopher Kirchoffer, 68, joined the SIU in 1978 and first shipped on the *Portland*. He worked in the engine department and upgraded on multiple occasions at the Paul Hall Center. Brother Kirchoffer most recently shipped on the *Louisiana*. He resides in Lacey, Washington.



BRONISLAW KUCHCZYNSKI

Brother Bronislaw Kuchczynski, 74, embarked on his career with the Seafarers in 1999. A deck department member, he first sailed aboard the *Overseas Philadelphia*. Brother Kuchczynski upgraded at the Piney Point school in 2012. He last sailed on the *Alaskan Explorer* and lives in Irvine, California.



JOHNNIE MCGILL

Brother Johnnie McGill, 70, joined the Seafarers International Union in 1975. He worked in the steward department and first shipped on the *Philadelphia*. Brother McGill upgraded often at the Piney Point school. He concluded his career aboard the *Stena Immaculate* and settled in Green Cove Springs, Florida.



ROBERT NEAL

Brother Robert Neal, 66, became a member of the union in 2001 after previously sailing with the NMU. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Neal's first vessel was the *Lykes Explorer*; his last, the *Advantage*. He resides in Edinburg, Texas.



KASSEM SALEH

Brother Kassem Saleh, 62, embarked on his career with the Seafarers in 1999, initially working aboard the *Independence*. A steward department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Saleh most recently shipped on the *Horizon Kodiak*. He lives in Tacoma, Washington.



ERIC WILLIAMS

Brother Eric Williams, 65, became a member of the union in 2007. He worked in the deck department, initially aboard the *Green Dale*. Brother Williams upgraded on multiple occasions at the Piney Point school. He concluded his career aboard the *Horizon Enterprise* and resides in Fairfield, California.



GLENN WILLIAMS

Brother Glenn Williams, 63, started sailing with the SIU in 1983 when he worked on the *Charger*. He sailed in the steward department and upgraded often at the Paul Hall Center. Brother Williams most recently shipped on the *Maersk Atlanta*. He makes his home in California, Maryland.



INLAND

PATRICK CROSS

Brother Patrick Cross, 66, signed on with the union in 1978. He sailed in the deck department and upgraded his skills on multiple occasions at the Piney Point school. Brother Cross first shipped on the *Saginaw Bay*. He concluded his career with McAllister Towing of Philadelphia and settled in Wilmington, Delaware.



RENE FUENTES

Brother Rene Fuentes, 67, donned the SIU colors in 2012 when he worked with Crowley Towing and Transportation. Brother Fuentes sailed in the steward department. He upgraded his skills at the Paul Hall Center on multiple occasions and most recently shipped aboard the *Pride*. Brother Fuentes calls Tampa, Florida, home.



ROBERT MASON

Brother Robert Mason, 57, began sailing with the Seafarers International Union in 1990, initially working with G&H Towing. A deck department member, Brother Mason upgraded at the Piney Point school on multiple occasions. He last sailed with Crowley Towing and Transportation and makes his home in League City, Texas.



MICHAEL PREJEAN

Brother Michael Prejean, 62, joined the SIU in 1986. Brother Prejean was a member of the deck department and upgraded his skills at the Paul Hall Center on multiple occasions. He was employed with G&H Towing for the duration of his career. Brother Prejean resides in The Woodlands, Texas.



ERASMO VIZCAINO CORTES

Brother Erasmo Vizcaino Cortes, 68, embarked on his career with the Seafarers in 2003 when he shipped on the *Integrity*. He sailed in the deck department and upgraded often at the Paul Hall Center. Brother Vizcaino Cortes last worked with Penn Maritime and settled in Miami.



OSBORNE WADE

Brother Osborne Wade, 62, signed on with the union in 1996. He sailed in the deck department and worked with Virginia Pilot Corporation for his entire career. Brother Wade resides in Norfolk, Virginia.

NMU

DAVID MOORE

Brother David Moore, 65, joined the Seafarers International Union during the 2001 NMU/SIU merger. He shipped in the deck department and concluded his career with Woods Hole Vessels. Brother Moore makes his home in Waquoit, Massachusetts.

Final Departures

In solemn remembrance, we honor the legacies of these union members who have crossed the final bar. May they rest in peace.

DEEP SEA

RAYMOND CUCCIA

Pensioner Raymond Cuccia, 95, died April 13. He joined the Seafarers International Union in 1951, initially sailing with Delta Steamship Lines. Brother Cuccia worked in the deck department. He concluded his career aboard the *Green Island* and went on pension in 1996. Brother Cuccia called Kenner, Louisiana, home.



MOHAMMED 'KAMAL' RAHAMAN

Brother Mohammed "Kamal" Rahaman, 59, has passed away. He signed on with the Seafarers International Union in 2023 when he sailed aboard the *SLNC Severn*. Brother Rahaman worked in the deck department and last sailed aboard the *SLNC Goodwill*. He resided in the Northern Mariana Islands.



ALEJANDRO RIVERA MARTINEZ

Brother Alejandro Rivera Martinez, 23, died March 12. He joined the SIU in 2025 and first shipped on the *ARC Honor*. Brother Rivera Martinez sailed in the deck department and most recently shipped on the *Torm Timothy*. He resided in Arroyo, Puerto Rico.



MARK WILLIAMS

Pensioner Mark Williams, 68, died March 31. He donned the SIU colors in 1975. Brother Williams worked in both the deck and engine departments and first shipped on the *Mohawk*. He last sailed aboard the *Long Lines* in 1982. Brother Williams became a pensioner in 2022 and lived in Newark, Delaware.

GREAT LAKES

MICHAEL CHERRY

Brother Michael Cherry, 82, passed away October 18. He began sailing with the Seafarers in 1963. Brother Cherry was a member of the engine department. He last sailed aboard the *J.L. Mauthe* and settled in Coldwater, Michigan.



DAVID GRANN

Pensioner David Grann, 79, passed away February 12. He signed on with the Seafarers International Union in 1969 when he sailed aboard the *G.A. Tomlinson*. Brother Grann worked in the steward department and concluded his career aboard the *John Boland*. He went on pension in 1999 and resided in Minneapolis, Minnesota.



DARLENE WEYMOUTH

Pensioner Darlene Weymouth, 75, passed away March 15. She began her career with the Seafarers in 2002, initially working on the *Walter J. McCarthy*. Sister Weymouth was a steward department member and concluded her career aboard the *St. Clair*. She began collecting her pension in 2016 and resided in Port Huron, Michigan.

INLAND

JOSEPH BAKO

Pensioner Joseph Bako, 95, passed away April 14. He signed on with the SIU in 1983. Brother Bako was a deck department member. He was employed with New York Cross Harbor Railroad for the duration of his career and became a pensioner in 1995. Brother Bako was a New York resident.



ANGEL CHARRIEZ

Pensioner Angel Charriez, 69, died April 2. He embarked on his career with the union in 1976. A deck department member, Brother Charriez was employed with Crowley Puerto Rico Services for his entire career. He began collecting his pension in 2018 and resided in San Juan, Puerto Rico.

THOMAS LENNANE

Pensioner Thomas Lennane, 75, passed away March 10. He joined the SIU in 1998. A deck department member, Brother Lennane was employed with Port Imperial Ferry for the duration of his career. He became a pensioner in 2021 and made his home in Tomkins Cove, New York.

JACOBUS MAASKANT

Pensioner Jacobus Maaskant, 81, has passed away. He joined the union in 1973 when he shipped with Interstate Oil. Brother Maaskant sailed in the deck department and last shipped with Moran Towing of Maryland. He went on pension in 2006 and resided in Selbyville, Delaware.



ERNEST SCOTT

Pensioner Ernest Scott, 76, died January 11. He embarked on his career with the Seafarers in 1984, initially sailing with Steuart Transportation. Brother Scott was a deck department member and concluded his career with OSG Ship Management in 1996. He began collecting his pension in 2011 and lived in Merritt, North Carolina.



O'NEIL THERIOT

Pensioner O'Neil Theriot, 63, passed away September 9. He signed on with the SIU in 1994. Brother Theriot worked in the engine department and was employed with Westbank Riverboat Services for his entire career. He became a pensioner in 2025 and resided in Chauvin, Louisiana.



NMU

MANUEL DEAFONSECA

Pensioner Manuel Deafonseca, 88, died March 2. Brother Deafonseca worked in the deck department. He last sailed aboard the *Green Point*, and went on pension in 2002. Brother Deafonseca was a resident of Pawtucket, Rhode Island.

HARRY DIEBOLD

Pensioner Harry Diebold, 92, passed away March 18. Brother Diebold worked in the deck department. He last sailed aboard the *American Utah*, and went on pension in 1988. Brother Diebold was a resident of Southern Pines, North Carolina.

DOLORES GRAHAM

Pensioner Dolores Graham, 97, died March 26. Sister Graham last sailed aboard the *American Leader* in 1983. She became a pensioner in 1993 and was a resident of Atlantic Beach, Florida.

WILLIAM GULLETTE

Pensioner William Gullette, 85, passed away March 9. Brother Gullette worked in the steward department. He last shipped on the *Intrepid* before retiring in 2007. Brother Gullette lived in Mobile, Alabama.



SOLOMON JOSEPH

Pensioner Solomon Joseph, 90, died March 10. Brother Joseph worked in the engine department. He last shipped on the *B.T. Alaska* before retiring in 2001. Brother Joseph lived in Altamonte Springs, Florida.

MICHAEL LEE

Pensioner Michael Lee, 83, passed away March 1. Brother Lee worked in the deck department and last shipped on the *Prince William Sound*. He became a pensioner in 2009 and settled in Bremerton, Washington.



FRANK MOLINA

Pensioner Frank Molina, 103, died February 26. Brother Molina started sailing in 1954, initially aboard the *Contessa*. Brother Molina was a member of the steward department. He concluded his career aboard the *Cygnus* and began collecting his pension in 1985. Brother Molina lived in Hampton, Georgia.



ROY SMITH

Pensioner Roy Smith, 96, has passed away. Brother Smith worked in the steward department and last shipped on the *Cape Johnson*. He became a pensioner in 1988 and settled in Miami.

VERNON WEIRICH

Pensioner Vernon Weirich, 77, died January 20. Brother Weirich sailed in the deck department. He concluded his career aboard the *Green Valley* and began collecting his pension in 2013. Brother Weirich resided in Payson, Arizona.



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), February 15 – Chairman **Timothy Kaulble**, Secretary **Pauline Crespo Guillen**, Educational Director **Kenny Flores Ordonez**, Deck Delegate **Bernadette Hill**, Steward Delegate **Alexandria DeAtley**. Chairman thanked crew for their hard work. Ship is currently sailing without an oven due to incident January 29. Galley operating with only stovetop and warmer, per secretary report. Educational director urged crew to upgrade their skills at the union-affiliated Piney Point school and to stay on top of documents. No beefs or disputed OT reported. Crew suggested modifying chief cook courses to allow for shipping during breaks. Members would like standard contract to cover Liberty ships in 2027, and requested TVs in rooms. Next port: Brunswick, Georgia.

CALIFORNIA (Fairwater Tanker Management), March 8 – Chairman **Keneth Abrahamson**, Secretary **Julio Marccone**, Educational Director **Larry Locke**, Deck Delegate **Leonard Ajoste**, Engine Delegate **Juma Juma**, Steward Delegate **Rey Chang**. Crew reviewed old business including issues with travel expense reimbursements. Chairman reminded crew to stay on top of documents and to leave clean linens and rooms for reliefs. Educational director advised members to upgrade their skills at the Paul Hall Center and to apply for travel from the school three weeks in advance. No beefs or disputed OT reported. Members discussed lat-

est National Maritime Center updates regarding the federal shutdown. Medical certificates will be mailed after April 1. New printer needed in crew lounge. Vote of thanks was given to steward department for providing great meals. Crew requested increases to safety boot reimbursements and increases in vacation pay to 20 for 30. Next port: Valdez, Alaska.

LIBERTY (TOTE Services), March 22 – Chairman **Kenney Gaston**. Chairman explained all new company policies with crew and asked them to report to him if they need new mattresses. Secretary reminded members to separate trash correctly and encouraged everyone to work respectfully, together as a team. Educational director urged crew to take advantage of the upgrading opportunities offered at the Piney Point school and to stay aware of document expiration dates. No beefs or disputed OT reported. Crew offered several suggestions for next contract, including adding weekend overtime, increasing vacation and medical benefits, and more.

LOUISIANA (Fairwater Tanker Management), March 29 – Chairman **Keithan Bland**, Secretary **Michael Todman**, Educational Director **Fontanos Ellison**, Engine Delegate **Abdulahman Alsadam**, Steward Delegate **Yolanda Martinez**. New dryer needed in laundry room. Chairman reviewed latest *Seafarers LOG* and provided

updated information on documents. Secretary thanked crew for being safe and for their patience in shipyard. Educational director reiterated the importance of upgrading at the Piney Point school and keeping documents current. No beefs or disputed OT reported. Crew talked about incorporating job postings into the member portal to avoid long drives to halls. Members are experiencing great difficulty finding coverage based on what is approved with Cigna dental insurance. Next port: Valdez, Alaska.

MAJRICHARD WINTERS (Sealift Inc), April 19 – Chairman **Johnny Young**, Secretary **Floyd Bellamy**, Educational Director **Riel Vizcarra**, Deck Delegate **Colontae Hargrove**, Engine Delegate **Randall Cox**. Members reviewed procedures for fire drills and general alarms. Chairman reiterated the importance of good communication among crew. No beefs or disputed OT reported. At an upcoming meeting, crew plans to discuss menus and possible shoreside options.

GREEN OCEAN (Waterman), April 29 – Chairman **Sergey Roshchin**, Secretary **Jumaane Allen**, Educational Director **James Bailey**, Engine Delegate **Darri-ona Noisette**. Crew discussed hazardous duty pay and possible restriction to ship. No beefs or disputed OT reported. Members proposed implementing a mobile application to monitor job boards and would like to bring back

four hours of OT for deck gang on Sundays. Next port: Limassol, Cyprus.

CALIFORNIA (Fairwater Tanker Management), May 6 – Chairman **Keneth Abrahamson**, Secretary **Julio Marccone**, Educational Director **Steve-O Tate**, Deck Delegate **Chad Schultz**, Engine Delegate **Nikita Featherston**, Steward Delegate **Gil Serrano**. Issue with travel expense reimbursement still ongoing, but new printer was installed in crew lounge. Company has cancelled liberty launches per chairman's report. Chairman advised crew to follow restriction section in contract. No beefs or disputed OT reported. Crew thanked steward department for providing great meals. Next port: Anacortes, Washington.

GREEN OCEAN (Waterman), May 30 – Chairman **Sergey Roshchin**, Secretary **Jumaane Allen**, Educational Director **James Bailey**, Engine Delegate **Darri-ona Noisette**, Steward Delegate **William Fortner**. Crew due in Zeebrugge June 6, but unknown schedule thereafter per chairman's report. Hazard pay for time in Beirut given after assistance from captain. No beefs or disputed OT reported. Crew reviewed policies and procedures for missing-man pay. Members would like more storage space in rooms and more shelving for clothing. Next port: Zeebrugge, Belgium.

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

Annual Funding Notice For MCS Supplementary Pension Plan

Introduction

This notice provides key details about your multiemployer pension plan (the "Plan") for the plan year beginning January 1, 2025 and ending December 31, 2025 ("Plan Year").

This is an informational notice. You do not need to respond or take any action.

This notice includes:

- Information about your Plan's funding status.
- Details on your benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal insurance agency.

What if I have questions about this notice, my Plan, or my benefits?

Contact your plan administrator, Margaret Bowen, at:

- **Phone:** 301-899-0675
- **Address:** 5201 Capital Gateway Drive, Camp Springs, Maryland 20746
- **Email:** mbowen@seafarers.org

To better assist you, provide your plan administrator with the following information when you contact them:

- Plan Number: 001
- Plan Sponsor Name: Board of Trustees, MCS Supplementary Pension Plan
- Employer Identification Number: 51-6097856

What if I have questions about PBGC and the pension insurance program guarantees?

Visit www.pbgc.gov/prac/multiemployer for more information. For specific information about your pension plan or pension benefits, you should contact your employer or plan administrator as PBGC does not have that information.

Federal law requires all traditional pension plans, also known as defined benefit pension plans, to provide this notice every year regardless of funding status. This notice does not mean your Plan is terminating.

How Well Funded Is Your Plan?

The law requires the Plan's administrator to explain how well the Plan is funded, using a measure called the "funded percentage." The funded percentage is calculated by dividing Plan assets by Plan liabilities. In general, the higher the percentage, the better funded the plan. The chart below shows the Plan's funded percentage for the Plan Year and the two preceding plan years. It also lists the value of the Plan's assets and liabilities for those years.

Funded Percentage			
	2025	2024	2023
Valuation Date	January 1	January 1	January 1
Funded Percentage	280%	260%	305%
Value of Assets	\$6,860,525	\$6,437,750	\$6,473,233
Value of Liabilities	\$2,381,403	\$2,478,424	\$2,119,791

Year-End Fair Market Value of Assets

To provide further insight into the Plan's financial position, the chart below shows the fair market value of the Plan's assets on the last day of the Plan Year and each of the two preceding plan years as compared to the actuarial value of the Plan's assets on January 1.

- **Actuarial values (shown in the chart above)** account for market fluctuations over time. Unlike market values, actuarial values do not change daily with stock or market shifts.
- **Market values (shown in the chart below)** fluctuate based on investment performance, providing a more immediate snapshot of the plan's funding status.

	December 31, 2025	December 31, 2024	December 31, 2023
Fair Market Value of Assets	\$6,924,228*	\$6,860,525	\$6,439,497

*The value as of December 31, 2025 is unaudited and subject to change.

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan's funding status determines the steps a plan must take to strengthen its finances and continue paying benefits:

- **Endangered:** The plan's funded percentage drops below 80 percent. The plan's trustees must adopt a funding improvement plan.
- **Critical:** The plan's funded percentage falls below 65 percent or meets other financial distress criteria. The plan's trustees must implement a rehabilitation plan.
- **Critical and Declining:** A plan in critical status is also designated as critical and declining if projected to become insolvent—meaning it will no longer have enough assets to pay out benefits—within 15 years (or within 20 years under a special rule). The plan's trustees must continue to implement the rehabilitation plan. The plan's sponsor may seek approval to amend the plan, including reducing current and future benefits.

The Plan was not in endangered, critical, or critical and declining status in the Plan Year.

Participant and Beneficiary Information

The following chart shows the number of participants and beneficiaries covered by the Plan on the last day of the Plan Year and the two preceding plan years. The numbers for the Plan Year reflect the plan administrator's reasonable, good faith estimate.

Number of participants and beneficiaries on last day of relevant plan year	2025	2024	2023
1. Last day of plan year	12/31	12/31	12/31
2. Participants currently employed	280	280	277
3. Participants and beneficiaries receiving benefits	220	228	236
4. Participants and beneficiaries entitled to future benefits (but not receiving benefits)	110	112	137
5. Total number of covered participants and beneficiaries (Lines 2 + 3 + 4 = 5)	610	620	650

Funding & Investment Policies

Every pension plan must establish a funding policy to meet its objectives. The funding policy relates to how much money is needed to pay promised benefits. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Investment Policy

Pension plans also have investment policies that provide guidelines for making investment management decisions. The Plan's investment policy is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. As of the end of the Plan Year, the Plan's assets were allocated among the following investment categories as percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	
2. U.S. Government securities	51%
3. Corporate debt instruments (other than employer securities):	
a. Preferred	4%
b. All other	
4. Corporate stocks (other than employer securities):	
a. Preferred	
b. Common	27%
5. Partnership/joint venture interests	
6. Real estate (other than employer real property)	
7. Loans (other than to participants)	
8. Participant loans	
9. Value of interest in common/collective trusts	
10. Value of interest in pooled separate accounts	
11. Value of interest in master trust investment accounts	
12. Value of interest in 103-12 investment entities	
13. Value of interest in registered investment companies (e.g., mutual funds)	18%
14. Value of funds held in insurance co. general account (unallocated contracts)	
15. Employer-related investments:	
a. Employer Securities	
b. Employer real property	
16. Buildings and other property used in plan operation	
17. Other	

The average return on assets for the Plan Year was 8.8%.

Events Having a Material Effect on Assets or Liabilities

By law, this notice must include an explanation of any new events that materially affect the Plan's liabilities or assets. These events could affect the Plan's financial health or its ability to meet its obligations. For the plan year beginning on January 1, 2026 and ending on December 31, 2026, there were no such events.

Right to Request a Copy of the Annual Report

Pension plans must file an annual report, called the Form 5500, with the U.S. Department of Labor. The Form 5500 includes financial and other information about these pension plans. You can get a copy of your Plan's Form 5500:

- **Online:** Visit www.efast.dol.gov to search for your Plan's Form 5500
- **By Mail:** Submit a written request to your plan administrator.
- **By Phone:** Call (202) 693-8673 to speak with a representative of the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room.

The Form 5500 does not include personal information, such as your accrued benefits. For details about your accrued benefits, contact your plan administrator.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by PBGC, below), the plan must apply to PBGC for financial assistance. PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

Benefit Payments Guaranteed by PBGC

Only vested benefits—those that you've earned and cannot forfeit—are guaranteed.

What PBGC Guarantees

PBGC guarantees "basic benefits" including:

- Pension benefits at normal retirement age.
- Most early retirement benefits.
- Annuity benefits for survivors of plan participants.
- Disability benefits for disabilities that occurred before the earlier of the date the plan terminated or the sponsor's bankruptcy date.

What PBGC Does Not Guarantee

PBGC does not guarantee certain types of benefits, including:

- A participant's pension benefit or benefit increase until it has been part of the plan for 60 full months. Any month in which the multiemployer plan was insolvent or terminated due to mass withdrawal does not count toward this 60-month requirement.
- Any benefits above the normal retirement benefit.
- Disability benefits in non-pay status.
- Non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Guarantee Amount Examples on Page 21

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	July 27 September 21 November 16	August 14 October 9 December 4
RFPNW	August 3	August 21
ENGINE DEPARTMENT UPGRADING COURSES		
Boiler Technician (FOWT)	August 24 October 19	September 18 November 13
Marine Electrician	August 3	September 4
Adv. Refrig. Cont. Maint. (ARCM)	September 14 December 7	September 25 December 18
Machinist	August 10	August 28
Pumpman	August 31	September 4
Welding	July 27 September 21 October 19 November 16	August 14 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	July 20 August 17 October 12	August 14 September 11 November 6
OPEN/SAFETY UPGRADING COURSES		
Basic Training Revalidation	August 10 August 14 September 18 October 26	August 10 August 14 September 18 October 26
Tanker Ship Fam. - DL	September 21	September 25
Tanker Ship Fam. - LG	September 14	September 18
Basic Training/Adv. FF Reval.	August 17 November 2	August 18 November 3

Annual Funding Notice For MCS Supplementary Pension Plan (Continued)

Continued from Page 20

Determining Guarantee Amounts

The maximum benefit PBGC guarantees is set by law. Your plan is covered by PBGC's multiemployer program. The maximum PBGC guarantee is \$35.75 per month, multiplied by a participant's years of credited service.

PBGC guarantees a monthly benefit based on the plan's monthly benefit accrual rate and your years of credited service. The guarantee is calculated as follows:

1. Take 100 percent of the first \$11 of the Plan's monthly benefit accrual rate.
2. Take 75 percent of the next \$33 of the accrual rate.
3. Add both amounts together.
4. Multiply the total by your years of credited service to determine your guaranteed monthly benefit.

Example 1: Participant with a Monthly \$600 Benefit and 10 Years of Service.

1. Find the accrual rate: \$600/10 = \$60 accrual rate.
2. Apply PBGC formula:
 - a. Take 100 percent of the first \$11= \$11
 - b. Take 75 percent of the next \$33 = \$24.75
3. Add the two amounts together: \$11 + \$24.75 = \$35.75
4. Multiply by years of credited service: \$35.75 x 10 years = \$357.50

In this example, the participant's guaranteed monthly benefit is \$357.50.

Example 2: Participant with a \$200 Monthly Benefit and 10 Years of Service.

1. Find the accrual rate: \$200/10 = \$20 accrual rate.
2. Apply PBGC formula:
 - a. Take 100 percent of the first \$11= \$11
 - b. Take 75 percent of the next \$9 = \$6.75
3. Add the two amounts together: \$11 + \$6.75 = \$17.75
4. Multiply by years of credited service: \$17.75 x 10 years = \$177.50

In this example, the participant's guaranteed monthly benefit is \$177.50.



National Maritime Center

Mariner Ready, Mission Steady



NMC Processing Timeline Update – Recovery Efforts Continue to Reduce Processing Times Following 2026 Funding Lapse

The National Maritime Center (NMC) has made substantial progress in reducing the backlog of applications resulting from the 2026 lapse in appropriations. As a result of sustained recovery efforts and increased production capacity, the NMC is updating its published processing timeline outlined in [Resumption of Services announcement](#), dated May 4, 2026.

Effective immediately, complete applications are expected to be processed within **8 months** from the date received, an improvement from the previously published estimate of 8-12 months. This improvement reflects expanded production efforts, overtime, surge processing, workflow efficiencies, and the reallocation of personnel and resources to reduce the backlog inventory accumulated during the lapse.

While application volumes remain elevated, current trends indicate continued progress toward restoring more normal processing timelines. Mariners and maritime employers should continue to plan accordingly and submit applications early to avoid potential disruptions to employment and vessel operations.

Key Information:

- Applications will continue to be processed on a **first-in, first-out basis**. Only applications demonstrating a clear and documented nexus to national defense will be considered for expedited processing.
- Mariners are **strongly encouraged** to apply early, **up to 8 months before expiration**, via the [ASAP Tool](#) to account for unforeseen delays. Mariner credential renewals may also be post-dated up to 8 months, allowing mariners to renew early. Paper and incomplete submissions may delay issuance.

The NMC remains committed to further improving processing times while maintaining the safety, security, and professional standards of the U.S. merchant mariner credentialing system.

Mariners are encouraged to monitor the [NMC website](#) for updates regarding processing times, REC operations, and policy adjustments as operations stabilize. For ongoing updates, sign up for the NMC list server by scanning the QR code below.

For questions, contact our Customer Service Center via the [NMC online chat system](#), by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Sincerely,

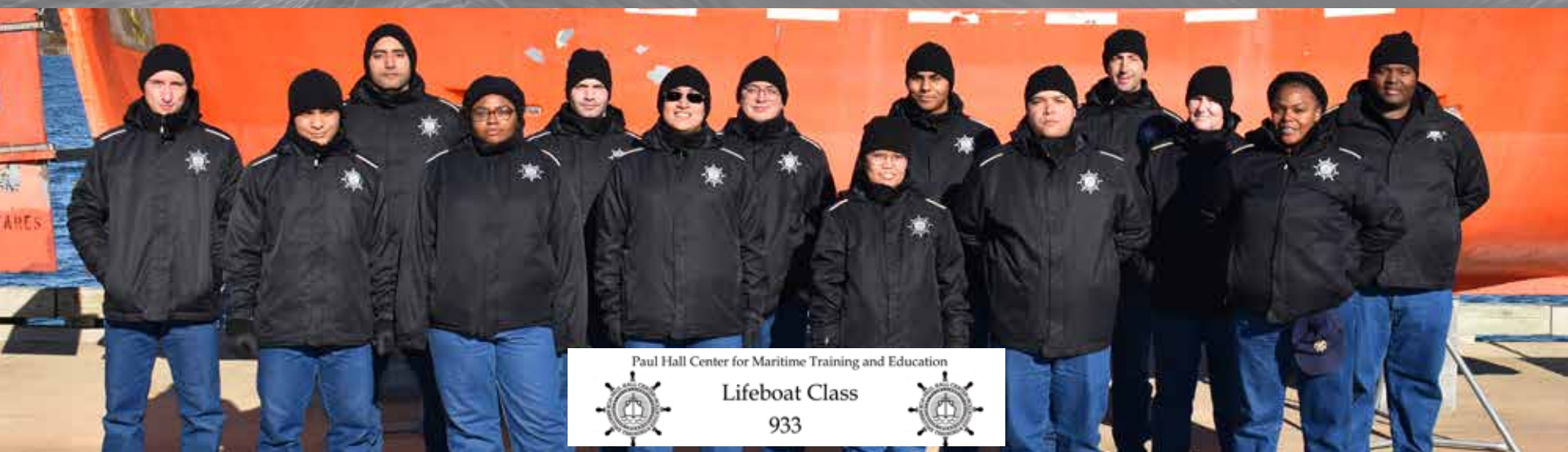
/P. A. Drayer/

Patrick A. Drayer
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspections

Stay informed.
Scan to sign up for NMC updates:



Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #933 – Recently graduated: Randy Amezcuita Montalvo, Morgan Boekhout, Kevin Castillo, Syniaya Lane, Christopher Lazo, Alma Lewis, Ryan McKinnon, Abraham Quintus, Julius Rogers, Hadi Selim, Joseph Vermeulen, Tevin White, Ciarra Wiggins and Kimberly Wilson.



FIRST AID (UPGRADERS) – Graduated April 17: LaAvis Bivins (left) and Mark Morante.



BASIC FIREFIGHTING – Graduated April 16 (not all are pictured): Hubert-Jon Anton, Clifton Armstead, Natalie Barry, Abigail Brissett, Zachary Clary, Christopher Demore, Jake Doherty, Thomas Gibbons, Shekeyar Harris, Vander Horton, Nicholas Kopko, Ashton Landry, Boris Lev, Benjamin McCraw, Conner McDaniel, Tristan Pinzon, Adrian Proo, Elvin Rivera Aviles, Storm Strickland, Domonique Tipps and Daylen Williams.



VESSEL OPS – Graduated recently: Bailey Hilkey, Frank Lang, Joshua Laverdure, Claire Nelson, David Oliver, Alex Phillips, Evan Plyler, Jesuhan Polanco Rivera, Derrick Ward, Jaylen Williams and Jake Zamora.



MARINE ELECTRICIAN – Graduated recently (not all are pictured): Rohmy Butler, Michael Durago, Elhassene Elkori, Brandon Fore, Ivan Kondakov, Alonzo Sanz, William Summers Jr., Benjamin Thuringer, Jessica Valentin, Alexia Villaescusa and Harry Whitney IV.



RFPEW – Graduated recently: James Artis, Elijah Busch, Daniel Cho, Kelvin Huffman, Kaitlyn Lipka, Joseph Romanowski, Cameron Slayton, Dylan Storie, Cole Waddell and Ciarra Wiggins.,

Paul Hall Center Class Photos



TANK SHIP FAMILIARIZATION (DL) – Graduated recently: 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, Carrmell Noisette, Tristan Pinzon, Adrian Proo, Elvin Rivera Aviles, Storm Strickland, Domonique Tipps, Christopher Vincent and Daylen Williams.



WELDING – Graduated May 1: Carlos Arzu, Cedricka Banks, Curt Burgoyne, Korgan Chalker, Kenji Hoffman and Cordera Looney. Instructor Chris Raley is at the far right.



RFPNW – Graduated recently: Bailey Hilkey, Frank Lang, Joshua Laverdure, Claire Nelson, David Oliver, Alex Phillips, Evan Plyler, Jesuhan Polanco Rivera, Matthew Swift, Derrick Ward, Jaylen Williams and Jake Zemora.



ADVANCED GALLEY OPS – Graduated recently (not all are pictured): Quad Cheatham, Stacy Davis, Mahmoud Fares, Sarah Gross, Adrian Joseph, Kyara Nunez and Teresito Reyes.



GALLEY OPS – Graduated recently: John Cabrerros, Leon Kornegay, Arnold Perry and Kevari Wright.



GOVERNMENT VESSELS – Graduated recently: Jean Baule, Nahun Bernardez Bernardez, Ashely Burke, Mark Campbell, Alvin Clarke, 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.

SEAFARERS LOG

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

Union, School Team Up with AMMV For Memorial Day in Arlington



Pictured from left in the group photo directly above are Darin Huggins of the AMMV, Wayne Johnson and Rose Paul from the school, PHC Apprentices Natalie Barry, Vander Horton, Jake Doherty, Elvin Rivera, James Strutchen and Alexander Mesa, Christian Holloway from the school, SIU VP Pat Vandegrift, and Dru DiMattia from the AMMV. The remaining photos on this page were taken in the amphitheater and at the Tomb of the Unknown Soldier. (Crowd photo by Elizabeth Fraser/Arlington National Cemetery)

Undeterred by soggy weather, representatives from the SIU and its affiliated Paul Hall Center for Maritime Training and Education (PHC) joined personnel from the American Merchant Marine Veterans (AMMV) for this year's Memorial Day observance at Arlington National Cemetery.

PHC apprentices served as wreath tenders at the Tomb of the Unknown Soldier and then formed a color guard when the ceremony shifted to the amphitheater.

U.S. Merchant Mariners who sailed in World War II are military veterans. More than 1,200 SIU members gave their lives in wartime service.

Leading the union and school delegation were SIU Vice President Pat Vandegrift and PHC officials Wayne Johnson, Rose Paul, and Christian Holloway. Carrying out ceremonial duties were apprentices Natalie Barry, Vander Horton, Jake Doherty, Elvin Rivera, James Strutchen, and Alexander Mesa.

"On Memorial Day, Americans should salute fallen U.S. Merchant Mariners, including more than 9,500 Merchant Marine officers and crew members killed in action or missing at sea during World War II, who served in war zones under the command of U.S. military sealift operations. Laying a wreath at the Tomb of the Unknown Soldier on Memorial Day and participating in the National Memorial Day Parade are fitting tributes for our nation to honor thousands of U.S. Merchant Mariners who gave their lives during military conflicts," said AMMV President and active U.S. Merchant Mariner Capt. Darin Huggins.

He added, "We also honor their surviving families and loved ones, as our nation remembers all service members who made the ultimate sacrifice in times of war. In addition, AMMV is proud to celebrate the 250th anniversary of the signing of the Declaration of Independence and colonial Merchant Mariners

who contributed to victory during the Revolutionary War."

Though U.S. Merchant Mariners contributed to all major U.S. military operations since 1776, this is believed to be only the fourth time that the AMMV and merchant marine veterans have been invited to participate in the ceremonies at Arlington National Cemetery.

In a separate Memorial Day event, U.S. Merchant Marine veterans from World War II, Dave Yoho (Grand Marshall for the National Memorial Day Parade), James Quinn, and Gene Richardson, rode a float in the parade sponsored by the American Veterans Center. They flew the U.S. Merchant Marine flag and greeted the public along Connecticut Avenue in nearby Washington, D.C.

Of the sacrifice of the U.S. Merchant Marine during World War II, Yoho said, "When you're with others, tell them of what we did. Urge them to read about us and find out about us."

