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SIU, AMO Members Skillfully Navigate Shipboard Emergency

All Hands Safe Following Flooding Incident



SIU members and officers from the Seafarers-affiliated American Maritime Officers demonstrated superb seamanship when their vessel, the *SLNC York* (Schuyler Line), began flooding due to a mechanical failure. They safely abandoned the vessel for precautionary reasons and hitched a ride with a Hong Kong-flagged tanker that transported them to South Korea, where the group photo below was taken. Pictured from left are Seafarers Jacob Isaacs, Frank Hedge, Matthew Martinson, Roy Villanueva, Dzmitry Sasnouski, Rocky Tano, James Petite, and Tristan Cordero, and SIU Port Agent Duane Akers, who met with the crew throughout the week. Some of the flooding is evident in photo at left, while the *SLNC York* is seen from its lifeboat in photo above. The remaining photo shows the lifeboat itself, with the Xs indicating it is unoccupied. *Pages 2-4.*



Brotherhood of the Sea



David Heindel

As you all know, it's much more common for SIU members to come to the aid of other mariners rather than being the ones who need assistance, but the shoe was on the other foot recently as all 18 Seafarers, AMO officers and cadets from the *SLNC York* were safely picked up by a Hong Kong-flagged ship in the Pacific Ocean. The Coast Guard played a key role in the successful operation, and there were other ships that also volunteered to help but ultimately were not needed.

The particulars are fairly well known at this point. The *York*, which is a heavy-lift ship enrolled in the U.S. Maritime Security

Program, was rapidly taking on water in the engine room while sailing from Hawaii to Okinawa without cargo. Although the ship eventually was stabilized, the crew moved to a lifeboat, and then transferred to the foreign-flag vessel. The cause of the flooding is still under investigation; the leak itself appears to have come from the ship's propeller shaft seal.

All of the mariners from the *York* were transported to South Korea, where they were met by, among others, SIU Port Agent Duane Akers. I want to give special thanks and recognition to Duane for meeting with our people throughout the ensuing days, helping to address their concerns and making sure they received medical attention as needed and eventually were repatriated. The union was in touch with the crew from the time the flooding started until they were safely on their ways back home.

I'm also glad to report that based on everything we know, everyone involved in this situation has conducted themselves exactly as one would hope, and that includes the vessel operator – Schuyler Line – along with the Coast Guard, the mariners from the *Pacific Yantai*, and our hosts in Korea.

Most of all, I applaud the SIU crew's proficiency as they handled their assignments and did their parts to help ensure the safe evacuation of the ship. They all stepped up in the finest tradition of the Brotherhood

of the Sea – as did our counterparts from the *Pacific Yantai*, who I'm told were wonderful, and who demonstrated that political divisions are no impediment among rank-and-file mariners.

Remembering 9/11

While it of course was a vastly different kind of emergency, SIU members also stepped up immediately after the terrorist attacks of September 11, 2001, as recounted in detail elsewhere in this edition. They were among the many front-line heroes from the labor movement who helped evacuate hundreds of thousands of people from Manhattan that day.

Something I noticed in the overall anniversary coverage this year: There is a very appropriate, concerted effort to preserve these stories of tragedy and courage so that younger and future generations know the history. I'm sure we all recently shared a similar feeling of disbelief that 25 years have elapsed since that day. But, here we are, and in much the same way that the SIU has worked hard to keep alive the history of our members who sailed in World War II and in every conflict since then, we will do our part to properly credit the boatmen who selflessly pulled off what has been described as the largest waterborne evacuation in history.

Register and Vote

With the midterms just around the corner, please make sure you and your family members are registered to vote, and then turn out on Election Day to support pro-maritime, pro-worker candidates. Online registration has never been easier, but states have their own individual deadlines, so this isn't something to put off.

For anyone new to our union, the SIU does not care about party affiliation. We support those who support maritime and who back workers' rights. That has always been our bottom line and always will be.

Despite the unnecessary chaos caused by the administration's Jones Act waiver and extensions, we've got a real opportunity to advance American maritime in the months and years ahead. Electing pro-maritime legislators in November is the next important step in that process.

SIU Members Recall Their Front-Line Service on 9/11

Editor's note: The following article from the SIU-affiliated Maritime Trades Department has been lightly edited for local style. It was shared on the SIU's website and social media pages on the twenty-fifth anniversary of the attacks of September 11, 2001.

"There was no way out of the city.... The trains were shut down, the buses were shut down. Nobody could go through the tunnels. The only way out of the city was through the ferry."

That chilling recollection comes from Captain **Gil Rivera**, a member of the Seafarers International Union (SIU), who on September 11, 2001 worked as a NY Waterway deckhand. He recalled what began as a routine run from Weehawken, New Jersey, to the World Trade Center.

"I clocked in at 5:30 in the morning and I didn't get home till almost one o'clock in the morning," said Senior Deckhand **Nestor Martinez**, another SIU member and NY Waterway employee who was on the job the day all hell broke loose in New York City.

The Maritime Trades Department recently interviewed Rivera, Martinez, and fellow SIU members and NY Waterway Senior Deckhand **Ray Santiago** and Captain **Michael Muia** – all of whom, 25 years ago today, started their shifts as mariners but finished as front-line heroes.

Because of local mariners, upwards of 400,000 people were rescued off of Manhattan on 9/11, and it's estimated that 163,000 of them were aided by NY Waterway crews.

Rivera was just a year into the job and working on the downtown boat when a plane crashed into the first tower.

"We thought it was a small plane, because the way it came in, we didn't really see it," Rivera said. "Nobody said anything over the radio, and we continued doing our runs."

Across the river at Lincoln Harbor, Martinez's ferry was tied up at the dock with a clear view of the towers. He was 25 years old, two and a half years on the water, running the every-fifteen-minutes shuttle to Midtown.

"We heard a big boom, and like, what the heck was that?" he said. Something hit the tower. Martinez's captain looked left, saw it, and gave the order: Everyone off the boat, stand by, and get headquarters on the radio.

As people tried to grasp what was happening, the second plane hit. Suddenly everybody in New York Harbor understood that this was not an accident.

"We literally saw the second plane hit," Rivera said. "That's when we started figuring out, this ain't right."

The Coast Guard's call went out to every mariner in the harbor: Report to the vicinity of the World Trade Center and begin evacuating.

"I still recall it, when Captain Norman let us know we were going in," recounted Martinez. "He told me, 'Be prepared.' I said, What? Prepare for what? What are we doing? He goes, 'Whatever they need us to do, we're doing.... Those are the orders. Aye, aye. Follow the orders.' Follow the orders, and that's all we did is follow the orders."

"Take all passengers, doesn't matter, up to capacity of the boat," Martinez remembered his captain saying.

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From left: Nestor Martinez, Gil Rivera, Michael Muia, Ray Santiago



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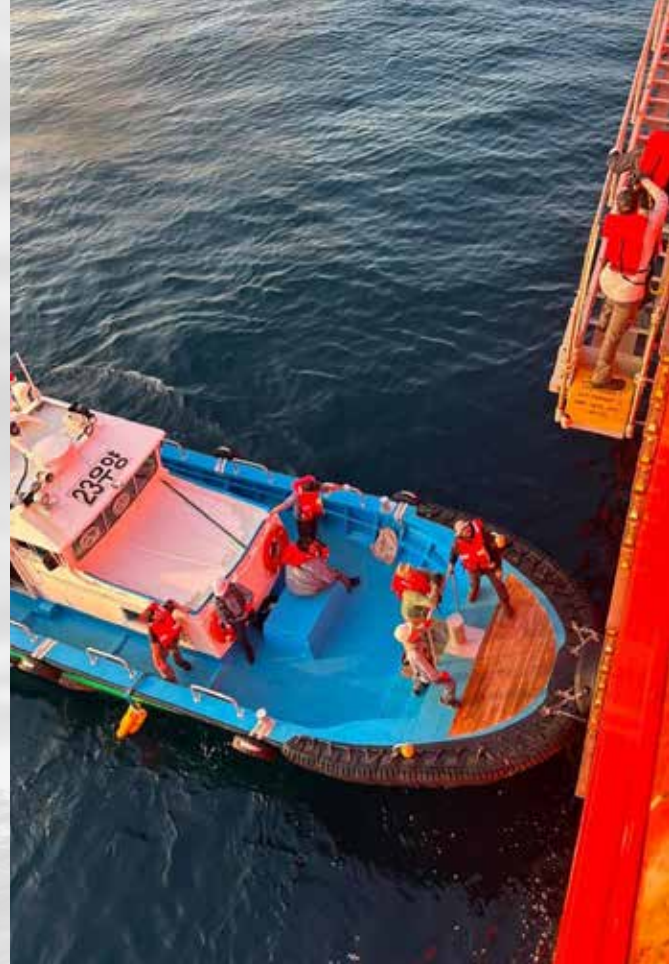


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The SIU engaged an environmentally friendly printer for the production of this newspaper.

Cool Heads, Dark Humor, Teamwork: How SIU and AMO Members Deftly Handled a Crisis on the SLNC York



At left, the red lights alert onlookers that the ship is dead in the water. The inset photo shows the *SLNC York's* engine room taking on water. Above, U.S. mariners leave the *Pacific Yantai* to head ashore in South Korea.

Relying on levelheadedness, professionalism and solid training, the 18 SIU and American Maritime Officers (AMO) members aboard the *SLNC York* (Schuyler Line) safely abandoned the vessel and transferred to another ship Aug. 19 approximately 830 nautical miles southeast of Tokyo. The *York* had been stabilized after taking on significant amounts of water due to a mechanical failure, but was evacuated for precautionary reasons.

The rescue ship, the Hong Kong-flagged tanker *Pacific Yantai*, took their U.S. counterparts to South Korea, where the *York* personnel were met by SIU and AMO representatives along with ones from the U.S. Coast Guard and the vessel operator, among others. After several days of meetings, the *York* mariners safely returned to their respective homes.

SIU President David Heindel stated, "I applaud the SIU crew's professionalism as they handled their assignments and did their parts to help ensure the safe evacuation of the ship. They were understandably weary upon arrival in Busan, but their spirits improved throughout the week and they seemed to be in a good place, as the saying goes, by the time they were heading home."

Heindel also credited SIU Guam Port Agent Duane Akers for his work with crew. Akers met the Seafarers in Korea and conferred with them numerous times throughout the week.

"The guys got home safely and I think in much better spirits than when they arrived Monday," Akers said. "I tried to be there at all times. All in all, it went pretty well. Based on my understanding, everybody responded professionally to the emergency, and the captain definitely was very complimentary of the crew."

In separate interviews with the *LOG*, Seafarers from the *York* recalled the entire experience as relatively calm, all things considered. The evacuation proved timely, and the *York* eventually was towed to Japan. They also were quick to credit the officers as well as their hosts from the *Pacific Yantai*, who were very accommodating.

SIU members aboard the *York* were Recertified Bosun **Frank Hedge**, ABs **Jacob Isaacs**, **Matt Martinson**, and **Dzmitry Sasnouski**, Oilers **Roy Villanueva** and **Rocky Tano**, Chief Steward **Tristan Cordero**, and ACU **James Petite**.

Members of the Seafarers-affiliated AMO aboard the vessel were Capt. Hasan Erkal, Chief Mate Charles Zinni, Second Mate Clayton Russell, Third Mate

Antonio Duran, Chief Engineer Andrew Gray, 1A/E Orion Milazzo, 2A/E Samuel Franke, and 3A/E Alexander Alfonso.

Rounding out the crew were Deck Cadets Alexander Harbin and Trevin Robledo-Thompson.

Hedge said, "Through our ship's senior leadership and the communication of information, the crew was able to remain calm and rely on their training to accomplish the necessary tasks."

Martinson mentioned that once the *York* had been stabilized, the officers used an emergency generator and some quick rearrangements "so we still had internet. Having that connection gave us a huge morale boost as we kept in contact with loved ones," Martinson said. "The officers handled this whole situation great."

Cordero agreed. "Everybody handled themselves in a very professional manner," he said. "Everybody worked as a team, and our training kicked in the moment that the general alarm sounded."

He added, "The response from the crew was great, top to bottom. Of course I wouldn't want to go through something like this again, but if I did, I wouldn't want anyone other than the senior leaders we had on board. They were fantastic."

The *SLNC York* had been sailing from Hawaii to Japan when its shaft seal reportedly shifted about five feet, resulting in the flooding. (The exact cause of the mishap remains under investigation.) Multiple crew members said the propeller shaft slid out and was stopped by the rudder, which arguably helped prevent a quick sinking.

As Akers put it, "The shaft getting jammed helped slow the influx of water. If you're going to have 'good' bad luck, that was it."

Hedge learned of the emergency around 2 a.m., when his cabin phone rang.

"About five minutes later, I met with the chief mate and the deck gang at the outside muster station," Hedge recalled. "The chief mate informed us we were taking on water in the engine room, and we needed to collect dunnage and canvas. We did so, and then proceeded to the engine room."

"The first engineer informed us it wasn't necessary, because the engine department was in the process of securing the engine room," Hedge continued. "The deck gang then proceeded to prepare the ship for other safety measures."

A few hours later, the crew learned of plans to abandon the ship for precautionary reasons.

"We had ample time to prepare the vessel for abandon-ship procedures and salvage operations to come," the bosun said, adding that by around 10 a.m., they confirmed that the *Pacific Yantai* was headed to their location.

"Throughout the morning, we had all of the ship's soft ladders over the side," Hedge explained. "We rigged soft mooring lines along the starboard side to connect to the towing wire we had pulled out of the forepeak and properly rigged on deck to facilitate the towing for salvage operations."

The mariners then had time to eat a meal, secure personal sea bags in the chief mate's quarters, and then rest.

The rescue ship was within sight around 6 p.m., and half an hour later the *York* mariners were loaded into the lifeboat with life vests and one backpack apiece.

With the tanker less than a mile away, the *York* launched its lifeboat.

"We proceeded to transfer on board the *Pacific Yantai* and were well-received," Hedge said. "Five days later, we disembarked in Yeosu, South Korea, grateful to our hosts. Schuyler Line got us transportation to Busan, where they had secured us accommodations at a hotel.... All crew members were safely returned home. Now we're all hoping to have our sea bags returned to us, and looking forward to our next union-contracted voyage."

Martinson also got the 2 a.m. wakeup call and promptly reported for duty.

"We went to the engine room and I saw the water coming in," he said. "We were fully on emergency control power by 5 a.m. or 6 a.m. as some of the people tried to seal off other areas to prolong the ship's life."

"We put out a line from the stern with knots, to see how many feet we sank," Martinson continued. "We were sinking about a foot an hour, and that gave us some peace of mind. We were standing by and then we heard about the Chinese ship that would be coming to get us. The steward worked with what he had and made us some breakfast."

Later, on deck, Martinson said the mariners got to know each other and helped boost one another's spirits.

"At no point did anyone panic," he said. "That was huge. We were just dark-humor sailors keeping it together. [The danger] was in the back of our minds, but we knew if you panicked, it wouldn't help."

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All Hands Safe After SLNC York Takes on Water

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As the hours went by, you would see the stern of the vessel slowly sinking more.”

Martinson noted that most of the rescue ship’s multinational crew (including mariners from China, Indonesia, India, and the Philippines) spoke English.

“They gave us berthing – we all had a bed or a couch to sleep on,” he said. “Some of us were in two-person rooms, some in a six-person room, but we all had somewhere to sleep. The food was great, and we had internet and kept in contact with our family members.”

He added, “They were the best. If we needed anything, they would accommodate us. We did Karaoke with them one night. They let us play a PS5.... The crew really got to know each other.”

Martinson, 38, said the most challenging part of the entire ordeal was the “hour of being in the lifeboat itself during the transfer process. It’s fully enclosed, and there’s no ventilation other than a tiny hatch.... We had to climb up a pilot ladder, and my forearms started cramping. I felt like an old man.”

In Korea, Martinson was happy to reconnect with Akers, a former shipmate.

“Duane did a great job,” he said. “He was fluid with communications, and we got a lot of questions answered.”

Asked whether his training truly helped during the emergency, Martinson replied, “A good amount of it came into play. Your thought process goes A-B-C-D, and that helps you keep your composure.... I’ve always had a good experience in Piney Point (home of the SIU’s affiliated Paul Hall Center). I think it helped out quite a bit.”

Like Martinson, Cordero also had sailed with Akers.

“Having Duane there for us was great,” Cordero said. “He was absolutely phenomenal in taking care of us, getting our questions answered. I had also reached out to (SIU President) Dave Heindel, and I appreciated his responsiveness.”

As for their foreign shipboard hosts, Cordero observed, “They were remarkable. Those guys don’t make as much money as we do, and they literally were giving us the clothes off their backs. It’s truly amazing the way they treated us.”

While the weather was calm throughout the preparation and the actual abandon-ship process, severe weather conditions were forecast to hit the *York’s* location within a couple of days. Seafarers said they appreciated the timely responses from the Coast Guard and from their rescuers. Both unions maintained regular contact with the *York* throughout the ordeal.



SIU and AMO members on the rescue ship.



At left, the *SLNC York* mariners raved about the kindness of their multinational hosts. Above, before abandoning ship, SIU and AMO members prepped it for a long-distance tow.

SIU Backs Legislation Supporting U.S. Mariners

U.S. Reps. Brian Fitzpatrick (R-Pennsylvania), Tom Suozzi (D-New York), Nicole Malliotakis (R-New York), and Brendan Boyle (D-Pennsylvania) in late August introduced the bipartisan American Mariner Tax Fairness Act, legislation to strengthen America’s merchant mariner workforce by providing targeted tax relief to qualifying U.S. mariners serving aboard U.S.-flag vessels in international trade.

The SIU has longed back the tenets contained in the bill.

Fitzpatrick’s office noted, “America’s U.S.-flag deep-sea fleet has declined from roughly 1,100 oceangoing vessels in 1950 to fewer than 200 today, shrinking with it the pool of credentialed mariners available to crew commercial vessels and sustain the sealift capacity our nation depends on. Federal maritime readiness reviews have consistently identified recruitment and retention as a central challenge to maintaining that capability.”

“America’s maritime strength depends first on the men and women who crew our ships,” said Fitzpatrick. “Our merchant mariners spend months away from their families doing demanding, essential work that keeps commerce moving and preserves a capability our nation cannot afford to lose. Yet the workforce we depend on is shrinking, and recruitment and retention remain a serious challenge. Good governing means identifying the pressure point and delivering a practical solution. This bill brings greater fairness to the tax code, reflects the realities of service at sea, and helps make these careers more sustainable. If we are serious about strengthening our

economy, national security, and America’s maritime future, we have to start with the men and women who make that mission possible.”

Suozzi stated, “America’s economic and national security depend on a strong maritime industry with skilled mariners to crew our ships. This bipartisan bill recognizes the sacrifices mariners make in entering such a demanding profession by providing targeted tax relief through extending the foreign earned income exclusion to members of this essential workforce. My district is home to the U.S. Merchant Marine Academy and Webb Institute of Naval Architecture, so I know firsthand how vital our mariners are to America’s economy and global security. I’m proud to support the men, women, and legislation that keep our commerce moving.”

Boyle said, “I’m proud to help lead this effort for mariners in Philadelphia and across the country. America’s merchant mariners are essential to our economy and our national security, and our tax code should recognize the critical role they play. This commonsense legislation will help recruit and retain the next generation of mariners.”

The American Mariner Tax Fairness Act would extend the existing foreign earned income exclusion to qualifying U.S. merchant mariners who spend at least 90 days during a 12-month period working aboard qualifying U.S.-flag vessels engaged in foreign trade. The exclusion would apply only to income earned during qualifying periods of service, providing targeted tax relief that better reflects the international nature and unique demands of maritime work while helping address the recruitment and retention challenges facing America’s maritime workforce.

9/11 Through Seafarers' Eyes, 25 Years Later

Continued from Page 2

The terminal at World Trade became unusable, so mariners had to improvise a rescue method. “We were boarding passengers at first off the barge until they shut it down, and at that point we were taking people off the sea wall,” said Muia, who was 24 and sailing as a captain.

“It was very chaotic,” Martinez said. “We had some sort of instructions, but we have never done this in our lives, so we’re using whatever equipment we got to get people off the wall.”

Because they were the ones who spent their days on these waterways, SIU members were able to coordinate and organize operations among themselves, on the channels they used routinely.

“The Coast Guard was not guiding us,” Martinez continued. “The mariners themselves were talking on the radio.”

There was no plan for it. There was no drill for it. Just mariners who knew the harbor and turned their boats around to answer a call for help.

Eyes Up

“You gotta do it. You gotta keep your eyes up because we need to know what’s going on,” Martinez said, recalling his captain’s orders throughout the evacuation.

While passengers were brought aboard and counts were being made, deckhands were assigned to keep watch and advise of any oncoming debris.

“Listen, I saw things in my life that I woulda never thought I’d see,” Rivera said. “I just saw things that

just drove me, you know, I couldn’t believe it. Left me speechless...I saw some of the people jumping out.”

“And you could hear them,” Martinez also vividly recalled. “People were waving anything in their hands, or just trying to Spider-Man-climb down, people slipping and you’re following it all the way down, so that’s one thing that always stayed with me.”

Despite the chaos, crew members remained committed to the orders and continued to drop off passengers in New Jersey and turn back into the smoke clouds towards Manhattan.

“We understood the calling. We were a lifeline now,” said Rivera.

“And we didn’t care about if we ate or what, we just wanted to get people home,” Martinez said. “We knew there was death. We saw it. And we wanted to be part of something good.”

The evacuation was only the beginning. In the weeks that followed, the NY Waterway fleet carried supplies, volunteers, firefighters and federal personnel to Ground Zero. They also escorted families from Pier 94 downtown to stand where their loved ones had died.

“It was just a sense of duty,” Santiago humbly stated.

American Mariners are National Security

When every land-side system in the largest city in the country collapsed at once, what stood was a privately operated, union-crewed domestic ferry fleet. It came through because the boats were there, the crews were there, and the people at the helm had spent years learning that particular stretch of water. It cannot be briefed into existence on the morning disaster strikes.

That is precisely what the Jones Act (and the Passenger Vessel Services Act) protects. By requiring that vessels moving goods and passengers between American ports be American-built, American-owned and American-crewed, the law does more than sustain good American jobs. It maintains a standing national asset: A fleet in home waters and a workforce of trained, credentialed mariners already on scene when something goes wrong.

Although 9/11 is one of the most historic rescues conducted by the NY Waterway crews, members recalled numerous times when they answered a call for help.

“We’ve seen our share on the Hudson. You know, there’s always first responders but since we saturate the river, we’re usually the first ones there,” Santiago said.

“We were there for Hurricane Sandy, we were there when Sully landed the plane in the Hudson,” he continued. “He landed the plane in the river, right when we were doing a shift change, so we were already there. It took us less than two minutes to get there.”

The famous plane landing into the Hudson River coined the name “Miracle on the Hudson,” and it may have had a different ending without crew members there ready and available to help.

Martinez concluded, “See, mariners are cut from a different cloth. It’s in us without even knowing ... and that day, there was no pride, there was no ego. There was just another human being trying to take care of another human being. There was no politics, there was no religion. There was no color. It was like, okay, we’re all we got, and we’re all we need and we need to do what we need to do. Okay?”

SIU Emphasizes Support for SHIPS Act

Pro-maritime personnel recently met on the West Coast to brainstorm about growing the industry, including the urgent need to pass comprehensive legislation.

SIU Vice President West Coast Joe Vincenzo served on one of the panels at the Sept. 10 gathering at Cal Poly Maritime Academy in Vallejo, California, officially dubbed the Bay Area Maritime Summit. The event was organized by U.S. Rep. John Garamendi (D-California). Approximately 150 people participated, including U.S. Maritime Administrator Steve Carmel, Jack Moreau of the U.S. Transportation Command, Rear Adm. Todd Nicholson of the U.S. Military Sealift Command, and Rear Adm. Robert Compher of the U.S. Coast Guard.

“The maritime industry is critical,” said Garamendi, a longtime maritime stalwart.

He is an original cosponsor of the Shipbuilding and Harbor Infrastructure for Prosperity and Security for America Act, better known as the SHIPS for America Act. It is considered the most far-reaching maritime revitalization bill in more than a half-century.

The legislation, which enjoys widespread bipartisan support, was a prime topic during the meeting in California.

Vincenzo said enacting the SHIPS Act “will be a gigantic step in the right direction to level the playing field and will help us compete with foreign nations that subsidize their maritime sectors to the tune of billions and billions of dollars per year.... Fortunately, there is a very substantial growing awareness about American maritime – that our industry is a vital component of our national, economic and homeland security, and we have a great opportunity to revitalize our industry. We can do so by maintaining the Jones Act, passing the SHIPS for America Act, and bolstering time-tested cargo-generators such as the Ex-Im Bank, the Maritime Security Program, the Tanker Security Program, and our nation’s cargo preference laws.

“If we do those things, our industry not only will survive, but it will also grow considerably,” Vincenzo continued. “Investors will have reasons to build ships in the USA. American vessel operators will line up to

handle the cargoes, and U.S. maritime recruiters will have a wonderful pitch to source and qualify prospective future seafarers into solid, family wage jobs with benefits and a clear path to climb the social ladder. The mariners themselves will have a well-founded belief that they’ve chosen the right path both for themselves and their families – one that promises to remain open.”

Carmel said, “We have to put the American economy and the American maritime system back together again. They’ve become divorced. National security rests on economic security.”

Among many other benefits to the maritime industry, the SHIPS Act would “establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet of commercially operated, U.S.-flagged, American crewed, domestically built merchant vessels that can operate competitively in international commerce,” according to the text of the bill.



SIU VP Joe Vincenzo (left in photo at left) chats with U.S. Rep. John Garamendi (D-California) at last month’s meeting, where he also served on a panel (far right, remaining photo).

At Sea & Ashore with the SIU



BOOK SECURED – GUDE Bashar Kassem (left) receives his B book. He's pictured with Safety Director Kate Jansone at the Tacoma hall.



ABOARD ARC ENDEAVOR – Pictured on the TOTE vessel following a shipyard period are (standing, from left) OS Tikeshia Johnson, Recertified Steward Grady Ingram, Bosun Wadea Alnasafi, AB Hilario Rochez, Oiler Kyaw Tha, Oiler Harry Hurley, Oiler Shayes Aljahmi, (in front) AB Eliza Fitzgerald, AB Juan Velasquez, and SA Bernardino Garcia.



CANDIDATE BACKS MARITIME – Adrian Bofo (third from left) is running for Congress in Maryland, aiming to secure the seat held for many years by retiring U.S. Rep. Steny Hoyer (D), a longtime friend of the SIU. Hoyer has endorsed Bofo, who is unequivocal in his support of the U.S. Merchant Marine. Meeting with the candidate last month in Washington, D.C., are (from left) SIU Exec. VP Augie Tellez, SIU Legislative Director Brian Schoeneman, and SIU Deputy Legislative Director Mario Torrey.



MEETING WITH MEMBERS – Crews from the *Cape Isabel* and *Cape Inscription* (Ocean Duchess) are pictured in Beaumont, Texas. From left in the large group photo are SIU Patrolman Kirk Pegan, Oiler Jovita Carino, QEE Andrew Linares, SA Remigio Domingo, Wiper Wilfredo Martinez, Bosun Marvin Dennard, QEE Aaron Ellis (kneeling), Oiler Antony Arzu, SIU Port Agent J.B. Niday, Recertified Bosun LBJ Tanoa, and Wiper James Williams. Niday and Pegan are in the two-person pic.



ABOARD CALIFORNIA – Pictured from left aboard the Fairwater tanker are Recertified Bosun Kenneth Abrahamson, Chief Cook Rey Chang, and Steward/Baker Julio Marcone.



WATERSHED MOMENT – Chief Cook Derick Morales (left) receives his A-seniority book. He's pictured at the San Juan hall with Safety Director Ricky Rivera.



MILESTONE IN CHARM CITY – Bosun's Mate Devin Hoerr (right) receives his A-seniority book. He's pictured at the Baltimore hall with SIU Port Agent James Bast.



ABOARD USNS CURTISS – Pictured from left aboard the Ocean Duchess vessel are Bosun Jesse Toves, Steward/Baker Candie Mauroner and SIU Patrolman Gordon Godel.



ABOARD TS EMPIRE STATE – SIU Asst. VP Ray Henderson (standing fifth from left) and Safety Director Nirel Escalante (fourth from right) visit with Seafarers on the National Security Multi-Mission Vessel, which was activated in September. SIU members in the photo include Derek Smaw, Brianna Ashley, Gilberto Rosario, Kristina Jones, Zachary Parker, Elmonte Battle, Edward Copeland, Carlos Castillo, Julius Skyes, and Michael Penkwitz.



ABOARD AMERICAN FREEDOM – QMED Luis Perez Garcia displays his favorite periodical aboard the Intrepid ship.

At Sea & Ashore with the SIU



DEDICATED EMPLOYEE RETIRES – Fair winds and following seas to Lorraine Nuno (fourth from right), who recently wrapped up a 38-year career with the union. Her commitment as an administrative assistant in Wilmington was unsurpassed. Pictured at her sendoff are (from left) UIW National Director Karen Horton-Gennette, SIU Port Agent Gerret Jarman, SIU Counsel Stan Dubin, retired SIU VP Nick Marrone, Nuno, SIU VP Contracts George Tricker, retired SIU Port Agent Jeff Turkus, and SIU VP West Coast Joe Vincenzo.



CATCHING UP IN HOUSTON – Converging at the hall for a membership meeting are (from left) SIU VP Gulf Coast Chris Westbrook, Recertified Bosun LBJ Tanoa, and SIU Port Agent J.B. Niday.



SUPPORTING PRO-MARITIME CANDIDATE – Former U.S. Rep. Elaine Luria (left), an ardent backer of the U.S. Merchant Marine, visited the Norfolk hall for the August membership meeting. She's pictured with Seafarers Faith and Christopher Gonse, a mother-son team of *Seafarers LOG* fame. Luria, a Navy veteran who is running for Congress, expressed her ongoing support for the Jones Act.



CELEBRATING MARITIME DAY – Observing National Maritime Day earlier this year in Guam are (from left) Lt. Gov. Joshua Tenorio, SIU Port Agent Duane Akers, and Gov. Lou Leon Guerrero.



ABOARD MAERSK HARTFORD – Pictured aboard the vessel in Newark, New Jersey, in late August are (from left) QEE Jose Encarnacion Rivera, SIU Port Agent Osvaldo Ramos, and Recertified Bosun Ali Alhamyari.



LANDMARK OCCASION – AB Todd Wilson (left) receives his A-seniority book at the hiring hall in Algonac, Michigan. He's pictured with Safety Director Jason Brown.



ABOARD MAERSK OHIO – Many thanks to vessel master Capt. C. Kavanagh for this snapshot from the vessel's recent shipyard period in Zhoushan, China. Pictured from left are Electrician Kelly Percy, SA Jonathan Paredes, Chief Cook Erwin Asinas, Recertified Steward Delia Peters, Bosun Ryan Legario, and ABs Leopoldo Martinez, James Hill, Tyree Watkins, and Gene Lane.



REINFORCING MARITIME SUPPORT – Meeting with pro-maritime Congressman Troy Carter (D-Louisiana) (second from left) in the nation's capital are SIU Asst. VP Michael Russo, SIU Deputy Legislative Director Mario Torrey, and SIU VP Chris Westbrook.



WELCOME ASHORE IN PHILLY – Lifelong Seafarer AB/Tankerman Michael Wittenberg (right), who sailed with the SIU for 47 years, picks up his first pension check. He's pictured at the hiring hall with SIU Asst. VP Joe Baselice.



SEAFARERS DELIVER – The SIU-crewed *Stena Polaris* (Intrepid) and *Ocean Gladiator* (Waterman) supported this year's Operation Pacer Goose, an annual resupply mission to Pituffik Space Base, Greenland. According to the Military Sealift Command, Pacer Goose aims "to resupply the base with life-sustaining supplies for the next 365 days and ... remove any waste materials and non-repairable equipment from the base." AB Alexander Bennett is pictured on the *Stena Polaris*.

At Sea & Ashore with the SIU



ABOARD MONTFORD POINT – Meeting on the Ocean Ships vessel are (from left) Bosun Larry Dizon, AB Noel Gemo, QEE Marquez Fields, SKE Robert Goren, GUDE Jonathan Oliver, SIU Patrolwoman Kianta Lee, QMED Dequan Rivera, Steward/Baker Jean-Michel Favreaux, and OS Benneth Yap.



MEETING WITH SIU BOATMEN – SIU VP Gulf Coast Chris Westbrook (right) chats with Mate Ken Shearman (left) and Capt. Justin Briggs aboard Bay Towing's *Energy Zeus* in Lake Charles, Louisiana.



BOOKS GALORE IN VIRGINIA – Four SIU members – AB Larelle Reid, Chief Cook Daniel Cage, QMED Tommy McGahe, and Electrician Jetaime Mays – recently received their respective A-seniority books at the Norfolk hall, while another – OMU Donnell Marsh – received his B book. Pictured from left to right, starting at far left, are SIU Port Agent Josh Rawls and Mays; Cage; Marsh and SIU Patrolman Gabriel Rivera; Reid and SIU Patrolwoman Kianta Lee; and, Lee and McGahe.



WELCOME ASHORE IN JERSEY CITY – QMED Syed Iqbal (center) picks up his first pension check at the hiring hall. Congratulating him are SIU Port Agent Ray Henderson (right) and Dispatcher Terry Montgomery.



WELCOME ASHORE IN TACOMA – SA Talama Moega (left), whose SIU career spanned 44 years, receives his first pension check. He's pictured at the hall with SIU Port Agent Danielle Woodward.



RETIREES PRAISE IMPROVED BENEFITS – SIU Pensioners Teddie Carter (left in photo above, left, in front of dais) and Anthony Sabatini (left in remaining photo) hit the deck during the August membership meeting in Wilmington to voice appreciation for recent gains announced by the Seafarers Pension Plan. Both retirees are pictured with SIU VP Contracts George Tricker.



UNION SOLIDARITY – Proudly supporting our UFCW Local 400 brothers and sisters in the Norfolk area are SIU VP Sam Spain (standing at far left) and SIU Patrolwoman Kianta Lee (squatting at far left, front row). The UFCW members are fighting for a fair contract.



WELCOME ABOARD – GUDE Yakoub Mohamed (right) receives his B book at the Wilmington hall. He's pictured with SIU Port Agent Gerret Jarman.

Labor Day Celebrations Coast to Coast

The SIU was well represented in this year's union-led Labor Day celebrations, with two very different events taking place around the holiday weekend.

On September 4, SIU members and friends of labor gathered at a park near the Houston hall, along with their union brothers and sisters from several other unions, for their annual barbeque. SIU officials in attendance included SIU Assistant Vice President Joe Zavala and Patrolmen Anthony Jacobson and Kirk Pegan.

A few days later on September 7, SIU members and officials joined with many other affiliated labor organizations – including the Maritime Trades Department, AFL-CIO, the MFOW and the SUP – for the 47th Annual Los Angeles/Long Beach Harbor Labor Coalition Labor Day Parade, Picnic & Rally. This year's event was centered around the dangers of job loss due to automation in labor, as summarized by Chairman Louie Vejar:

“As I’m sure you are aware, workers across the country are facing growing challenges. Time and time again, it is the working class that bears the burden of economic and technological change. From corporations pushing for autonomous vehicles that threaten jobs, to increasing patient loads on already overworked nurses, to automation expanding throughout our ports and other industries, workers are being asked to pay the price. Now more than ever, we must stand together to protect workers’ rights, job security and the future of organized labor.”

Houston



Above, from left to right: SIU Asst. Vice President Joe Zavala, Texas Gulf Coast Area Labor Federation Executive Director Hany Khalil, labor-endorsed Candidate for Harris County Judge Leticia Plummer, SIU Patrolmen Anthony Jacobson and Kirk Pegan, and MEBA Gulf Coast Vice President Adam Smith.



Above, G&H Towing Captain Mark Kazin (left) and friends.



SIU members and their families attended the barbeque.

Wilmington



Hundreds gathered for the annual event.



SIU members march in solidarity, alongside MTD Exec. Secretary-Treasurer Jordan Esopa (right).



The SIU contingent, including SIU Wilmington Port Agent Gerret Jarman (third from left, with his partner and two children).



SIU members stand with their union brothers and sisters.

Kenneth Salgado

Editor's note: This article is the fourth in an occasional series featuring former SIU members who have gone up through the hawsepipe. Kenneth Salgado graduated from the Paul Hall Center's Apprentice Program in 1998 and currently sails as a second mate. He sailed with the SIU until late 2006.

Why did you enter the maritime industry?

My dad had been a merchant mariner since before I was born. He is originally from Uruguay, and came to Guatemala on a ship in the late 70s. There he met my mom and got married and had two kids. He moved to the U.S. in 1982, and had a few different jobs, but not maritime related because he didn't even know there were maritime jobs.

By chance, he met someone that recommended he join the SIU, and he started working on the cruise ships in Hawaii in 1991. When I was about to graduate high school I had no plans, but I knew I didn't want to join the military, and I hated school so I didn't want to go to college. I had never considered doing the same thing as my dad, and I even thought it wasn't a good job. Then I had a serious talk with my dad about what I should do with my future, and he brought up Piney Point, which by this time I thought was a miracle.

My dad described the program, told me how much money he made, and we looked in the SIU LOG at all the places in the world where I could be traveling to. In a period of about one hour I went from never having heard of the apprenticeship program to setting up an appointment with the hall in Wilmington (California) to sign up. It was one of the most amazing turning points in my life.

What I liked about the industry was the freedom, both being non military and not committing permanently to any ship, but also being able to be permanent. And then having almost as much time off as you wanted when you are off the ship.

What are some memories of your time as an apprentice in Piney Point?

I think the vast majority of my memories of the program are positive. I went as an 18-year-old kid from the San Fernando Valley, and got dropped into

a group of young men and women from all over America. I got to meet so many people and we learned so much from each other. And we formed comradery from working together, and studying intensely together.

And even some of the unpleasant memories were actually positive, like having to wake up at 5:30 a.m. to clean the dorm rooms, and staying until late to clean the galley. That helped build our work ethic and helped us for when we got on the ship. It basically taught us how to do our chores.

I for one didn't know how to do anything before I got to Piney Point. The first time I had to mop the dorm was basically the first time I ever held a mop. When they told me to swab the deck in front of the elevators, I didn't want to let on that I didn't know how, so I just put some soap and water in the bucket, dipped the swab in the water and didn't wring it out, and just started spreading a soapy bubbly mess from wall to wall. I noticed there was a lot of water and was wondering if it would dry before we had to muster for colors. Then our class bosun noticed, and was a little surprised, so he told one of the other guys to get out there and show Salgado how to swab before we all slip and fall. At the time that was unpleasant and embarrassing, but it is one of the things I needed to happen, to help me open my eyes and get me in gear. And the bosun used it as a learning opportunity, and didn't put me down at all.

So that was an unpleasant experience that turned into something positive, and I still use that as an example when teaching my kids, and trainees and cadets until this day.

What do you remember about your years sailing with the SIU?

I remember the feeling of excitement of being able to travel anywhere in the world. I also liked the challenge of going to different types of ships. I also remember all the interesting people I met.

At what point did you decide to pursue a license?

By my second ship, which was my first wiper job after third phase. I already knew I wanted to become a deck officer. I was pretty much seeing everything for the first time, but I think the information they gave us in the unlicensed apprentice program had



Second Mate Kenneth Salgado

already prepared me for getting my license. And I ironically loved learning. It felt to me that getting my license was the only logical step, and was a continuation of the program.

Without any false bravado, prior participants in this series have indicated that earning a license, while properly challenging, isn't unreasonably difficult if you prepare. How does that align with your experience going up the hawsepipe? Is it something that pretty much anyone with the right mindset can do?

This is a tough question. I think it has become more challenging through the years, because of Coast Guard requirements and the time and financial commitment required. I do think it is possible for most people to accomplish. I think it may appear challenging before you start the process, but once you've done it and look back, you will think it was actually quite easy. It just takes time and patience.

But also now that I'm older, I also think that if you don't get your license you will still be doing very well.



Salgado is in the front row, far right, with his lifeboat classmates.

In Their Own Words: Seafarers Rising Through the Ranks



Aboard Pasha's *George III*

The work-life balance of being an SIU member is pretty good. The amount of job opportunities for SIU members is pretty good.

What are some of the main differences you experienced when sailing in unlicensed capacities versus sailing as an officer?

I definitely remember my time in SIU with nostalgia. It was a little more carefree, and we had more comradery. As an officer there is a lot more responsibility, which leads to more stress. I love the challenge of being an officer, but sometimes I wish I could still get on the helm, or throw a heaving line.

What are some reasons you've stuck with the industry?

I always advise young people and anybody in general that the best thing you can do is get a union job. Having health benefits and a pension on the horizon is crucial. And even more so when you have a family. I am in my nineteenth year at [the Masters, Mates and Pilots], so in one year I will qualify for a pension.

This is a scenario that may sound long for young people. I know when I joined the SIU at 18 years old I thought 20 years was an eternity, but now, 28 years later I look back and it feels like it went in the blink of an eye. Also, the health insurance benefits are crucial. [Having] a family of six, there were many years



Hawsepiper Kenneth Salgado knew very early in his career that he wanted to earn a license.

that I charged more to the insurance than I made working all year on good ships, even as an officer.

What are some drawbacks to making a living as a merchant mariner? Time away from home often seems like the obvious one, but are there others?

In today's day and age, it is very hard to find a drawback. With most ships having high-speed Wi-Fi, it is practically like being on land. You are not going to be missing out on news and entertainment; I even find I have more leisure time and entertainment when I'm on the ship than when I'm at home.

One possible unintended drawback is that joining SIU will "ruin" a lot of other jobs or business opportunities for you. If you try to quit shipping and get a land job, it will be hard to beat the income and benefits you get in the SIU, which I think is the reason a lot of people always end up returning to the ship.

What was one of your most memorable voyages, and what made it so?

I think the voyage I made on the *Lawrence Giannella* during Operation Deep Freeze 2025-26 was the most memorable. Getting to fly to Perth, Australia, and catching a ship to Antarctica. We got to park in the ice and go down the pilot ladder and feed penguins. That was a bucket-list moment.

Our industry seemingly only gets attention during times of crisis. What's something you wish more people knew about American maritime?

I think the average person doesn't know how vital our merchant mariners are for our national security.

I realize your time with the SIU was a relatively short portion of your career, but what are some things you think the union does well, and where could we improve? I would ask the same questions about Piney Point: What's good, what could be better?

One thing I remember about the SIU is that they have been firmly against sexual harassment and really instill those values in their members. The SIU was also a very early proponent of personal protective equipment and worker safety. Those are great values that ironically not everyone who goes through an academy picks up.

It's hard to think of something they can improve on. I think some members would like to have more access to jobs online, like maybe being able to get ships through the website. I think since I joined the union at an early age and went through a lot of union education with the SIU, I am more a believer in

having a physical union hall. With that being said, I think the SIU has the best online presence and most comprehensive website.

With Piney Point I also feel there is nothing to improve – it is very good as it is.

What advice would you give to someone who's considering entering the industry or has already taken the very first steps in that direction?

To someone joining now I would definitely tell them they are on the right path. Going through the trainee program is also great because you are guaranteed a (first) job and a B book when you get out. And then returning to Piney Point as an upgrader, you can get a third mate or third engineer's license in just a little longer than someone who went to an academy.

Please add anything else you'd care to touch on. Thank you.

I would like to thank the SIU and the unlicensed apprenticeship program. If it weren't for them, my family and I would not be where we are today, and it was definitely worth it.



Salgado has very positive recollections of his time as an apprentice.



Standing second from left in the back row, Salgado is pictured in 1999 after successfully completing the Tanker Familiarization/Assistant Cargo (DL) course in Piney Point, Maryland.

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Inquiring Seafarer

This month's question was answered by a group of apprentices present at the August 2026 membership meeting in Piney Point, Maryland.

Question: What do you hope to accomplish during your career with SIU?



Kerra Williams
Apprentice (Engine Department)

I want to become an electrician, travel, and bring awareness to this career path, especially for women. I want to become a patrolman and get more of our youth involved in this. I think if we go into more high schools and tell young women about this field, it'll become balanced. There could be women working as pumpmen, mechanics, electricians, and deckhands. I love seeing us in this field. I didn't know that this career field existed at all, but I found out there are whole legacies of people who have been in the SIU and the merchant marine, and I want to start something like that for my family.



Jeremy Aldrich
Apprentice (Deck Department)

I want to eventually become a licensed deck officer. I look to the SIU so that I can gain sea time, experience, and learn the industry and trade. This is a second career for me; I used to work in corporate finance and licensing, and I went to law school. I decided after about 17 years of doing that to do something completely different.



Justin Bell
Apprentice (Engine Department)

I want to complete the apprentice program, but my goal is to do the best I can and aim for the highest position that I can, which is hopefully SIU president one day.



Sheldon Taylor
Apprentice (Engine Department)

I want to complete the apprenticeship program. The maritime industry is fairly new to me. Currently I am the bosun of my class, which is also new to me. As I move forward in my career with the SIU, I want to continue developing my leadership skills and learn more about myself. I want to go as high as I can. I don't want to be stagnant or stay in one place, so I'm here to learn as much as I can so that I can move forward.



Cody Smiddy
Apprentice (Deck Department)

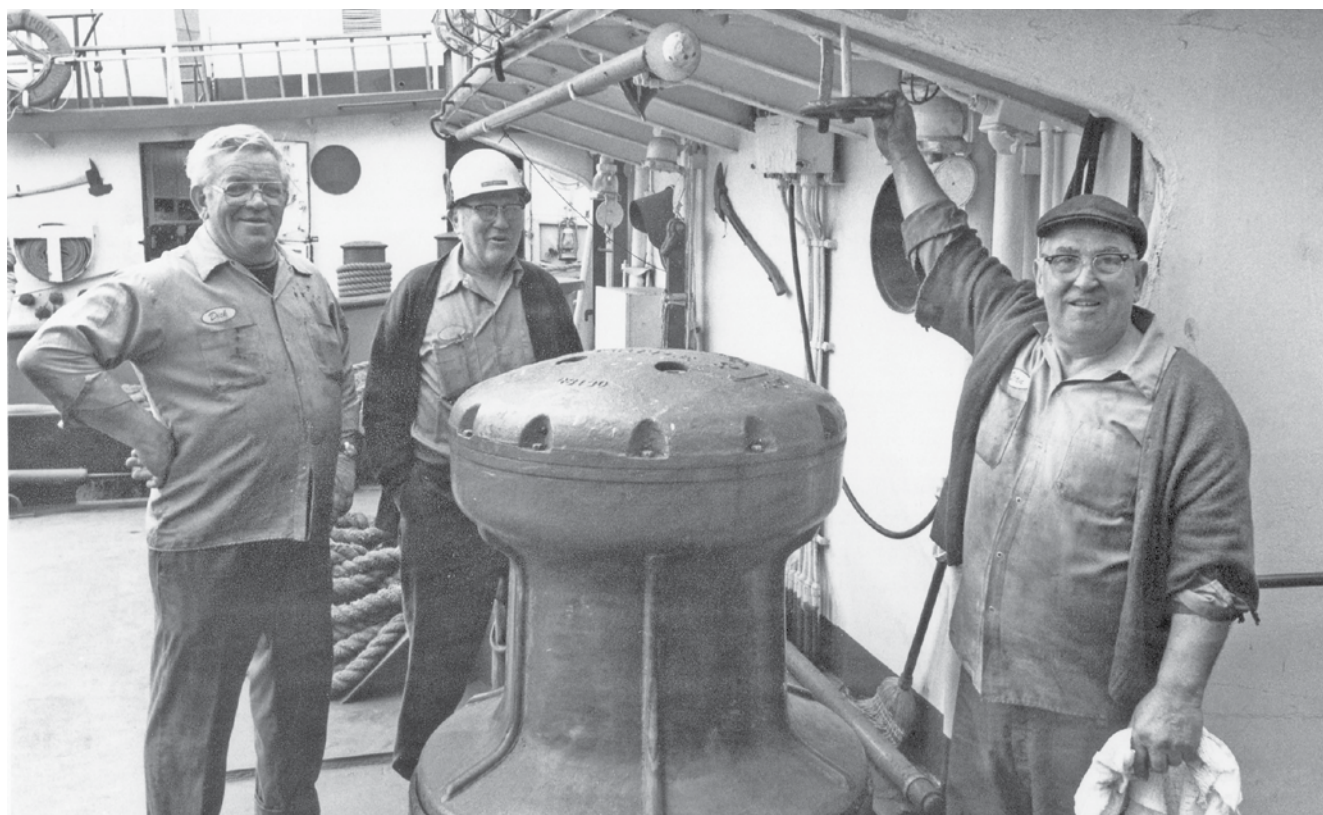
I want to make it to retirement, and travel – that's about it. I was glad to hear about the improved benefits for pensioners today, though.



Ajay Ray
Apprentice (Deck Department)

I want to do a lot of travelling. I come from a military family, and they travelled a lot, so I would like to do that as well while deciding which contracts I choose and who I want to work for.

Pic from the Past



This 1977 snapshot features SIU boatmen (from left) Dick Moore, David Beakley, and Stan Zielinski aboard the Curtis Bay Towing tug *Fells Point*.

NMC Launches Navita

Editor's note: The U.S. Coast Guard's National Maritime Center on Sept. 14 kicked off its new online credentialing system, known as Navita. The following are excerpts from the agency's formal announcement. To access Navita directly, go to: <https://navita.uscg.mil/s/>

Navita™ is the Coast Guard's new digital system for mariner credentialing. It represents a significant modernization of the mariner credentialing process and is designed to provide mariners with a more intuitive, guided application experience. The system will help applicants identify applicable requirements, provide required information and documentation, and submit more complete applications. These improvements are expected to reduce delays associated with incomplete submissions and streamline application processing over time.

Beginning September 14, mariners will submit applications electronically through Navita™, which will provide guided workflows intended to simplify the application process and help mariners submit complete applications. To prepare for the launch, the National Maritime Center (NMC) is taking several steps to facilitate applications processing.

Key Information:

- **Navita™ User Guide:** A system user guide will be available on the NMC website homepage to aid in the use of Navita™.
- **Application Submission and Additional Information Portal (ASAP):** The Application Submission and Additional Information Portal (ASAP) will be discontinued and will no longer be available.
- **IASKNMC@uscg.mil email:** The IASKNMC e-mail address will be discontinued for submitting inquiries to the NMC. Mariners and other stakeholders will submit inquiries to the NMC directly through Navita™ using the Case function. This transition will provide a centralized method for submitting and managing inquiries and will ensure correspondence is associated with the appropriate applicant or application.
- **Paper Application Submission:** Although paper applications will still be accepted, the Coast Guard intends to phase out this submission method within the next 12 months. Mariners are strongly encouraged to submit credential applications via Navita™ to ensure they receive timely, first-in, first-out processing and status of their application. Paper applications, whether submitted by mail or in-person, will take significantly longer to process.
- **REC assistance with applications for submission:** REC personnel will continue to review application documents presented during an appointment for completeness; however, applicants are encouraged to submit through Navita™ after the review. REC personnel may assist with questions pertaining to the use of Navita™ and submissions, but computers or internet access at the RECs for mariner use will not be provided.

October & November Membership Meetings

Piney Point	Monday: Oct. 5, Nov. 2
Algonac	Thursday: Oct. 15, Nov. 12
Baltimore	Thursday: Oct. 8, Nov. 5
Guam	Thursday: Oct. 22, Nov. 19
Honolulu	Friday: Oct. 16, Nov. 13
Houston	Tuesday: Oct. 13, Monday: Nov. 9
Jacksonville	Thursday: Oct. 8, Nov. 5
Joliet	Thursday: Oct. 15, Nov. 12
Mobile	Wednesday: Oct. 14, Thursday: Nov. 12
New Orleans	Tuesday: Oct. 13, Nov. 10
Jersey City	Tuesday: Oct. 6, Nov. 3
Norfolk	Friday: Oct. 9, Nov. 6
Oakland	Thursday: Oct. 15, Nov. 12
Philadelphia	Wednesday: Oct. 7, Nov. 4
Port Everglades	Thursday: Oct. 15, Nov. 12
San Juan	Thursday: Oct. 8, Nov. 5
St. Louis	Friday: Oct. 16, Nov. 13
Tacoma	Friday: Oct. 23, Nov. 20
Wilmington	Monday: Oct. 19, Nov. 16

Meeting date changed due to holiday observance
Each port's meeting starts at 10:30 a.m.

	Dispatchers' Report for Deep Sea									
"Total Registered" and "Total Shipped" data is cumulative from August 17, 2026 - September 15, 2026. "Registered on the Beach" data is as of September 16, 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	11	15	3	8	4	2	7	27	16	3
Anchorage	1	2	2	1	3	0	1	4	2	2
Baltimore	6	4	0	3	6	1	4	5	2	1
Fort Lauderdale	13	17	4	16	16	1	7	21	12	9
Guam	4	2	2	4	2	1	0	3	2	1
Harvey	8	5	5	6	2	2	2	15	4	8
Honolulu	4	0	1	3	0	0	1	4	3	1
Houston	24	17	8	26	20	8	8	51	25	11
Jacksonville	22	29	12	23	33	9	15	33	35	11
Jersey City	19	10	3	23	6	3	13	30	13	3
Joliet	1	2	1	0	2	0	0	3	1	3
Mobile	7	3	4	4	4	0	2	13	4	6
Norfolk	14	12	7	11	23	4	15	32	12	9
Oakland	6	5	3	7	3	0	3	7	5	5
Philadelphia	1	2	1	1	2	0	0	4	2	2
Piney Point	0	0	0	2	1	0	0	1	0	0
Puerto Rico	6	3	1	6	3	1	1	7	9	3
St. Louis	0	2	0	0	2	0	2	0	0	0
Tacoma	19	6	3	14	8	0	4	35	8	2
Wilmington	38	9	6	15	10	1	11	48	15	6
TOTAL	204	145	66	173	150	33	96	343	170	86
Engine Department										
Algonac	4	2	1	2	4	0	2	11	2	1
Anchorage	0	4	0	0	3	0	1	0	2	0
Baltimore	7	0	1	3	3	0	1	6	3	3
Fort Lauderdale	7	10	1	9	6	1	1	14	13	0
Guam	1	0	1	0	0	0	0	2	0	1
Harvey	2	4	1	1	2	1	3	3	3	4
Honolulu	3	1	1	1	2	2	0	6	2	1
Houston	6	9	5	7	8	1	6	14	10	5
Jacksonville	22	23	4	17	24	2	12	23	17	4
Jersey City	11	8	0	5	4	1	3	14	8	1
Joliet	0	0	0	0	0	0	0	2	1	0
Mobile	3	1	0	1	0	0	0	5	2	0
Norfolk	12	11	4	9	11	1	1	20	18	8
Oakland	4	2	0	2	2	0	0	6	2	2
Philadelphia	0	1	0	0	1	0	1	2	0	1
Piney Point	1	2	0	1	0	0	1	3	4	0
Puerto Rico	2	4	0	5	1	0	2	2	4	0
St. Louis	1	0	0	0	0	0	0	1	1	0
Tacoma	7	5	0	6	3	2	1	14	6	2
Wilmington	15	4	4	13	5	2	7	21	4	5
TOTAL	108	91	23	82	79	13	42	169	102	38
Steward Department										
Algonac	3	0	1	3	0	0	0	7	1	1
Anchorage	0	3	0	0	1	0	0	0	3	0
Baltimore	1	1	0	0	0	0	0	1	0	0
Fort Lauderdale	5	5	0	10	3	0	2	7	4	0
Guam	0	0	0	1	0	0	0	0	1	0
Harvey	4	1	0	3	0	0	0	3	2	0
Honolulu	4	1	0	3	0	0	1	7	3	0
Houston	12	10	3	13	9	1	3	16	12	4
Jacksonville	21	32	1	14	18	0	10	28	30	4
Jersey City	11	6	0	6	7	1	4	10	5	2
Joliet	0	1	0	2	1	0	0	0	0	0
Mobile	2	2	0	3	0	0	2	2	4	1
Norfolk	10	11	2	10	10	2	5	19	18	2
Oakland	4	1	1	10	1	0	1	11	6	1
Philadelphia	2	3	0	1	1	0	1	3	3	0
Piney Point	1	4	0	1	1	0	0	2	3	1
Puerto Rico	6	4	1	2	5	0	1	9	7	3
St. Louis	1	0	0	0	0	0	0	2	0	0
Tacoma	8	3	1	5	4	1	2	9	3	1
Wilmington	18	4	3	25	1	1	7	44	10	4
TOTAL	113	92	13	112	62	6	39	180	115	24
Entry Department										
Algonac	0	12	8	0	3	1	0	1	12	15
Anchorage	0	0	0	0	0	0	0	0	1	1
Baltimore	0	6	2	0	2	2	1	0	4	2
Fort Lauderdale	0	12	6	0	5	1	0	0	11	12
Guam	0	0	1	0	0	2	0	0	0	1
Harvey	0	3	1	0	1	1	0	2	3	2
Honolulu	0	3	4	0	2	2	0	0	2	7
Houston	3	20	8	2	12	6	0	4	29	24
Jacksonville	2	34	38	0	28	23	5	2	40	62
Jersey City	2	12	8	0	8	6	1	2	20	15
Joliet	0	0	2	0	0	0	0	0	0	2
Mobile	0	3	2	0	1	0	0	0	4	3
Norfolk	0	13	25	0	10	29	1	0	19	46
Oakland	0	12	8	0	9	8	1	0	15	12
Philadelphia	0	1	0	0	1	0	1	0	1	1
Piney Point	0	3	0	0	2	0	5	0	0	1
Puerto Rico	0	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	0	0	0	0	1	0
Tacoma	1	6	4	1	10	4	0	2	14	8
Wilmington	1	10	10	1	6	11	2	0	16	32
TOTAL	9	151	127	4	100	96	17	13	192	246
GRAND TOTAL	434	479	229	371	391	148	194	705	579	394

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.

WASHINGTON (Fairwater Tanker Management, LLC), June 19 – Chairman **Carlo Gentile**, Secretary **Rachael Zavala**, Educational Director **Michael Maldonado**, Deck Delegate **Osei Baffoe**, Engine Delegate **Louie Smith**, Steward Delegate **George Farala**. Ship still waiting on new mattresses. Chairman urged crew to contact their members of Congress to end the Jones Act waiver. Annual SASH training can be completed online, per secretary. Educational director reminded crew to keep up with credentials and to renew documents at least six months in advance. No beefs or disputed OT reported. Crew requested refrigerators, mounted fans and recliners for each room as well as an air purifier for smoke lounge. Members would like 20 for 30 vacation and increased reimbursement for shoe and travel allowances. Crew suggested more rank-and-file involvement in contract negotiations. Next port: Valdez, Alaska.

WASHINGTON (Fairwater Tanker Management, LLC), July 18 – Chairman **Carlo Gentile**, Secretary **Rachael Zavala**, Educational Director **Chukwudi Alfred**, Deck Delegate **Louie Smith**, Engine Delegate **Osei Baffoe**, Steward Delegate **George Farala**. New mattresses ordered and new refrigerators to be ordered soon. Smoke lounge ventilation has been fixed. Crew successfully obtained a scheduled launch service throughout the day, allowing everyone

the opportunity to go ashore. Educational director encouraged members to upgrade their skills at the union-affiliated Piney Point school and to keep documents up to date. No beefs or disputed OT reported. Next port: Valdez, Alaska.

WASHINGTON (Fairwater Tanker Management, LLC), August 7 – Chairman **Carlo Gentile**, Secretary **Rachael Zavala**, Educational Director **Chukwudi Alfred**, Deck Delegate **Osei Baffoe**, Engine Delegate **Louie Smith**, Steward Delegate **George Farala**. Twelve new mattresses to be delivered while at anchor in Washington. Refrigerators are top priority after mattress delivery. A total of five refrigerators needed. New coffee grinder in place for steward department in galley. Chairman reviewed missing-man pay with crew. Educational director advised members to visit the Coast Guard website to look up any changes that may affect Seafarers. No beefs or disputed OT reported. Crew requested wall-mounted fans in every room, recliners, faster internet service and outlets near beds. Members would like increased wages and vacation. Next port: Valdez, Alaska.

OVERSEAS ANACORTES (Overseas Ship Management, Inc), August 14 – Chairman **Jovan Williams**, Secretary **Prasert Mastrototaro**, Educational Director **Guillermo Arzu Rochez**, Deck

Delegate **Harriet Groenleer**, Steward Delegate **Antwon Norris**. Chairman discussed the Jones Act and encouraged members to put the U.S. flag up at all ports. He reminded everyone to make sure their beneficiary information is up to date and urged crew to continue to work safely. Educational director advised members to put in for new medical certificates each time they take a physical and to stay on top of documents. No beefs or disputed OT reported. Members would like more penalty time for steward department and increased pension and vacation pay. Crew requested new washer and dryers, new mattresses/mattress toppers and unlimited Wi-Fi access on crew lounge computer. Next port: Fort Lauderdale, Florida.

EMPIRE STATE (Intrepid Personnel & Provisioning), August 18 – Chairman **Abdulkarim Mohamed**, Secretary **Dustin Haney**, Educational Director **Neil Tupas**, Deck Delegate **Aungeli-que Hordge**, Engine Delegate **Haeven Bautista**, Steward Delegate **Mohamed Noman**. New smart TVs have been installed in all rooms. Ship appropriately stored upon joining and members have full access to ship budget per secretary. Positive interactions with captain reported by crew. Members were encouraged to request any needed items. Chairman warned crew to stay on top of physicals due to increased processing time with Coast Guard. Educational

director advised crew to upgrade at SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. He reminded them to apply for classes online and to join waiting lists if classes are full. No beefs or disputed OT reported. Members would like a hard copy of the contract on board to reference when needed. Crew discussed social media campaigns to end Jones Act waiver. Members asked for 20 for 30 vacation and reported issues with Wi-Fi signal.

MAERSK OHIO (Maersk Line, Limited), August 23 – Chairman **Ryan Legario**, Secretary **Delia Peters**, Educational Director **Kelly Percy**, Deck Delegate **James Hill**, Engine Delegate **Jeffery Bull**, Steward Delegate **Erwin Raphael Asinas**. Chairman thanked everyone for helping each other. Secretary alerted crew to expect a smaller selection of food choices in Asia. Educational director urged members to continue their education by upgrading at the Paul Hall Center. No beefs or disputed OT reported. Crew discussed ways to improve ship restriction policies in China. Members would like increases in vacation and health care benefits, eligibility for childcare reimbursement and for birthday holiday pay. Crew requested preferential airlines and preferred class of travel for flights.

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

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

NASSER AHMED

Brother Nasser Ahmed, 65, started sailing with the SIU in 1984 and first worked on the *Columbia*. He sailed in the steward department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Ahmed most recently shipped on the *Matson Tacoma* and lives in University Place, Washington.



RANDY BLACK

Brother Randy Black, 71, joined the union in 1978, initially sailing aboard the *Merrimac*. He shipped in the deck department and upgraded at the Paul Hall Center on numerous occasions. Brother Black concluded his career aboard the *Maersk California*. He resides in Clarkston, Washington.



CLEAVERN BROWN

Sister Cleavern Brown, 66, became a member of the union in 2011. She shipped in the engine department and first sailed aboard the *American Tern*. Sister Brown upgraded her skills at the Piney Point school on several occasions. She concluded her career aboard the *Alpena* and makes her home in Toledo, Ohio.



DANTE CRUZ

Brother Dante Cruz, 61, signed on with the SIU in 1993. He first sailed aboard the *Independence* and primarily worked in the steward department. Brother Cruz upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *USNS John Glenn* and lives in Union City, California.



RUSSELL ENGLISH

Brother Russell English, 65, began sailing with the Seafarers International Union in 2000. He shipped in the engine department and first sailed aboard the *USNS Stalwart*. Brother English upgraded at the Piney Point school on several occasions. He most recently sailed on the *Missouri Express* and makes his home in Henderson, Nevada.



LUCIAN LEPADATU

Brother Lucian Lepadatu, 67, joined the Seafarers International Union in 2009 and first sailed aboard the *Eric G. Gibson*. He worked in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Lepadatu most recently sailed aboard the *Green Wave* and settled in Auburn, Washington.



TIMOTHY MCCORMACK

Brother Timothy McCormack, 65, signed on with the SIU in 1981 when he sailed on the *Overseas Ulla*. A deck department member, Brother McCormack upgraded his skills at the Piney Point school on multiple occasions. He concluded his career aboard the *Charles L. Brown* and settled in Quincy, Massachusetts.

ADELE MESSINA

Sister Adele Messina, 70, signed on with the union in 2008, initially sailing aboard the *Florida*. Sister Messina worked in the steward department and upgraded on multiple occasions at the Paul Hall Center. She most recently shipped on the *Maersk Detroit* and is a resident of East Orange, New Jersey.



TALAMA MOEGA

Brother Talama Moega, 66, started sailing with the SIU in 1982 when he shipped aboard the *Independence*. He sailed in the steward department and upgraded at the Piney Point school on several occasions. Brother Moega's final vessel was the *Cape Island*. He makes his home in Tacoma, Washington.



HELEN NERY

Sister Helen Nery, 67, began her career with the Seafarers International Union in 1989. A steward department member, she upgraded at the Paul Hall Center on multiple occasions. Sister Nery's first and last ship was the *Independence*. She resides in Kapolei, Hawaii.



BRIAN PILLSWORTH

Brother Brian Pillsworth, 66, began sailing with the Seafarers in 1979 and first worked aboard the *Delta Africa*. He upgraded at the Piney Point school on multiple occasions. Brother Pillsworth shipped in the deck department and concluded his career with Watco. He makes his home in Kingston, New York.



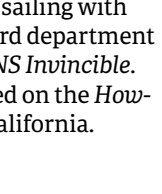
NATHANIEL RIVERA

Brother Nathaniel Rivera, 63, donned the SIU colors in 1991. He initially shipped on the *Independence* and worked in the deck department. Brother Rivera upgraded at the Paul Hall Center on numerous occasions. He concluded his career aboard the *Alaskan Navigator* and settled in Richmond, Texas.



JACKSON SENSENEY

Brother Jackson Senseney, 65, began sailing with the Seafarers in 2008. He was a steward department member and first shipped on the *USNS Invincible*. Brother Senseney most recently sailed on the *Howard O. Lorenzen*. He lives in Visalia, California.



LAWRENCE SOULIER

Brother Lawrence Soulier, 59, signed on with the union in 1988. He initially worked with Dixie Carriers and sailed in the deck department. Brother Soulier upgraded often at the Piney Point school. He last shipped on the *Pacific Reliance* and lives in Cosby, Tennessee.



PATRICK SPARK

Brother Patrick Spark, 71, joined the union in 2014 and first sailed aboard the *Houston*. He was a member of the engine department and upgraded at the Paul Hall Center on several occasions. Brother Spark last shipped on the *California* and settled in Auburn, California.



MARVIN ST. GEORGE

Brother Marvin St. George, 68, became an SIU member in 1987. He sailed in the steward department and upgraded on numerous occasions at the Paul Hall Center. Brother St. George first shipped on the *USNS Wilkes*. He last sailed aboard the *Maersk Alabama* and makes his home in Lanett, Alabama.



VERNON WILSON

Brother Vernon Wilson, 65, started his career with the Seafarers International Union in 1980. Shipping in the steward department, he first worked on the *Overseas Washington*. Brother Wilson upgraded at the Piney Point school on multiple occasions. He last sailed aboard the *USNS Curtiss* and resides in Baltimore.

INLAND

HECTOR ARROYAVE

Brother Hector Arroyave, 62, signed on with the union in 2004. He sailed in the deck department and upgraded his skills on multiple occasions at the Paul Hall Center. Brother Arroyave shipped with Penn Maritime for the duration of his career and settled in Ocala, Florida.



DOUGLAS CARADEC

Brother Douglas Caradec, 65, donned the SIU colors in 1998. He was a deck department member and upgraded at the Piney Point school on multiple occasions. Brother Caradec was employed with G&H Towing for his entire career. He calls Galveston, Texas, home.



EDWARD SCHILLER

Brother Edward Schiller, 69, began sailing with the Seafarers International Union in 2000, initially working aboard the *USNS Assertive*. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Schiller was last employed with Crowley Towing and Transportation and makes his home in Miami.



THOMAS SMITH

Brother Thomas Smith, 59, joined the SIU in 1986. A deck department member, he first sailed with Hvide Marine. He last worked aboard the *Buccaneer* and resides in Bridge City, Texas.

KENNETH SOULANT

Brother Kenneth Soulant, 65, signed on with the union in 1981. Working in the deck department, he upgraded his skills at the Piney Point school on multiple occasions. Brother Soulant was employed with Crescent Towing and Salvage for the duration of his career. He makes his home in Slidell, Louisiana.

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

ERNESTO ACOSTA

Pensioner Ernesto Acosta, 83, died August 8. He joined the Seafarers International Union in 1998, initially sailing aboard the *USNS Mount Washington*. Brother Acosta worked in the engine department. He concluded his career aboard the *Roy M. Wheat* and went on pension in 2010. Brother Acosta lived in the Philippines.



TAMMY BINGISSER

Pensioner Tammy Bingisser, 65, passed away June 27. She became a member of the SIU in 1992 when she shipped on the *Independence*. Sister Bingisser sailed in the steward department. She last shipped aboard the *Jean Anne* and became a pensioner earlier this year. Sister Bingisser made her home in Ocean Shores, Washington.



JACK COOPER

Pensioner Jack Cooper, 95, died July 1. He began his career with the Seafarers in 1980, initially sailing aboard the *Columbia*. Brother Cooper was a deck department member and last sailed on the *USNS Gordon*. He retired in 2006 and lived in Chesapeake, Virginia.



MICHAEL DEMPSTER

Pensioner Michael Dempster, 68, passed away July 20. He signed on with the Seafarers International Union in 1992 when he sailed aboard the *Long Lines*. Brother Dempster worked in the deck department and concluded his career aboard the *Ocean Titan*. He went on pension in 2024 and resided in Sandston, Virginia.



ARMANDO EVANGELISTA

Pensioner Armando Evangelista, 71, died June 10. He joined the SIU in 1999 and first shipped on the *Beaver State*. Brother Evangelista sailed in the steward department. He last shipped on the *Seabulk Challenge* and became a pensioner in 2022. Brother Evangelista lived in Metairie, Louisiana.

SHERMAN HUDSON

Pensioner Sherman Hudson, 67, passed away July 16. He began his career with the Seafarers in 1980, initially working on the *Portland*. Brother Hudson was a deck department member and concluded his career aboard the *Maersk Seletar*. He began collecting his pension in 2018 and resided in Portsmouth, Virginia.



JOZEF IGNACZAK

Pensioner Jozef Ignaczak, 70, died May 30. He donned the SIU colors in 2005. A deck department member, Brother Ignaczak first shipped on the *Liberty Glory*. He last sailed aboard the *Overseas Boston* and became a pensioner in 2022. Brother Ignaczak lived in Lakewood, Washington.



RAYMOND LORETTA

Brother Raymond Loretta, 91, passed away July 11. He embarked on his career with the Seafarers in 1978 when he sailed with Pacific Far East Lines. Brother Loretta was a steward department member. He last shipped on the *Comet* and resided in Delray Beach, Florida.



JOSEPH MELLON

Brother Joseph Mellon, 97, died June 3. Brother Mellon started shipping in 1949. He was an engine department member and first sailed on the *Delaware Sun*. Brother Mellon last shipped on the *City Service Miami*. He lived in Plymouth Meeting, Pennsylvania.



DONALD SNEED

Pensioner Donald Sneed, 79, died January 28. He joined the union in 1977 and initially sailed on the *JB Water*. Brother Sneed shipped in the steward department. He last sailed aboard the *Pride* and retired in 2013. Brother Sneed was a resident of Baton Rouge, Louisiana.



GREAT LAKES

EDWARD CARLSON

Pensioner Edward Carlson, 72, passed away June 17. He began his career with the Seafarers International Union in 1989. Brother Carlson worked in the engine department and was employed with Luedtke Engineering Company for the duration of his career. He became a pensioner in 2019 and resided in Bear Lake, Michigan.



INLAND

RUPERTO RIVERA

Pensioner Ruperto Rivera, 92, died June 21. He joined the Seafarers International Union in 1976 when he sailed aboard the *Los Angeles*. Brother Rivera shipped in the steward department. He retired in 1996 after concluding his career with Crowley Puerto Rico Services. Brother Rivera resided in Carolina, Puerto Rico.



JAMES SANDY

Pensioner James Sandy, 76, passed away May 29. He started sailing with the Seafarers in 1979. A deck department member, Brother Sandy was employed with Cape Fear Towing for the duration of his career. He went on pension in 2011 and settled in Rocky Point, North Carolina.

NMU

CLYDE COPELAND

Pensioner Clyde Copeland, 97, died June 25. Brother Copeland began sailing in 1945. He first shipped aboard the *Crawford* and worked in the deck department. Brother Copeland last sailed aboard the *Northfield*. He retired in 1973 and lived in Chesapeake, Virginia.



RUSSELL ECKERT

Pensioner Russell Eckert, 94, passed away June 29. Brother Eckert started sailing in 1954 and initially worked aboard the *USS Peach Tree State*. He shipped in the engine department. Brother Eckert concluded his career aboard the *Baltimore Trader* and went on pension in 1990. He resided in Perkinston, Mississippi.



IRVIN FISHER

Pensioner Irvin Fisher, 84, died June 5. Brother Fisher worked in the engine department. He last sailed aboard the *Chemical Pioneer*, and went on pension in 2003. Brother Fisher was a resident of Glenside, Pennsylvania.



JOSEPH JOSEPH

Pensioner Joseph Joseph, 104, passed away June 5. Brother Joseph started shipping in 1939, initially sailing aboard the *Gulf Pride*. He worked in the steward department. Brother Joseph last sailed aboard the *Texaco Kansas* and became a pensioner in 1974. He was a resident of Port Arthur, Texas.

RAYMOND MANCHA

Pensioner Raymond Mancha, 95, died July 3. Brother Mancha began sailing in 1947. He first shipped aboard the *Churubusco* and worked as a deck department member. Brother Mancha's final vessel was the *Nancy Lykes*. He retired in 1973 and settled in Manvel, Texas.



STEPHEN TURNER

Pensioner Stephen Turner, 97, passed away July 18. Brother Turner first sailed in 1946, initially aboard the *Marthas Vineyard*. He worked in the deck department and concluded his career aboard the *Eagle*. Brother Turner went on pension in 1994 and made his home in Hemet, California.



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	November 16	December 4
RFPNW	October 19 November 16 December 14	November 6 December 4 January 1
Lifeboat/Water Survival	October 26 November 23 December 21	November 6 December 4 January 1
ENGINE DEPARTMENT UPGRADING COURSES		
Boiler Technician (FOWT)	October 19	November 13
Adv. Refrig. Cont. Maint. (ARCM)	December 7	December 18
RFPEW	October 19 November 16 December 14	November 13 December 11 January 8
Welding	October 19 November 16	November 6 December 4

STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	November 9	January 15, 2027
Galley Operations	October 19 November 16 December 14	November 13 December 11 January 8
Chief Steward	December 7	January 1
Adv. Galley Operations	November 9	December 4
OPEN/SAFETY UPGRADING COURSES		
Basic Training Revalidation	October 26 October 30 November 16 November 20 December 14	October 26 October 30 November 16 November 20 December 14
Government Vessels	November 2	November 6
Tanker Ship Fam. - DL	October 12 November 9 December 7	October 16 November 13 December 11
Tanker Ship Fam. - LG	November 2	November 6
Basic Training/Adv. FF Reval.	November 2	November 3

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Paul Hall Center Class Photos



Paul Hall Center for Maritime Training and Education
Lifeboat Class
936

APPRENTICE WATER SURVIVAL CLASS #936 – Recently graduated: Brian Baker, Dominick Duffy, Ashton Ealy, Jessica Edmondson, Liam Fleming, Brian Ford, Carie Kelsheimer, Kyle Leirvik, Charles McAllister V, Alexander Mesa, George Mouras, Corinthian Patterson, Drake Plascencia, De'Karee Porter, James Strutchen, Shamon Taylor and Jun Yoon.



BASIC FIREFIGHTING (UPGRADERS) – Graduated June 25: Michael Gray (above) and Christine Hogan.



ADV. GALLEY OPS – Above (not all are pictured): Lyaunna Bolden, Matthew Carroll, Tyvesha Dixon, Kyle Jolivette, Ricardo Ramos-Rodriguez and Reshawn Solomon.



UA TO FOWT – Among those pictured: Tyler Allen, Hunter Buster, Daqwuan Cleveland, Corey Covington Jr., Abdelhamid Dika, Andre Dixon Jr., David Escobar, Charles Evans Jr., Yetiani Fernandez, Cole Hofstrand, Jamison Parris, Cody Tenney, Maxwell Walsh, Darius Washington and Noah Welch.



TANK SHIP FAMILIARIZATION (LG) – Graduated recently (from left to right): Bre'onnah Evans and Thedford Jones Jr.



VESSEL OPS – Above (not all are pictured): Hubert-Jon Anton, Clifton Armstead III, Natalie Barry, Chadrack Buteau, Zachary Clary, Jake Doherty, Vander Horton, Sabrina Jean-Baptiste, Nicholas Kopko, Ashton Landry, Benjamin McCraw, Conner McDaniel, Carrmell Noisette, Tristan Pinzon, Elvin Rivera Aviles, Storm Strickland, Christopher Vincent and Daylen Williams.

Paul Hall Center Class Photos



UA TO AS-D – Recently graduated: Cooper Allred, Ninesha Anderson, Dean Blake Jr., Isaiah Chase, Sincere Davenport, Jason Deeb, Blaise Fiola, Nicholas Gammon, Jonathan Heit, Courtland Montejo, Joseph Prather, De'mon Quarles, Cory Riley, Charles Stratton and Zachary Wilson.



SERVE SAFE MANAGEMENT – Graduated July 10: Patrick Brittingham Jr. (not pictured), Charles McAllister V, Ali Rodriguez Colon and Julian White.



WELDING – Graduated recently: Boaventura Barros III, Lionel Felix Lugo, Aaron Green, Sherbert Jones, Kirill Massey, Brian Sheeran, Masaddiq Walton and Taylor Washington. Instructor Chris Raley is at the far right.



RFPNW – Graduated recently (not all are pictured): Patrick Ballard II, Gerald Blaney III, Boaz Brown, Sean Jordan, Kara Martin, Cornelius McConville, Douglas McConville, William Pomaes Rodriguez, Samuel Ramos III, Conner Sommerfield and Alexander Ward.



GOVERNMENT VESSELS (UPGRADERS) – Graduated recently, from left to right: Kyunjre Randall, Arlie Villasor, Ka'daria Smith and Aliyah Christie.



GOVERNMENT VESSELS – Graduated recently (not all are pictured): Mamon Alaffi, Jermia Anderson, Mario Batiz Alvarez, Demario Berkhall, Xavier Burgos, Dominic Dumlao, Jasmin Franklin, James Gregory, Dexter Hastings, Richard Jefferson, Thurman Jones, Adrian Joseph, A'Lize Lassiter, Morey Lewis, Rodolfo Ludovice, Rashona McGilberry, Anthony Pace, Jose Palacios Arriola, Angela Porter, Lilian Rochez, Kenneth Townsend Jr., Artis Williams, Craig Wooten and Ammr Ali.

SEAFARERS LOG

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

Tacoma Hiring Hall Hosts Barbeque to Celebrate Legacy of Philanthropy

This summer, SIU members, pensioners and their families and friends gathered at the hiring hall in Tacoma, Washington, for a celebratory barbeque in honor of their continued participation in the annual Paint Tacoma Beautiful philanthropy project. Although this years-long tradition of volunteering has ended due to the program itself going dormant, leadership at the hall organized a thank you to members who have made a tradition of helping those in need.

“To our sadness, we learned that last year was the final year of the program, so we’re working to find another volunteer organization that allows the membership to give back to the community,” said SIU Tacoma Port Agent Danielle Woodward.

Seafarers both past and present unified to participate in Paint Tacoma Beautiful through the years, and their enduring generosity “serves as a reminder that we stand on the shoulders and hard work of others who have gone before in representing the SIU in a manner that we can all be proud of,” said Woodward.

Approximately 40 Seafarers attended the August membership meeting and ensuing cookout at the hall. Family members and retirees joined in the celebration including Retired Recertified Stewards **Tommy Belvin**, **William Bryley**, **Shawn Fujiwara**, **Mike Meany**, **Scott Opsahl** and **Lincoln Pinn**, Retired Chief Cooks **Paul Diesner** and **Gary Loftin**, Retired Recertified Bosun **Dana Cella**, Retired AB **Kevin Gatling**, and Retired SA **Thomas Curley**.

U.S. Rep. Marilyn Strickland (D-Washington) of the state’s tenth congressional district also attended the meeting, sharing words in support of the myriad contributions of the maritime community.

“Congresswoman Strickland is a strong supporter of both maritime trades and the Jones Act, and we were honored to have her with us this year,” said Woodward.

The port agent added, “We give a heartfelt thank you to our stewards who made the barbeque possible this year: Chief Cook **Charles Atkins** and Chief Cook **Saleh Ahmed** for manning the grills, as well as Recertified Stewards **Amanda Suncin** and **Ingra Maddox**, and Chief Cook **Rewell Encina** for working the serving line, and SA **Naila Kling** for lending a hand wherever necessary. We also want to give our thanks to Recertified Steward **Lincoln Pinn**, who provided live music during our get-together. Our stewards did a wonderful job preparing splendid fare for all.”

This year’s barbeque, as with past iterations, also marks the beginning of the union’s annual holiday toy drive in partnership with Santa’s Castle, an annual tradition which members will still participate in this coming fall.

“We’re already off to a good start with donations of both money and toys,” said Woodward. “We’ll keep you updated as to what comes next for Tacoma Seafarers and outreach programs.”



From left to right are SREC Ingra Maddox, SREC Michael Meany (retired), and SIU VP Joe Vincenzo.



Pictured from left to right are AB David Taff, SIU Asst. VP Warren Asp, and QMED Tevvin Narcisse.



Gathered around the grill from left to right are SA Orlando Makiling, CC Charles Atkins, and CC Saleh Ahmed.



Congresswoman Marilyn Strickland (at podium) speaks during the the membership meeting. From left to right are SIU VP Joe Vincenzo, Rep. Strickland, SIU Port Agent Danielle Woodward, and SIU Patrolwoman Kate Jansone.



BREC Rufino Giray (right) brings his wife (center) and daughter to the hall for the BBQ.



CC Gary Loftin (standing) and SA Thomas Curley (retired, seated)



SREC Lincoln Pinn (retired, sitting at keyboard) and AB Obaid Ali



SREC Shawn Fujiwara (retired) and SIU Asst. VP Warren Asp pose for a quick photo in front of the hall.



From left to right are CC Rewell Encina, SREC Ingra Maddox, and SREC Amanda Suncin.