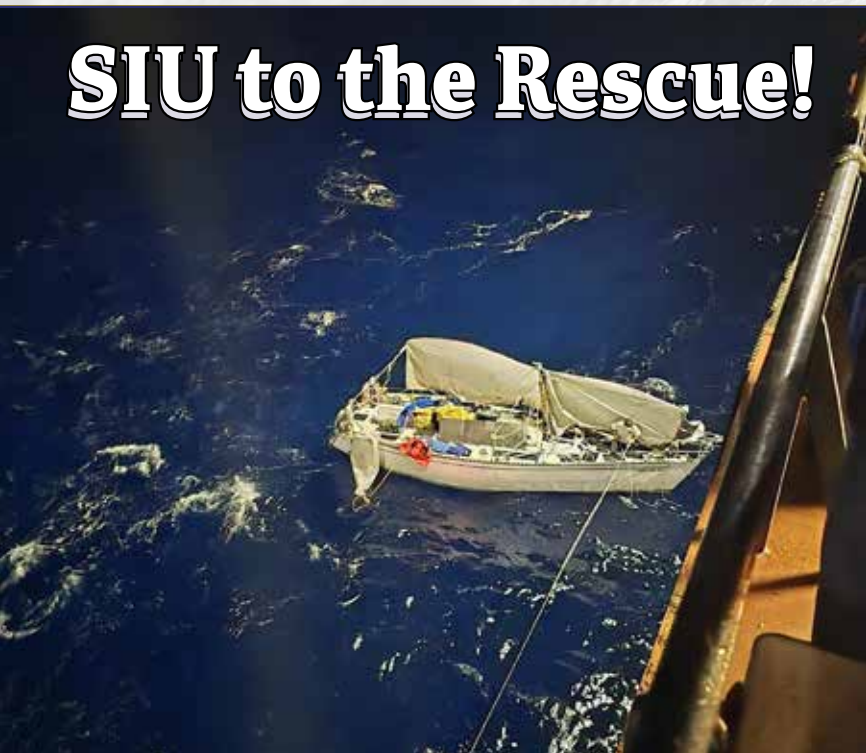




SEAFARERS LOG

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

SIU to the Rescue!



Seafarers aboard the *George III* (Sunrise Operations/Pasha) helped rescue a stranded boater approximately 900 miles from Hawaii. Pictured from left on the ship are Recertified Bosun Gerardo Arroyo, rescued sailor Kai Sato, ABM Anthony Newbill, and ABM Thyron Dy. The disabled boat is seen next to the *George III* in the other photo. *Page 3.*

Again?! Trump Administration Extends Jones Act Waiver

Despite bipartisan and industry-wide urging to the contrary, the administration last month announced that it was extending for another 90 days a Jones Act waiver that was already extraordinarily long and broad. While the latest extension contains potentially significant changes that were cautiously welcomed by Jones Act supporters, the waiver has taken away work from U.S. mariners while providing no discernible benefit to American consumers. In photo below, the SIU-crewed *ATB Courage/650-5* (Fairwater) displays the Stars and Stripes in support of America's freight cabotage law, along the Mississippi. *Page 4.*



Union Joins in Honoring WWII Mariner Mills

SIU officials were among the 125 people who gathered in Pearland, Texas, to salute World War II U.S. Merchant Mariner Charles Mills (left), a former member of the National Maritime Union. Mills, 106, received the Merchant Marine Outstanding Achievement Award along with a Texas state flag, a state proclamation in his honor, and other salutations. At right is SIU Houston Port Agent J.B. Niday. *Additional photos on Page 5.*



Piney Point, Then and Now



David Heindel

August marked an important milestone for our Paul Hall Center in Piney Point: 59 years of training America's finest merchant mariners. This SIU-affiliated facility is the envy of the world's maritime unions. Many have replicated our model. Next year we'll celebrate its 60th anniversary, a remarkable achievement for an institution that has become the backbone of our union – and industry, for that matter.

I first walked through those gates in 1973, so I've had a front-row seat to much of that history.

Like many of you, I remember picking up cigarette butts around campus (and everybody smoked back then), picking vegetables on the farm for the galley, shaping

up outside of the old Trainee Admin building before marching to class and seeing retired USMC Major Ken Conklin – the founder of our trainee program – with a cigar clenched between his teeth, making sure everyone stayed in line. Those were different times.

Our classrooms back then looked nothing like they do today. Much of our schooling took place aboard the *Sonny Simmons*, the *Dauntless*, and the *Zimmerman*. Our training aids were all books and paper. The facilities were modest, but the dedication of the instructors and staff was second to none.

Today, Piney Point is recognized around the world as one of the finest maritime training facilities anywhere. Our simulators, classrooms, equipment, and Coast Guard-approved curriculum are top notch, and they continue to evolve to meet the changing demands of our industry.

The membership has evolved as well.

Years ago, the maritime industry was often considered a last chance for some people. You've probably heard the stories about judges giving young men the choice between going to jail or going to sea. Believe it or not, those stories are true.

Today's membership is different. Our members are better educated, highly skilled professionals who operate aboard some of the most sophisticated

vessels in the world. While we've never lost our working-class roots, we've continued to raise the standards of professionalism throughout our industry.

Now, for those apprentices and upgraders who occasionally complain about slow Wi-Fi, let me offer a little perspective.

Back when I attended Piney Point, there wasn't any Wi-Fi – or internet or mobile phones, for that matter. To communicate with family and friends, a trainee would have to check out an old clunky industrialized rotary phone, then plug it in to make a call. We had weekly black-and-white movies, a bowling alley where we had to reset the pins ourselves, some boxing, and aboard the *Zimmerman*, a small library and about a half-dozen turntables with a stack of great record albums. There weren't televisions in the rooms, either. There was no need because there were only three or four channels back then, and the picture would be fuzzy and wavy depending on weather conditions and antenna placement. Somehow, we survived.

Looking back over the past 59 years, the progress has been nothing short of extraordinary.

I'd like to thank everyone who helped build what Piney Point has become: from Paul Hall and the pioneers who established the school to every instructor, administrator, staff member, and student who has passed through its gates.

In today's maritime industry, training isn't optional. It is essential. Regulations continue to evolve, technology advances at an incredible pace, and our operators depend on the professionalism of SIU mariners every single day.

That's why Piney Point remains indispensable to this union. We will continue investing in it, expanding it, and ensuring it remains the premier maritime training institution in the world for generations to come.

Jones Act, Continued

I would be remiss in not touching on the recently announced second extension of the Jones Act waiver, which we cover elsewhere in this edition. If you follow the maritime industry press, you may have noticed a slightly muted reaction from us Jones Act supporters. In my opinion, that's because the waiver remains a bad idea, but there's no doubt the latest extension is an improvement – if the case-by-case standard is enforced. At minimum, hundreds of products were removed from the list of items eligible for transport under the waiver, which is also a step in the right direction.

The latest extension is for 90 days and would run out in mid-November. We'll continue working with our industry partners and our Democratic and Republican friends in Congress to make sure that's the end of this misguided weakening of our country's most important maritime law.

SIU Front and Center as Food for Peace is Reborn

Seafarers joined in the celebration Aug. 5 in New Orleans as a vital program that benefits the United States resumed operations.

The SIU-crewed *Liberty Grace* (Liberty Maritime) provided a patriotic backdrop as union personnel teamed up with the Transportation Institute (TI, representing U.S.-flag American shipping companies), farmers, millers, longshoremen, the U.S. Department of Agriculture (USDA), and the World Food Programme (WFP) to mark the latest Food for Peace shipment of American-grown grain bound for Kenya.

The *Liberty Grace* loaded 28,420 metric tons of Louisiana rice in New Orleans. The vessel was slated to take on American-grown wheat in Houston before departing with enough food to feed more than 1 million people facing hunger for an entire year. Kenya is confronting one of its worst food security crises in years, with more than 3.3 million people currently experiencing crisis-level or worse food insecurity.

TI noted that the event commemorated the restoration of Food for Peace under the leadership of USDA, which assumed administration of the program in 2025.

For more than 70 years, Food for Peace has connected American agriculture with humanitarian assistance around the world, helping people affected by some of the world's most severe hunger crises through partners like WFP. Louisiana plays a distinct role in that mission as both a leading agricultural producer and a major export gateway to deliver lifesaving food around the world.

In remarks prepared for the event, SIU Vice President Gulf Coast Chris Westbrook said, "The restoration of this program is great news for our industry, great news for our country, and great news for the recipients of our generosity.... If we truly are to remain a maritime nation, we must invest in our people and our shipyards. The U.S. Merchant Marine is nothing short of indispensable for our national, economic and homeland security. We owe it to ourselves and to each other and to future generations to make sure it's alive and well."

TI President Sara Fuentes stated, "In addition to the important work Food for Peace does providing crops

to those in need, it also supports America's maritime workforce. From seed to ship, there are tens of thousands of people who make this program possible, each one of them critical to our own national security and economic prosperity. Those voyages keep American mariners sailing, preserve the skills of our Merchant Marine, and ensure our nation has the maritime capacity it will need when called upon."

"The shipment we're sending to help those in dire need around the world is a testament not only to the abundance of U.S. agriculture, but more importantly, to the generosity of the American farmer and the bounty they produce," said USDA Deputy Under Secretary for Trade and Foreign Agricultural Affairs Michelle Bekkering. "This massive shipment also showcases the strength of our historic partnership with U.S. commodity groups, our friends at our merchant marine workforce, and the World Food Programme. Together, we're helping those in need today and fostering true self-reliance tomorrow. Through our suite of USDA food assistance programs, we're not just saving lives, we're changing them."

Continued on Page 17



SIU VP Chris Westbrook (center) meets with Seafarers aboard the *Liberty Grace* following the ceremony. Pictured from left are ABM Rannie Fore, Bosun Jose Garcia, AB Usman Ibrahim, ABM Luis Ramos, Westbrook, GUDE Darwin Nunez, (front) SA Jose Bolbaran, GUDE Carlos Arzu, Chief Steward Angel Bernardez, and GUDE Pablo Rochez.

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

Seafarers Help Rescue Sailor

Editor's note: Vessel master Capt. Eric Veloni submitted the following article. The LOG added quotes from the bosun and the rescued boater, the latter courtesy of Hawaii News Now.

On Tuesday, July 21, watch standers aboard the M/V *George III* (Sunrise Operations/Pasha) 3M D'Abreu and AB **Jaden Radcliff** spotted a small sailboat in distress. All hands were called to assist in the recovery of solo sailor Kaichi Sato aboard his de-masted 32-foot sailboat approximately 900 miles from Hawaii.

As SIU QMEDS **Larry Calixto**, **Lamonte McKinnon** and **Arturo Reyes** helped prepare the engines for immediate maneuvering, Recertified Bosun **Gerardo Arroyo**, ABMs **Thyron Dy** and **Anthony Newbill** and Electrician **Tom Flynn** rigged the ship's pilot ladder and prepared life rings, messenger lines and life-throwing appliances to assist in the recovery of Sato. AB watch standers Radcliff, **Bobby Belches** and **Florito Alegado** all assisted in helping to maneuver the vessel towards the disabled sailboat.

Once the *George III* was close enough to the drifting sailboat, Dy shot the line-throwing device across to it; Sato pulled the attached messenger line and made fast to his boat's stern. Bosun Arroyo and ABs Newbill, Dy and Radcliff pulled the disabled sailboat's stern to the pilot ladder, and Sato was able to step off and climb aboard the *George III*.

Sato's story is he left Long Beach, California, to sail to Hawaii on June 7. On July 20 he encountered strong winds and rough seas, snapping his mast. At this point he ran out of water and the only food he could prepare had to be cooked in seawater. He collected some rainwater to drink during this time but became dehydrated and severely depressed. He has expressed his thanks and gratitude to the entire crew of the *George III* for saving his life.

In all, from sighting to recovery, it took approximately 1.5 hours. This experience testifies to the skill, dedication, and professionalism of the SIU sailors. Capt. Eric Veloni, the vessel's master, expressed his gratitude and thanks to the crew members for a job well done in saving a man's life, and said



Most of the crew is pictured aboard the Sunrise Operations/Pasha vessel after the rescue. Recertified Bosun Gerardo Arroyo is third from left in the second row, holding the spent line-throwing appliance used in the rescue.

he is proud to sail with such a dedicated and professional team. He added that there were no hiccups or injuries.

Moreover, he noted that the steward department – Recertified Steward **Dien Short**, Chief Cook **Ahmed Hussain**, and SA **Fahmi Amed** – provided Sato with a delicious, hot meal (including BBQ) and clean bedding that Sato relished with gusto.

"It started around three in the morning," recalled Bosun Arroyo. "We rigged the pilot ladder, grabbed some extra line and approached the boat. Once [Sato] picked up the line, he tied up and we pulled the boat all the way to the pilot ladder. The weather was good, so it was easy to pull – but it was a big sailboat. Everybody helped."

Arroyo added that Sato "was happy. He told me he had seen other ships, but we were the only one who stopped. I think the crew's performance was great. Everybody did a good job, it happened quickly, and there were no issues. It all went very smoothly."

Sato told Hawaii News Now that he was despondent while stranded. "I cried for a whole week, just drifting south, miserable," he said.

When the *George III* came to the rescue, he was "ecstatic," he told the news outlet. "I was crying and so happy, and then they got me fruit and water. Yeah, they were so good to me, those guys."



File photo of the SIU-crewed *George III*



The sailboat is dwarfed by the *George III*.

Seafarers Pension Plan Announces Big Improvements for SIU Retirees

SIU pensioners recently received good news on several fronts, as the Seafarers Pension Plan (SPP) announced multiple improvements.

Both in her August report to the membership and in a letter mailed to SIU retirees in mid-August, Seafarers Plans Administrator Maggie Bowen reported an increase to the monthly pension benefit for all pensioners in "pay status" as of Jan. 1, 2026. The increases range from five to 10 percent (details are included in the mailing); no action is required on the part of the recipient.

Bowen also announced that a separate, retroactive payment will be sent to eligible recipients covering the increased benefits payable from Jan. 1, 2026. Those transactions are expected to happen in mid-September.

Moreover, the SPP Board of Trustees also approved additional

enhancements, including doubling the standard death benefit, doubling the death benefit payable to "non-relationship beneficiaries," and doubling the funeral expense benefit.

Medicare reimbursement benefits also increase retroactively to January 1, 2026, doubling per month for pensioners with individual coverage and for those with pensioner-and-spouse coverage.

As noted in the August mailing, "These improvements, while estimated to increase the liabilities of the Plan approximately \$70 million, reflect the Board of Trustees' ongoing commitment to providing meaningful benefits to eligible participants and their families while maintaining the long-term financial strength and stability of the Seafarers Pension Plan."

"Congratulations to everyone involved in making our pension plan a

reality. Recent improvements are great news for pensioners and those planning for retirement," said SIU President David Heindel at the August membership meeting in Piney Point, Maryland.

He continued, "None of this would be possible without a strong union. Protecting and improving our members' benefits has always been one of our highest priorities. We must never forget our old timers, and we're not stopping here. We're already exploring additional ways to strengthen the benefits available to both current and future retirees, so stay tuned. I'm sure there's going to be some more good news coming down the road."

For more information about the updated Plan, please contact the Seafarers Pension Plan by email at pensions@seafarers.org or by telephone at (301) 899-0675.



Seafarers Plans Administrator Maggie Bowen

Jones Act Waiver Extended Again

Despite bipartisan urging to the contrary along with widespread pushback from the domestic maritime industry, the Trump administration on Aug. 10 extended its Jones Act waiver for a second time, through Nov. 15, 2026.

The coalition American Maritime Partnership (AMP), to which the SIU is affiliated, noted the administration has provided “no evidence that the waiver addressed an ‘immediate adverse impact on military operations’ or has produced benefits to the consumer. The new waiver extension is materially narrower than its predecessor in both scope and process, a response to the sustained pressure from the domestic maritime industry and a bipartisan bloc in Congress to end the waiver.”

AMP further reported that “the list of covered products was cut substantially, removing hundreds of products covered by the previous waiver,” and that the new waiver “requires a voyage-by-voyage approval process, including a U.S.-flag availability review by the Maritime Administration.”

The initial, blanket waiver, issued March 17, was for 60 days – the longest in history. The first extension was issued in May and lasted even longer (90 days), while the more recent extension also is for 90 days.

Responding to the August announcement, the SIU wrote in part, “Based on overwhelming evidence that waiving the Jones Act has failed to deliver meaningful

benefits to American consumers or workers, the Seafarers International Union is deeply disappointed by the administration’s decision to extend the waiver yet again. The original waiver and now two extensions, unprecedented in their length, have handed American maritime work to foreign-owned, foreign-flagged and foreign-crewed vessels operating in America’s domestic trades. To date, roughly 200 domestic voyages have been surrendered to foreign vessels, even adversaries – voyages that should have employed American mariners aboard American ships.”

The union’s statement continued, “And for what? Anyone filling up their vehicle knows the waiver has failed to deliver its promised relief. According to an August 17 report from the American Maritime Partnership, the national average price of gasoline topped \$4.00 per gallon for the third time this year and reached its highest level ever recorded this late in the year.”

The union added, “American mariners lost work. American operators lost cargo. American consumers saw no meaningful relief. Meanwhile, the prolonged waiver has injected uncertainty into the U.S. maritime industry and chilled the very investment in American-flagged ships, mariners and shipbuilding that our nation desperately needs.”

While acknowledging that the latest extension includes improvements (at least on paper), “an

ineffective policy does not become effective simply by narrowing it,” the SIU stated. “Tripling down on a waiver that has failed to lower prices only prolongs the damage while continuing to reward oil traders and foreign-flag shipowners at the expense of American mariners and the U.S.-flag maritime industry.”

AMP President Jennifer Carpenter said, “President Trump’s decision to require a case-by-case review before allowing foreign vessels to carry domestic maritime commerce is an improvement over the previous blanket Jones Act waiver, which took work from American mariners and shipbuilders and froze investment in the maritime industrial base. However, we are disappointed that the waiver has been extended when the public record is clear: The waiver has not lowered fuel prices for American consumers and has been used to increase oil traders’ margins, not meet military needs. AMP urges the Trump administration to conduct a rigorous review of the national defense justification for each and every waiver request and to carefully assess the availability of U.S. vessels before allowing a foreign vessel to move cargo between U.S. ports. AMP also underscores the importance of ensuring that any foreign vessel granted a waiver to meet a genuine national defense need for which a U.S. vessel is not available complies fully with all other applicable U.S. law, including tax, immigration, labor, etc. This is essential to putting American workers and taxpayers first.”

Conference Focuses on Mariner Wellbeing

SIU Secretary-Treasurer Tom Orzechowski was a featured speaker and panelist as more than 100 delegates gathered in Philadelphia from August 4-6 for the 2026 North American Maritime Ministry Association (NAMMA) Conference. Under the theme “Windows to the World,” participants from seafarer welfare organizations across North America, the Caribbean, and beyond joined colleagues from throughout the maritime industry to reflect on the changing realities of life at sea and the continuing mission of caring for those who serve the world’s shipping industry.

Summarizing the meetings, NAMMA issued a statement that read in part, “The 2026 NAMMA Conference demonstrated that while the maritime world continues to face significant challenges, those committed to serving seafarers remain united in purpose. The theme Windows to the World proved to be much more than a conference title. It described the unique perspective of maritime ministry itself. Through the lives of seafarers, welfare organizations gain a clearer understanding of the world. Through their ministry of welcome, hospitality, advocacy, and friendship, seafarers in turn encounter communities ready to receive them with dignity and care. That mutual exchange of understanding remains at the heart of NAMMA’s mission and was on full display throughout three memorable days in Philadelphia.”

Orzechowski appeared on behalf of both the SIU and the International Transport Workers’ Federation (ITF). He serves the latter organization in several capacities, including as a member of the ITF Fair Practices Committee, the Cabotage Task Force, the Tourism Task Force, and the Cruise Ship Task Force.

He noted that among the questions he’d been asked to address were: How do you help provide stability and confidence for those working at sea? What priorities guide your work in supporting, protecting, and developing the people who make the maritime industry possible? How do you develop strategic vision and make sound decisions while the industry continually adapts to geopolitical developments, technological advancement, regulatory changes, and other unexpected disruptions?

“If I can take the liberty of grouping those questions and paraphrasing them, I think it really comes down to, what are you doing for your members, and what are you doing for the rest of the world’s mariners?” Orzechowski told the audience. “Fortunately, a lot of the problems and challenges we’re discussing at this conference don’t exist on American-flag ships. Within the SIU, we focus on providing top-notch training; securing excellent contracts with good wages and excellent benefits; working cooperatively with our vessel operators to make sure we meet their needs; and collaborating with other partners including federal agencies, members of congress and the administration, and state and local officials.

“We are very proud of our ongoing role as part of America’s fourth arm of defense, and of course that’s an identity that comes with some risk,” he continued. “So, we make sure that our members understand that while they’ll never be forced to take a job, we support our troops and we deliver the goods, wherever and whenever needed.”

After further discussing the SIU’s efforts and those of its affiliated school in Piney Point, Maryland, Orzechowski stated, “As you would expect, things are more complicated on the international side. There’s a wide range of vessel owners and operators, from the genuinely conscientious to the merely inattentive to the outright criminal. But something I’ve learned through working with the ITF is that the federation takes its role very seriously, and is well-equipped to help. The ship inspectors, in particular, are dedicated, knowledgeable and fearless. They will check on every vessel and every crew and look into their wellbeing, and if there’s a contract, the inspectors make sure it’s being followed. They are meticulous in their record-keeping, and when they act, they do so swiftly and decisively.”

He mentioned that there are approximately 140 inspectors across the globe, and they are on the front lines of the flags-of-convenience campaign.

“As many of you know, mariners on FOCs, also known as runaway flags, often are subjected to unsafe working conditions, lack of representation, inadequate food and clean drinking water, very low wages and sometimes not getting paid at all. Crew abandonment also is a recurring problem,” Orzechowski said. “So, going back to those questions I received, what are we doing about it? And what are the guiding principles? I think we’re guided by the Golden Rule and the fact that we’re all in this together. And we’re using every available channel to stand up for seafarers, whether that’s a simple thing like providing local transportation or a more involved one like recovering unpaid wages or petitioning a national government for workers’ rights.”



Serving on a panel together were (from left) SIU Secretary-Treasurer Tom Orzechowski, Cruise Lines International Association President and CEO Bud Darr, and Chamber of Shipping of America President Emeritus Kathy Metcalf.

This year’s conference was hosted by the Seamen’s Church Institute (SCI) of Philadelphia & South Jersey. SCI President Robert Herb welcomed delegates alongside Rebecca Pierson and Ted Dahlberg, introducing participants to the organization’s history, ministry, and vision for serving today’s maritime community.

According to NAMMA, “One of the conference’s greatest strengths was the participation of senior leaders from across the maritime industry, government, and labor, whose presentations helped frame many of the discussions that followed.”

Delegates first received a video greeting from International Maritime Organization Secretary-General Arsenio Dominguez, who encouraged participants to continue placing mariner welfare at the center of the maritime industry’s future. In-person participants included Rear Adm. Rob Compber, Assistant Commandant for Prevention Policy of the United States Coast Guard; Joe Kramek, President and CEO of the World Shipping Council; and the Rev. Mark Nestlehutt, President and Executive Director of The Seamen’s Church Institute and Chair of Trustees of the International Christian Maritime Association.

Industry engagement continued throughout the conference. Bud Darr, President and CEO of Cruise Lines International Association; Kathy Metcalf, President Emeritus of the Chamber of Shipping of America; Orzechowski; and Thomas Damsgaard, Head of Americas for BIMCO, each brought valuable perspectives on the changing maritime landscape.

“Their presentations highlighted workforce challenges, regulatory developments, international shipping trends, and the importance of continued investment in the welfare of seafarers,” NAMMA reported. “The willingness of these leaders to engage directly with maritime welfare organizations demonstrated a shared commitment to improving life for those who work at sea.”

The conference also addressed ministry in areas experiencing conflict and instability.



SIU Secretary-Treasurer Tom Orzechowski addresses the conference.

Kelsey Pfendler, World Record Rower, Gets Help from MV Marjorie C Crew

The SIU- and-AMO-crewed *Marjorie C* (Pasha) assisted new world record holder Kelsey Pfendler with her journey back to the U.S. mainland after she completed an astounding 2,400-mile solo rowing trip from Monterey, California, to Honolulu, Hawaii.

The SIU-members aboard the vessel during her return were Recertified Bosun **Godofredo Milabo**, Bosun **Fadel Mohamed**, ABG **Andrew Bennett**, ABG **Samed Shaif Kassem**, ABG **Ed Lopez**, STOS **Nathan Martinez**, STOS **Asem Mohamed**, QEE **Alvin Alcasid**, QE4 **Ryan Manlapit**, OSM **Ali Ali**, OSM **Yahya Ali**, OSM **Khalil Habiboullah**, Wiper **Alharath Ahmed**, Steward/Baker **Maili Wang** and Chief Cook **Travis Rogers**.

"We were delighted to have her on board the *Marjorie C* in July for her trip back home to California," said Milabo. Mariners aboard the vessel also took the opportunity to get a photo with the world record-holder.

Pasha Group, which owns the *Marjorie C*, sponsored the transport of Pfendler's rowboat *Lily* and trailer back to the mainland, and AMO Capt. Eric Swanson gave Pfendler a VIP tour of the Jones Act vessel.

"Saying goodbye is really hard in any situation, but especially right now. But when I was given the opportunity to get on the [*Marjorie C*] to the West Coast, I jumped on it," Pfendler said in a video diary of her return journey. "I have always looked at these boats from my tiny rowboat and wondered what it was like inside. They're so much bigger than the boats I'm used to and they're really, really cool."



Pictured standing from left to right are Recertified Bosun Godofredo Milabo, QMED Ryan Manlapit, Chief Steward Maili Wang, Chief Cook Travis Rogers (behind), Kelsey Pfendler, AB Samed Kassem, Electrician Alvin Alcasid, AB Andrew Bennet, STOS Asem Mohamed, OS Ali Ali and Wiper Alharath Ahmed. In front (from left) are AB Ed Lopez, OS Khalil Habiboullah and STOS Nathan Martinez.

After withstanding 43 days, 17 hours, and 55 minutes by herself on the open ocean facing storms, huge waves, and harsh winds, Pfendler was ecstatic to be a passenger on the *Marjorie C* for her journey back home. "I'm excited again to be on a boat in the middle of nowhere – but with less rowing," she said.

Pfendler, 32, is the first American woman to solo row from California to Hawaii. She began rowing on May 21 and arrived in Honolulu aboard her 21-foot boat at around 9 p.m. on July 3 after completing her trip. Crowds of hundreds gathered along Magic Island and Ala Wai Boat Harbor to watch her arrive at the dock of the Hawaii Yacht Club, thus culminating her historic voyage.

"It was such an honor and privilege to meet and congratulate Kelsey in person," said George Pasha IV, Pasha Group President and CEO, who was present to greet Pfendler upon her arrival to Hawaii on July 3. "She is an inspiration to all of us across the globe who have cheered her on, proving that nothing is impossible."

According to news reports, this is not the first time a crew of Seafarers has assisted a world-record holder. In 2020, the crew of the *Marjorie C*'s companion vessel, the *MV Jean Anne* assisted previous world-record holder, Lia Ditton, with her return journey to the mainland, too.

Pfendler has not only set the world record for the fastest solo row across the mid-Pacific Ocean, but she has also become the youngest woman to complete a solo row across the mid-Pacific. According to the Ocean Rowing Society International's records, her 43-day trip broke both the men's and women's records (which were journeys of more than 52 days held by Rob Eustace and more than 86 days held by Lia Ditton, respectively).

For eight years, Pfendler has worked for Hatch River Expeditions as a Grand Canyon River guide, leading days-long trips to the Colorado river. Her rowing experience has also taken her across the Pacific Ocean prior to her latest record-shattering voyage. She was the skipper of Hericane Rowing in 2024 when she and four other women traveled from California to Kauai attempting to break the women's world record of 34 days. They missed the mark by a few days, arriving in 40 days, 22 hours, and 14 minutes. Pfendler's first row inspired her to take her solo journey across the Pacific again, and her dedication to trying again proved to be successful.

Pfendler created a Spotfund campaign to reach her goal of breaking this world record for her solo journey across the Pacific. "My mission goes beyond just rowing an ocean – it's about inspiring women everywhere to recognize and embrace their strength. As part of this journey I will be raising funds for The Whale Foundation, a nonprofit very close to my heart that provides mental health and wellness services



Recertified Bosun Godofredo Milabo and Kelsey Pfendler



Pfendler's 730-pound, 24-foot ocean rowing boat named *Lily*, a Rannoch R25 built in 2019 (photo courtesy of Pfendler's website, yourowkelsey.com)



Pfendler rows her way into the record book (photo courtesy of her Spotfund Donation page).

to Grand Canyon River Guides and people closely involved with Grand Canyon," she states on her donation page. As of the date this article was written, she has raised more than \$200,000 toward her goal.

"If any part of this made at least one person feel a little bit more powerful in their own skin, I couldn't ask for anything else and I'm happy," Pfendler said in another of her video diaries as she neared Oahu. "Think about trying to find your own big, hard, scary thing. You might not think that you are strong enough to finish it right now, but you're definitely strong enough to start it, and you'll find everything else along the way."

SIU Helps Celebrate WWII Medal Recipient



The medals awarded to Mills.



At the award ceremony in Pearland, Texas (from left to right): SIU Houston Patrolman Kirk Pegan, Texas State Representative Jeff Barry, World War II U.S. Merchant Mariner Charles Mills (seated) and SIU Houston Port Agent J.B. Niday.



Resolution congratulating Charles Mills on his award

SIU Helps Celebrate New Vessel

SIU officials joined personnel from TOTE Services, LLC, Hanwha Philly Shipyard, Texas A&M Maritime Academy, and the U.S. Maritime Administration July 17 for the christening of the *Lone Star State* at Hanwha Philly Shipyard (a union facility).

Representing the SIU during the gathering were President David Heindel, Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, and Assistant Vice President Joe Baselice.

The new ship is the fourth of five U.S. Department of Transportation Maritime Administration's (MARAD)'s National Security Multi-Mission Vessels (NSMV) of being built for U.S. maritime academies (in this case, Texas A&M). The SIU provides crew members for the NSMVs when they are activated.

According to a joint news release furnished by the shipyard, "These NSMVs are meant to serve as purpose-built, state-of-the-art training platforms for the state maritime academies in New York, Massachusetts, Maine, Texas, and California, respectively."

The *Lone Star State* is set to be delivered to Texas A&M Maritime Academy this fall, where it will prepare hundreds of cadets each year for careers in the U.S. Merchant Marine while ensuring they are ready to support federal humanitarian assistance and disaster relief missions when called upon.

According to Col. Michael E. Fossum, vice president of Texas A&M University, chief operating officer of the Galveston campus, and superintendent of the Texas A&M Maritime Academy, it's been over two decades since the school has had its own training vessel.

U.S. Transportation Secretary Sean Duffy, U.S. Office of Management and Budget Director Russell Vought, and U.S. Rep. Mary Gay Scanlon (D-Pennsylvania), among others, provided remarks during the ceremony. Rachel Campos-Duffy, a FOX News Host and the wife of Secretary Duffy, served as the sponsor and godmother of the ship, bestowing the vessel its official name and smashing the ceremonial champagne bottle on the outside of the ship.

"The completion of this vessel represents an important measure to remedy the nation's shortage of qualified mariners needed to crew both government- and commercial-owned sealift vessels and replacing aging legacy ships with modern maritime technology," the news release noted.

"Shipbuilding is one of our most pressing national security and industrial challenges," said Scanlon. "I've been honored to partner with Hanwha Philly Shipyard

in breathing new life into the shipyard, creating new job opportunities, and delivering quality investments in Philadelphia's shipbuilding future."

The 524-foot ship reportedly is among the largest and most technologically advanced training vessels ever operated by a state maritime academy. It has a beam of almost 89 feet and features high-tech instructional spaces, a modern full-scale training bridge, and the capacity to train up to 600 cadets at sea simultaneously (with a total vessel berthing capacity of 760). Equipped with two full-sized, fully operational bridges and engine rooms, it provides cadets with immersive, hands-on training in real-world maritime operations.

The *Lone Star State* is also furnished with disaster relief features like roll-on/roll-off cargo ramps, a helicopter pad, modern medical/hospital facilities, and space for emergency provisions and first responders.

"As our first purpose-built training ship, the *Lone Star State* will provide world-class learning experiences in support of the mission of Texas A&M University Maritime Academy," said Fossum. "Bringing this ship home to Galveston will allow our cadets to train on a state-of-the-art vessel as they work towards filling critical roles in the maritime industry. It is a real game changer. The *Lone Star State* stands watch as a powerful reflection of what's possible through strong partnerships and shared vision."

TOTE Services President Jeff Dixon said the union-built vessel "is a win for everyone, made possible by the dedicated team at Hanwha Philly Shipyard. She will train the next generation of American mariners for decades. This program demonstrates that when the government sets clear requirements and trusts industry, we deliver results faster. This is the future of American shipbuilding."

"What an incredible day for the nation's maritime industry," said Secretary Duffy. "In christening the *Lone Star State*, we are sending a message that the next generation of maritime leaders are worth investing in.... Our department will continue its work to rekindle America's maritime heritage...."

"The Maritime Administration's proven vessel construction management model has a powerful track record of delivering critical maritime assets on time and on budget," said Maritime Administrator Stephen M. Carmel. "We are honored to collaborate across the maritime sector to ensure America's maritime dominance for generations to come."



U.S. Transportation Secretary Sean Duffy shares his remarks at the christening.



Seated on stage from left to right are David Kim, CEO of Hanwha Philly Shipyard; Col. Michael E. Fossum, superintendent of the Texas A&M Maritime Academy; and Jeff Dixon, president of TOTE Services.



The SIU will provide the unlicensed crew when the *Lone Star State* is activated.



WELCOME ASHORE, BOSUN – Recertified Bosun Rafael Franco (second from right) is pictured at the San Juan hall with (from left) former shipmate SIU Asst. VP Amancio Crespo, Admin. Asst. Maria Gomez, and his wife, Wanda. "We sailed together back in the early 1990s and have been close friends all these years," Crespo noted. "Thank you, Sensei Franco, for giving us so many years of masterful instruction and perfect command of the maritime arts. We'll miss you, brother." Following his 36-year sailing career, Franco thanked Wanda for her unconditional support and added, "In 1990, having retired from the U.S. Navy, I decided to continue and expand my professional career as an international merchant mariner and take it to another level. The SIU gave me the opportunity I was looking for: professional and economic growth, and today, a dignified and secure retirement. Thank you, Seafarers, for a life full of blessings and adventures."

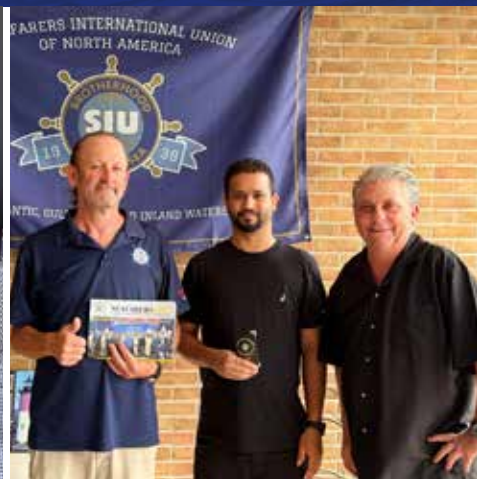


MEMBER GRADUATES 3RD MATE PROGRAM – Venise Spears (at left, next to SIU President David Heindel) stopped by a recent membership meeting in Piney Point, Maryland, to pick up her scholarship check in person. When asked to share a few words onstage, Spears thanked the administration of the school and the SIU executive board for the opportunity and support. She then described the updated AB-to-3rd-Mate program as, "Rigorous, but worth it. Now I'm looking forward to getting back out there and getting back to work."

At Sea & Ashore with the SIU



MICHIGAN MOMENTS – AB Al Shawhati (center in photo above, center, with Safety Director Jason Brown, left, and UIW VP Monte Burgett) receives his A-seniority book at the Algonac hall, as does AB Derrick Siefke (right in photo above, left, with Director of Recruiting Ryan Covert). Wiper Naseem Mohamed (left in remaining photo, with Covert) receives his B book.



ABOARD CAPE TRINITY – Meeting aboard the TOTE vessel are (from left) Steward/Baker Loretta Stewart, SIU Port Agent J.B. Niday, Wiper Jamal Campbell, Bosun Alvin Clark, SIU Patrolman Anthony Jacobson, SA Cerissa Sumter, Oiler Christopher McAfee, and SIU Asst. VP Joe Zavala.



ABOARD ATB COURAGE – Meeting on the Fairwater vessel in New Orleans are (from left) AB Tankerman Jasen LaPointe, Assistant Engineer Dean Waiwaiole, Capt. Dave Cunningham, AB Tankerman Luis Martinez, SIU VP Chris Westbrook, 3rd Mate Brian Guiry, and SIU Port Agent Trey Owen.



ABOARD GREEN OCEAN – These snapshots were taken aboard the Waterman vessel in Beaumont, Texas, this summer. From left in the Seafaring Selfie are ABM Jaquaz Jenkins, Chief Steward Jumaane Allen, SIU Patrolman Anthony Jacobson, Bosun Hermenegildo Cordova Arriola, ABM Basheer Ali, Paul Hall Center Apprentice/STOS Josiah Tunkey, and (front) Paul Hall Center Apprentice/OS Shamon Taylor. Chief Steward Jumaane Allen and Chief Cook Kristyn White are in the two-person photo; they recently earned Employee of the Month Amazon gift cards.



ABOARD AMERICAN ENDURANCE – Pictured from left aboard the Intrepid ship are OMU Martin Dragon, QEP Rodriques Carson, Recertified Bosun Hussein Mohamed, and STOS Adam Nasser.



ABOARD GARDEN STATE – Conferring aboard the Intrepid vessel are (from left) SIU Asst. VP Kris Hopkins, Bosun Kaila Foster, and Safety Director Ian Schluder.



OATH TAKEN IN ILLINOIS – SA Ginger Wiley (left) receives her B book at the hiring hall in Joliet. She's pictured with SIU Port Agent Tyson Little.



BOOKS ACQUIRED – Inland-division members Austin Sigears (left) and Dennis Mangrum (right) recently received their respective full books. Both sail as deckhands for Heidelberg Materials.



MILESTONE IN HOUSTON – Bosun Marc-Antony Arcila (second from right) receives his A-seniority book. He's pictured at the Houston hall with (from left) SIU Patrolmen Kirk Pegan and Anthony Jacobson, and SIU Port Agent J.B. Niday.

At Sea & Ashore with the SIU



ABOARD LIBERTY GRACE – Many thanks to vessel master Capt. Pieter Sheridan for this snapshot from the Liberty Maritime ship. “We had the pleasure of a fresh lobster dinner after a busy port call,” he said in a message to the LOG office. “Steward Angel Bernardez, Chief Cook Olive Stewart-Paul, and SA Theron Byers cooked the crew a delicious surf and turf with live lobsters sourced locally in Bayside, Canada.”



ABOARD MENDONCA – Pictured aboard the Intrepid vessel; are Bosun Rayshaun Hughes, SIU Patrolwoman Kianta Lee, QEE Burton Burnett, Steward/Baker Esstonia Moore, AB Xavier Brown, and Wiper Clarence Johnson.



NEW CONTRACT SECURED – A new five-year contract is in place covering the ATB *Millville* (Keystone), featuring substantial gains across the board. Pictured from left are SIU Asst. VPs Joe Baselice and Michael Russo, Second Mate Jimmy Hargrove, and SIU VP Joseph Soresi, all of whom served as negotiators.



ON THE RECRUITING TRAIL – SIU New Orleans Port Agent George Owen (left) and Recruiting Director Ryan Covert represented the union at this year's American School Counselor Association conference in New Orleans July 11-14.



ABOARD OCEAN GRAND – Meeting aboard the Patriot ship are (from left) AB Tyler Finch, ACU Mahfoud Alesfoor (partially obscured), Safety Director Ian Schluder, SIU Asst. VP Kris Hopkins, Bosun Angel Nunez, and AB William McIntyre.



ABOARD OCEAN WIND – Meeting aboard the Crowley vessel in Lake Charles, Louisiana, are (from left) SIU Asst. VP Joe Zavala, A/E Thomas Bolyer, A/E Patrick Mullins (in back), AB Bobby Morales, C/E Donald Gross, and SIU Port Agent J.B. Niday.



BOOKS GALORE IN VIRGINIA – Obtaining their respective A-seniority books in Norfolk are Chief Cook Kristina Jones (center in photo above, right, with SIU Port Agent Josh Rawls, right, and SIU Patrolwoman Kianta Lee), and QE4 Anthony Brown (right in photo above, left, also with Lee). GVA Barry Howell is at right in the remaining photo, receiving his B book (with Lee).



JOYFUL GATHERING – The spirit of Aloha was alive and thriving as former crew members of American Hawaii Cruises gathered in Kauai, Hawaii, for a reunion spanning five days earlier this year. As noted by one of the organizers, “With approximately 40 crew members in attendance, the reunion brought together cherished friends and shipmates from across the country.... The week was filled with unforgettable moments and heartfelt gatherings.” Additional details are posted on the SIU's social media pages. The next reunion is tentatively scheduled for 2028, location TBD.

At Sea & Ashore with the SIU



WELL-EARNED BACKING – SIU personnel participate in an early August “sign waving” in support of pro-maritime U.S. Rep. Marilyn Strickland (D-Washington). Pictured from left in the photo above, second from left are Bosun Jonas Robinson and Bosun Jayson Ray. QMED Ludovico Arinez and his wife are pictured above, second from right, while AB Robert Calvo and SIU Asst. VP Warren Asp are at right. Asp and Exec. Asst. Joni Bradley are in the remaining photo.



ABOARD MATSON ANCHORAGE – Pictured from left are AB Ian Juanillo and Electrician Dave Watkins.



MILESTONE IN TACOMA – QEP Ricardo Escorcía picks up his A-seniority book at the hiring hall.



WELCOME ASHORE IN THE COMMONWEALTH – Chief Steward Ronaldo Torres (right) picks up his first pension check at the Norfolk, Virginia, hall (SIU Patrolwoman Kianta Lee is at left). He sailed with the SIU from 1997-2025.



ABOARD DODGE ISLAND – These photos were taken aboard the Great Lakes Dredge & Dock vessel about 20 miles offshore. Among those in the group photo are Capt. Diego Hatch, SIU Patrolman Anthony Jacobson, C/E Justin Violanti, AB Michael Howlett, Oiler Aaron Scroggs, OS Johnathan Hidalgo, AB Bernardo Jumayao, Electrician Patrick Conroy, AB Zaid Cooper, and SA Corsino Dacruz. Not pictured but also on the servicing visit was Safety Director Kevin Sykes.



SUPPORTING PRO-MARITIME POLS – The SIU turned out for this year’s Chesapeake Democratic Committee All-American Picnic and BBQ in Virginia. Pictured from left in the three-person photo are SIU Port Agent Josh Rawls, former U.S. Rep. Elaine Luria (who is running for Congress), and SIU VP Sam Spain. From left in the other posed shot are U.S. Rep. Bobby Scott, Rawls, retiring Chesapeake Councilwoman Ella Ward, and Spain.

Engineering and Second Chances: The Story of QMED ‘Hot Rod’ Joe Marino

Whether they sail deck, engine or steward, SIU mariners appreciate the invaluable education provided at the union-affiliated Paul Hall Center for Maritime Training and Education (PHC), located in Piney Point, Maryland. Paired with the firsthand experience gained aboard ship, those teachings can create a foundation for Seafarers to pursue their own ventures outside of the merchant marine.

QMED **Joe Marino** embodies that sentiment. Marino, who began sailing after graduating from the apprentice program in 2013, uses his engineering know-how to breathe new life into vintage cars and construct sculptures out of metal.

“I’ve always had an interest in mechanical things,” said Marino. His father, who worked in construction, wasn’t into engines or machinery, but Marino always wanted to work in the mechanical field.

In his high school days, he was working at a restaurant when someone told him about the merchant marine. “When I got to the school (in Piney Point), they said how it’s all word of mouth, and it’s America’s best-kept secret – and I really believe that to be the case. I didn’t see it advertised anywhere,” he said. He chose to pursue the engine track, and as he accumulated time working on each ship, he developed the confidence to branch out and start working on cars.

“After five years, I had gained a good amount of experience,” Marino recalled. “Meeting the people that work in the engine room who typically have done things like that – they also encouraged me. The stuff I learned with engineering translated over to cars, and I was able to teach myself based on things I learned at Piney Point and on ships that involve marine engineering and fabrication. [A ship is like] a floating city, so it made me useful in a lot of ways.”

“I know for a fact I wouldn’t have what I have or be what I am without becoming a Seafarer.” – Joe Marino

Marino took a sensible approach to utilizing his skillset during his time off from sailing. After learning the basics of engineering, he began working on projects here and there for his friends – fixing things around the house for them, or making repairs to cars. “That was how it started. It’s maybe more practical, but the real key elements were that I had the drive and purpose to pursue it while I was home and that I had the money, time, and resources to do it,” he said.

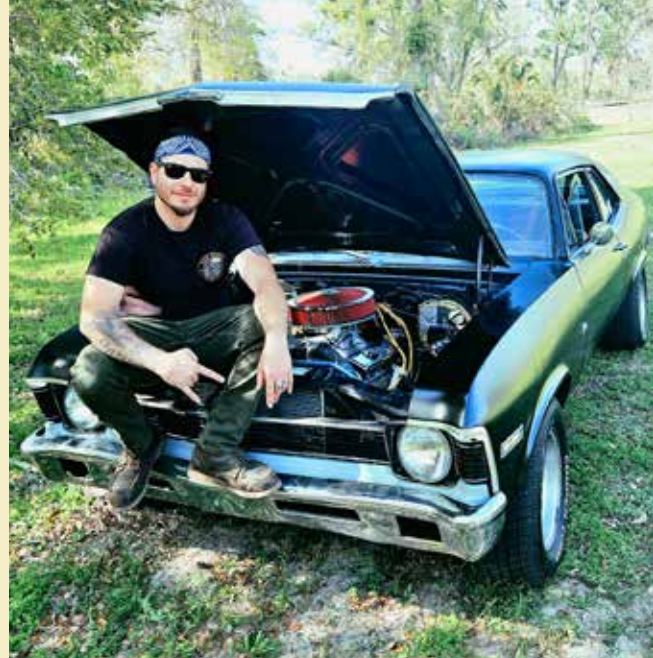
Throughout the years, Marino spent his vacations devoted to applying the knowledge he gathered aboard his vessels. He read and taught himself more about engineering and classic cars – what they needed, how they were put together – while he was home, and during his free time at sea.

“Most trades are not like the merchant marine, where if you want to be considered a good engineer, you need to be good at a lot of different things,” Marino observed. “For most trades, people [tend to specialize], which is fine, but to be a good marine engineer, you need to be proficient at a lot of different things, be well-rounded, and that’s why we get paid so much money.” The income he made from sailing,

combined with the months off on vacation that he enjoyed between ships, and his foundation in engineering allowed Marino to explore his interest in classic cars.

“I don’t think I would be who I am today had I not become a sailor. I wouldn’t have made the money I made; I wouldn’t have traveled; I wouldn’t have had the time off,” he said. “It all worked out beautifully where I have a light at the end of the tunnel and I genuinely believe I have things I could do once I transition out of the sailing life.”

Marino cites Brian Sinauski, a mentor of his who recently retired from the Seafarers-affiliated



Before and after with the 1972 Chevy Nova that Marino brought back to life.



American Maritime Officers (AMO) after 25 years, as a major contributor to his engineering education. Sinauski taught him the importance of knowing why things work, not just how, and encouraged him to understand engineering fundamentals, including how an internal combustion engine works.

“The similarity that all engines have are the four principles of intake, compression, ignition and exhaust,” Marino explained. “All engines need air, fuel, and compression. With diesels you have a slight difference in how the magic (the explosion) happens, but you need all those things for an engine to work. Once you understand that, you could look at any engine and begin working on it and figuring out why it doesn’t work the way it needs to.” Understanding that concept helped him develop his affinity for engines, and working under the tutelage of Sinauski helped him to refine and apply that knowledge in both his seafaring career and while working on his own projects.

Marino added, “He always told me how important it is to do what you love, because if you do what you love, you will always succeed.” He also learned about Kaizen, the Japanese ideology of continuous improvement often used in professional settings, from Sinauski, who utilized its principles aboard the ships he worked on. “If things broke often, he said, ‘We’re going to come up with the system on how to fix it efficiently, safely and productively, and our lives will be easier, we’ll be better at our job, and we’ll have more time to enjoy ourselves while we’re at work,’” said Marino.

After a while, his engineering experience gained at sea granted Marino the courage to start teaching himself how to apply that knowledge to his love of vintage cars. “I always had a thing for antique cars, but in my earlier years I was intimidated by owning one, because I knew if you want to own a classic car and drive it a lot, you need either a substantial amount of money or a substantial amount of knowledge. If you have both, you’ve really got it made,” he said. With the money he made sailing and his engineering knowledge, he has been able to bring several classic cars back to life.

Marino owned his first classic car back in 2015, which he drove “as is” and repaired as needed. “I didn’t do my first full restoration custom classic until



Aboard the *USNS Waters* (Ocean Ships).



Another before and after, this time with the 1965 Chevy C-10 revamped by Marino.



2019,” said Marino. It was a 1965 Chevrolet C10, which he painted seafoam green. “After 1972 was the end of the muscle car era in America. They were works of art, and as I got into them, I realized I could make them any color I wanted that worked with the body style. With my first paint job, I wanted to capture a 1950s diner with a punk rock twist. I airbrushed skulls and roses, but it was a sea foam paint, with a

cream white. I upholstered it with checkers, so it had a retro vibe with a 90s grunge, punk rock twist,” he said.

Working on vintage cars also helped Marino to become an artist by teaching him about creative appeal. “Vintage cars were made 100% based on aesthetics. There was no factoring for safety and aerodynamics, like they do today, and it will never be that way ever again. They are products of an era that will never be back, and they were truly works of art,” he said.

Motivated by completing his work on the Chevy C10 in 2019 and Sinauski’s teachings, Marino soon began to explore his fascination with metal work.

“I feared [getting into metalwork] when I was younger, because I didn’t have anyone to show me. After work every night on the ship, I taught myself how to do metal sculptures. Come to find out, when I got back home, my grandmother told me that my great grandfather was a blacksmith, and I never knew that. [Metalworking] is in my blood,” said Marino.

Coincidentally, Marino also found out from someone aboard his very first ship that his last name meant his ancestors were sailors or worked on the ocean in Italy. “I felt drawn to this industry as well as metal art and I feel very fortunate that there were things in my blood that brought me to where I am today, and that have also helped solidify spiritual value in me,” he said.

Teaching himself how to weld after hours and doing metal art in

his free time helped Marino to excel in fabrication, a highly prized skillset aboard a ship. “Now I’m considered a very valued member of the vessel – somebody that could make things from nothing with metal, which isn’t very common today, and [my fabrication skills] have made me desired by chief engineers and captains who have a hard time finding guys who can do [this work]. It all started with my desire to create

art, and it ended up making me better at my job,” he said.

His first completed work within the metallic medium was a steel rose, which would become a recurring thematic element in his future creations, such as the violin with a rose bow which he made in hopes of reinspiring someone he was dating to play again. “I also made a skeleton arm holding a rose, which was based off the dimensions of my arm, and I implemented that into a grandfather clock design that I came up with over the course of a few months while I was on my shift after work,” said Marino. He also completed a fourth piece, a life-size skeleton holding a rose.

“Part of the reason I try to incorporate roses in everything isn’t only because that was the first thing I made, but also because I worked at a flower shop as a teenager, helping my brother’s fiancé. I discovered later that I like [including] flowers, roses and skulls and things of that nature [in my work], because [they represent the] duality of life and death,” Marino said.

Still, he feels particular satisfaction about his 1972 Chevy Nova, which he fully painted and restored. “I would say I’m most proud of [this car] as far as the extent of work it took to bring it to where it is. This car was not only structurally destroyed from sitting for 20 years, but it was also mechanically inoperable. It needed every single thing [fixed], and it was a dead car,” he said.

To get the vehicle in working order, Marino had to cut the car in half, re-weld it back together, fix the entire engine, transmission, suspension, brakes, and glass and give it a new paint job. “The only two things I had not removed fully from that car were the steering box and the rear differential. I built 90% of that car by hand in my garage,” he said. “Nobody wanted this car; it was going to be crushed if I didn’t come get it eventually. I gave that car a second chance, and that’s why I love restoring classic cars. I believe in second chances; becoming a merchant mariner was my second chance.”

Marino, who began his life after graduation uncertain about his career prospects, said, “I know for a fact I wouldn’t have what I have or be what I am without becoming a Seafarer.”

Marino’s goal is to live and remain young at heart for as long as possible. “I never let my environment dictate who I became,” he concluded. “I always stay true to myself, and I encourage anyone else who has anything that they desire to do to not let anything get in their way of chasing that. Everybody has their own path, and we all need to embrace our own individual path. Life doesn’t stop when you get off the ship; that’s when it really begins.”



A bronze clock, made by Marino and featuring the skeleton hand and rose.



Marino’s bronze sculpture of a skeleton holding a rose.



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Inquiring Seafarer

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

Question: What is your favorite part of being an SIU member?



Jacob Parrilla

Recertified Steward

I am a second-generation SIU member. My father is a sailor (an electrician on the *Taino*, one of the Crowley ships) and my brother used to sail as well. I used to work in the pharmaceutical industry and I was the youngest in the engineering department. I started to work here after my company began a transition and they began to lay people off. My favorite part of being an SIU member is honestly the people I work with. I like sailing with them and I like that the work I do as a steward keeps them in good spirits. They give me positive feedback on the meals as well as constructive feedback to help me improve. Some of my favorite things to make are chicken tikka masala, different kinds of Puerto Rican foods, and steak.



Jason Beckford

Recertified Steward

I'm originally from Jamaica, and I started my career in the food industry as a chef sailing on cruise ships. My journey began there and I've loved sailing in the ocean and it's been an honor to have this life choice become my career. I have a passion for cooking and for sailing. I always try to make sure that everyone enjoys their meal and it makes my day to see their faces light up when they eat.



Pauline Crespo

Recertified Steward

My favorite part? Only one? Okay, I'll give you three. The opportunity to excel. I'm in the galley, so I appreciate the opportunity to excel within a few years, and it's easy to come back to Piney Point to upgrade. I also love the opportunities I get to travel the world. Last but not least is the income. You know, I just put my daughter through college and she just graduated. Also, I'm from Puerto Rico, but I just bought a house in El Paso. So, my favorite parts of being an SIU member are the opportunities to excel within your department, the income, and the ability to travel the world. The people are great, too, and the way they take care of us, with the logistics and how the companies and fly us out there to work. It's amazing. It's been a blessing,



John Stephens

Recertified Steward

The SIU gave me a life that I didn't have before. I met a guy a long time ago that told me everything I needed to know about the SIU and encouraged me to join. I've been sailing for 28 years now. The union means everything to me and has provided me with a good life.



Dindo Reforsado

Recertified Steward

The money, the benefits and the room for growth and advancement. I also enjoy working with the crew and being able to travel and see the world.



Jose Norales

Recertified Steward

The SIU put me on another level to feel good about providing for my family. With the SIU there's union representation and job security. I am very thankful.

Pic from the Past



In the primary photo, the SIU-crewed *Vantage Horizon* (Vantage Steamship) is pictured in May 1974 in Newport News, Virginia, after a seven-month mission that included stops in Bombay, Iran, Australia, and Germany. During that voyage, the *Vantage Horizon* became the first American vessel to load wheat in Australia since World War II. Inset pic was taken two or three years later in Houston.



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important
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September & October Membership Meetings

Piney Point	Tuesday: Sept. 8 , Monday: Oct. 5
Algonac	Thursday: Sept. 17, Oct. 15
Baltimore	Thursday: Sept. 10, Oct. 8
Guam	Thursday: Sept. 24, Oct. 22
Honolulu	Friday: Sept. 18, Oct. 16
Houston	Monday: Sept. 14, Tuesday: Oct. 13
Jacksonville	Thursday: Sept. 10, Oct. 8
Joliet	Thursday: Sept. 17, Oct. 15
Mobile	Wednesday: Sept. 16, Oct. 14
New Orleans	Tuesday: Sept. 15, Oct. 13
Jersey City	Tuesday: Sept. 8, Oct. 6
Norfolk	Friday: Sept. 11, Oct. 9
Oakland	Thursday: Sept. 17, Oct. 15
Philadelphia	Wednesday: Sept. 9, Oct. 7
Port Everglades	Thursday: Sept. 17, Oct. 15
San Juan	Thursday: Sept. 10, Oct. 8
St. Louis	Friday: Sept. 18, Oct. 16
Tacoma	Friday: Sept. 25, Oct. 23
Wilmington	Monday: Sept. 21, Oct. 19

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 July 15, 2026 - August 17, 2026.
"Registered on the Beach" data is as of August 18, 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	28	8	1	16	6	0	8	27	6	2
Anchorage	1	2	1	2	2	0	1	2	1	1
Baltimore	4	6	2	3	5	0	3	2	5	2
Fort Lauderdale	18	14	9	20	13	2	11	29	15	9
Guam	4	2	0	2	1	0	1	4	2	0
Harvey	15	2	5	8	4	4	5	16	2	6
Honolulu	3	3	1	5	2	0	2	7	3	0
Houston	43	24	10	40	27	6	23	66	32	16
Jacksonville	33	29	5	34	23	5	25	44	44	7
Jersey City	26	10	5	13	12	1	13	42	12	6
Joliet	2	1	1	1	2	0	2	4	2	2
Mobile	9	5	1	3	1	0	0	13	6	2
Norfolk	30	26	5	12	17	3	7	35	23	6
Oakland	4	0	2	5	1	0	1	10	5	3
Philadelphia	4	3	1	3	3	0	1	3	3	2
Piney Point	2	3	0	4	3	0	3	2	1	0
Puerto Rico	8	6	1	3	4	2	2	9	9	2
St. Louis	0	0	0	1	0	0	1	0	3	1
Tacoma	20	6	1	15	4	0	6	32	9	2
Wilmington	18	15	1	25	9	2	13	36	21	1
TOTAL	272	165	52	215	139	25	128	383	204	70
Engine Department										
Algonac	9	7	2	2	2	0	2	10	6	0
Anchorage	1	3	0	2	0	0	2	0	4	0
Baltimore	7	2	1	3	4	0	1	7	5	2
Fort Lauderdale	12	10	0	12	5	0	1	15	18	0
Guam	1	0	0	1	0	0	0	1	0	0
Harvey	2	2	2	0	1	0	0	3	2	4
Honolulu	2	3	1	4	2	2	1	7	3	3
Houston	8	15	2	8	15	2	10	15	13	3
Jacksonville	20	28	4	15	16	2	11	20	27	4
Jersey City	5	5	3	4	3	1	1	10	9	2
Joliet	1	1	0	2	2	0	1	2	2	0
Mobile	3	0	1	0	1	1	0	4	1	0
Norfolk	19	14	11	13	16	11	8	15	13	5
Oakland	3	1	0	2	1	0	1	6	2	2
Philadelphia	2	0	1	2	0	0	0	3	0	1
Piney Point	3	3	0	1	2	0	0	3	3	0
Puerto Rico	1	2	0	4	2	0	1	5	3	0
St. Louis	0	1	0	1	0	0	0	1	1	0
Tacoma	12	6	0	6	4	0	4	15	4	3
Wilmington	17	7	6	7	6	3	7	22	5	5
TOTAL	128	110	34	89	82	22	51	164	121	34
Steward Department										
Algonac	7	2	1	1	1	0	2	8	1	1
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	0	2	0	1	6	0	2	1	0	0
Fort Lauderdale	8	1	0	11	1	0	3	11	4	0
Guam	1	0	0	0	3	0	1	1	1	0
Harvey	1	0	0	1	0	0	0	4	2	0
Honolulu	3	1	0	3	0	0	1	6	2	0
Houston	10	14	2	3	12	2	5	27	12	2
Jacksonville	21	23	5	14	17	4	14	28	29	3
Jersey City	7	6	2	4	3	1	2	9	6	1
Joliet	1	1	0	3	1	0	0	1	0	0
Mobile	3	2	0	3	2	0	0	5	3	1
Norfolk	17	15	2	8	4	3	6	24	17	5
Oakland	15	6	0	9	3	0	4	18	9	1
Philadelphia	3	2	0	2	1	0	1	4	3	0
Piney Point	3	3	1	2	2	0	3	2	1	1
Puerto Rico	2	10	0	3	4	0	4	9	7	2
St. Louis	2	0	0	1	0	0	0	1	1	0
Tacoma	8	3	1	8	5	0	4	16	2	1
Wilmington	26	6	5	18	7	6	12	45	8	3
TOTAL	138	97	19	95	73	16	64	220	108	21
Entry Department										
Algonac	2	8	9	1	5	2	5	1	11	16
Anchorage	0	0	1	0	1	0	0	0	1	2
Baltimore	0	3	0	0	2	0	0	0	4	3
Fort Lauderdale	0	6	7	0	3	2	0	0	9	10
Guam	0	0	2	0	0	0	0	0	0	2
Harvey	1	3	4	0	1	1	0	2	3	7
Honolulu	0	1	4	0	1	3	0	0	2	6
Houston	1	17	8	1	16	4	2	7	29	22
Jacksonville	1	31	43	2	28	16	5	0	50	78
Jersey City	0	9	9	0	9	2	1	0	22	17
Joliet	0	0	0	0	2	0	0	0	1	1
Mobile	0	2	2	0	3	1	2	0	2	2
Norfolk	0	14	40	0	9	8	2	0	15	59
Oakland	0	14	20	0	4	5	0	0	14	13
Philadelphia	0	1	1	0	0	1	0	0	1	1
Piney Point	0	2	1	0	0	0	6	0	3	1
Puerto Rico	0	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	0	9	6	0	11	2	1	3	15	7
Wilmington	0	13	28	0	14	10	3	1	18	43
TOTAL	5	133	185	4	109	57	27	14	200	290
GRAND TOTAL	543	505	290	403	403	120	270	781	633	415

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.

GREEN OCEAN (Waterman Transport), February 28 – Chairman **Erik Loret**, Secretary **Vernon Roberts**. Members reviewed prior collective bargaining agreement and discussed various election policies. Crew would like digital access to contracts. No beefs or disputed OT reported.

SLNC SEVERN (Argent Marine Operations), June 8 – Chairman **David Brady**, Secretary **Brian Peralta**, Educational Director **Stephen Reed**, Steward Delegate **Yohanes Pribadi**. No beefs or disputed OT reported. Crew requested 30 for 30 vacation.

OVERSEAS ANACORTES (Overseas Ship Management, Inc.), June 28 – Chairman **Jovan Williams**, Secretary **Derrick Moore**, Educational Director **Mathew Palmer**. Crew revisited old business including requests for unlimited Wi-Fi. Chairman discussed work boot reimbursement policies and reminded members to be sure discharge paperwork is correct upon departure. Chairman also urged crew to double check that they have designated a beneficiary on their accounts. Educational director encouraged members to upgrade their skills at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and to stay on top of documents. No beefs or disputed OT reported. Members would like increases in benefits, including vacation time, and requested foam mattresses and TVs in all rooms.

GREEN OCEAN (Waterman Transport),

July 12 – Chairman **Hermenegildo Cordova Arriola**, Secretary **James Bailey**. Crew discussed suggestions to improve contract including the addition of missing-man pay and increases to extra meal prep compensation. New oven and new linens needed. Deck delegate listed some needed items. No beefs or disputed OT reported. Members would like one day off guaranteed while in port and penalty pay if not allowed or not possible. New chairs needed in rooms. Next port: Beaumont, Texas.

OCEAN GRAND (Patriot Shipping, LLC), July 13 – Chairman **Angel Nunez**, Secretary **Nicoll Quinones-Rodriguez**, Educational Director **Dennis Malaran**, Engine Delegate **Oscar Lacayo Ruiz**. Educational director advised members to upgrade their skills at the Paul Hall Center in Maryland. Course dates are listed online and in each edition of the LOG. No beefs or disputed OT reported. Crew requested TVs in crew lounge, new mattresses, new pillows and new linens and asked for an industrial-size ice machine. Members would like increases in pay and increases in weekend overtime allowance.

OVERSEAS ANACORTES (Overseas Ship Management, Inc.), July 26 – Chairman **Jovan Williams**, Secretary **Derrick Moore**, Engine Delegate **Guillermo Arzu Rochez**, Steward Delegate **Antwon Norris**. Crew went over old business including requests for unlimited Wi-Fi data and internet on crew lounge computer. Chairman encouraged members to recruit family and friends to join the Paul Hall Center apprentice program, which

is certified by the U.S. Department of Labor. He reiterated the importance of staying hydrated and reminded everyone to leave clean rooms for onboarding crew. Steward department was thanked for serving good meals. Educational director urged members to keep ahead

on all documents, especially medical certificates, and suggested renewing everything well in advance. No beefs or disputed OT reported. Members would like to end medical certificate requirements. They also suggested increases to vacation and pension benefits.



WITH SEAFARERS ON THE HUDSON EXPRESS – Pictured aboard the Marine Personnel and Provisioning vessel are OS/Apprentice George Mouras, Bosun Ahmed Saleh, ABM Mohsen Shayef and OS/Apprentice Alexander Mesa.

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

ANTOINETTE AMATO

Sister Antoinette Amato, 71, started sailing with the SIU in 1981 and first worked on the *Connecticut*. She sailed in the steward department and upgraded at the union-affiliated Paul Hall Center on several occasions. Sister Amato most recently shipped on the *Horizon Kodiak* and lives in Otis, Oregon.



TAMMY BINGISSER

Sister Tammy Bingisser, 65, joined the union in 1992, initially sailing aboard the *Independence*. She shipped in the steward department and upgraded at the Piney Point school on multiple occasions. Sister Bingisser concluded her career aboard the *Jean Anne*. She resides in Ocean Shores, Washington.



GEORGE BOZMAN

Brother George Bozman, 65, became a member of the union in 2001. He shipped in the deck department and first sailed aboard the *Seabulk Power*. Brother Bozman upgraded his skills at the Paul Hall Center on multiple occasions. He concluded his career aboard the *Maersk Kansas* and makes his home in Gainesville, Florida.



JOHNNIE CHAVIS

Brother Johnnie Chavis, 67, signed on with the SIU in 1986. He first sailed aboard the *USNS Wilkes* and worked in the deck department. Brother Chavis upgraded at the Piney Point school on multiple occasions. He last shipped on the *Overseas Santorini* and settled in Baltimore.



LARRY CLEMENT

Brother Larry Clement, 68, joined the Seafarers International Union in 1970 and first sailed with Michigan Tankers. He worked in both the deck and engine departments and upgraded at the Paul Hall Center on multiple occasions. Brother Clement last sailed aboard the *Robert E. Lee*. He makes his home in Diamondhead, Mississippi.



RAYMOND CULPEPPER

Brother Raymond Culpepper, 69, embarked on his career with the SIU in 1978 when he sailed on the *Galveston*. He shipped in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Culpepper concluded his career aboard the *Padre Island*. He lives in the Northern Mariana Islands.

JULIO GUZMAN

Brother Julio Guzman, 68, signed on with the union in 2001. He initially sailed aboard the *Liberty Sun* and worked in the deck department. Brother Guzman upgraded on numerous occasions at the Paul Hall Center. He most recently shipped on the *Maersk Denver* and is a Houston resident.



ERON HALL

Brother Eron Hall, 63, joined the SIU in 1990 when he shipped on the *Overseas New Orleans*. He sailed in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Hall's final vessel was the *Brenton Reef*. He makes his home in St. Augustine, Florida.



GLENN HENDERSON

Brother Glenn Henderson, 67, began his career with the Seafarers International Union in 1983. An engine department member, he first sailed aboard the *Falcon Leader*. Brother Henderson upgraded at the Paul Hall Center on multiple occasions. He last shipped on the *Trader* and resides in Las Vegas.



GARY HIRSCH

Brother Gary Hirsch, 66, started sailing with the Seafarers in 1995 and first worked with McAllister Towing of Virginia. He shipped in the deck department and upgraded often at the Piney Point school. Brother Hirsch most recently shipped on the *Maersk Kansas*. He makes his home in Virginia Beach, Virginia.



LISA MCKEAGUE

Sister Lisa McKeague, 65, joined the union in 1980 and first sailed aboard the *Oceanic Independence*. She was a member of the steward department and upgraded at the Piney Point school on multiple occasions. Sister McKeague last shipped on the *Independence*. She resides in Kailua, Hawaii.

CHARLES NOELL

Brother Charles Noell, 67, became an SIU member in 1984. He was a deck department member and upgraded on several occasions at the Paul Hall Center. Brother Noell's first vessel was the *Libra*; his last, the *Capricorn*. He makes his home in Lexington Park, Maryland.



DAVID TIMMONS

Brother David Timmons, 71, began sailing with the Seafarers in 1973. He was an engine department member and first shipped on the *Seattle*. Brother Timmons upgraded his skills at the Piney Point school on multiple occasions. He concluded his career aboard the *Paul Buck* and lives in Hattiesburg, Mississippi.

ANTONIO TINDUGAN

Brother Antonio Tindugan, 68, embarked on his career with the SIU in 2003 when he sailed on the *Chelsea*. He shipped in the engine department and upgraded his skills at the Paul Hall Center in 2011. Brother Tindugan most recently sailed aboard the *Seakay Valor*. He resides in Rosharon, Texas.



JESSIE ULIBAS

Brother Jessie Ulibas, 65, joined the Seafarers International Union in 1990, initially sailing aboard the *USNS Altair*. He worked in the engine department and upgraded at the Piney Point school on numerous occasions. Brother Ulibas last shipped on the *Gem State*. He calls Milpitas, California, home.



INLAND

RAYNOLD GALE

Brother Raynold Gale, 65, began sailing with the Seafarers International Union in 1995. A deck department member, he worked with Delta Queen Steamboat for the duration of his career. Brother Gale is a New Orleans resident.

WILLIAM GOMLICK

Brother William Gomlick, 64, joined the SIU in 1983. Brother Gomlick initially sailed aboard the *Brooklyn*. He was a member of the deck department and concluded his career with OSG Ship Management. Brother Gomlick lives in Millville, Delaware.

ROBERT OLVANY

Brother Robert Olvany, 66, donned the SIU colors in 1979 when he worked with Inland Tugs. Brother Olvany sailed in the engine department. He upgraded his skills at the Paul Hall Center on multiple occasions and most recently shipped with G&H Towing. Brother Olvany calls Point Blank, Texas, home.



ROBERT TAYLOR

Brother Robert Taylor, 63, embarked on his career with the Seafarers in 1995. He sailed in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Taylor was employed with Allied Transportation for most of his career. He makes his home in Merritt, North Carolina.

NMU

GEORGE RATLIFF

Brother George Ratliff, 81, joined the Seafarers International Union during the 2001 NMU/SIU merger. He shipped in the engine department and concluded his career aboard the *American Alabama*. Brother Ratliff settled in Appomattox, Virginia.

JULIAN TORRE

Brother Julian Torre, 71, signed on with the union during the 2001 NMU/SIU merger. He was a deck department member and last sailed aboard the *Kenai*. Brother Torre resides in Long Beach, California.

EDWARD WASHINGTON

Brother Edward Washington, 74, joined the Seafarers during the NMU/SIU merger in 2001. A steward department member, Brother Washington last sailed aboard the *Admiral William Callaghan* in 2003. He is a San Francisco resident.



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

JULIO ARZU

Pensioner Julio Arzu, 87, passed away May 17. He joined the union in 1979 and initially sailed aboard the *Cove Engineer*. Brother Arzu worked in the deck department. He concluded his career aboard the *Overseas Cascade*, and went on pension in 2010. Brother Arzu called Channelview, Texas, home.



BENEDICT BORN

Pensioner Benedict Born, 71, died June 15. He became a member of the SIU in 1976 when he shipped with Orgulf Transport Company. Brother Born sailed in the deck department. He last shipped aboard the *Cape Island* and became a pensioner in 2014. Brother Born made his home in Muskogee, Oklahoma.



ERNEST BRINKLEY

Pensioner Ernest Brinkley, 88, passed away June 6. He began his career with the Seafarers in 1964, initially sailing aboard the *Spitfire*. Brother Brinkley was a steward department member and last sailed on the *USNS Yano*. He retired in 2000 and lived in Virginia Beach, Virginia.



STEPHEN BROWN

Pensioner Stephen Brown, 71, died June 4. He signed on with the Seafarers International Union in 1976 when he sailed with Mariner Towing. Brother Brown worked in the deck department, and concluded his career aboard the *SLNC York*. He went on pension in 2019 and resided in Auburn, Georgia.



JAMES CORPREW

Pensioner James Corprew, 73, passed away June 1. He joined the SIU in 2001 and first sailed aboard the *USNS Indomitable*. Brother Corprew sailed in the engine department and last shipped on the *Cape Edmont*. He became a pensioner in 2020 and called Norfolk, Virginia, home.



THOMAS HARTMAN

Pensioner Thomas Hartman, 71, passed away June 6. He donned the SIU colors in 1975, first sailing aboard the *Baltimore*. Brother Hartman sailed in both the deck and engine departments and also worked on shore gangs. He was last employed with World Crane Services and began collecting his pension in 2010. Brother Hartman lived in Pacifica, California.



WILFRED LAMBHEY

Pensioner Wilfred Lambhey, 70, died May 21. He joined the union in 1993 when he shipped aboard the *Independence*. Brother Lambhey sailed in the steward department and last shipped aboard the *Seabulk Challenge* in 2019. Brother Lambhey went on pension in 2020 and resided in Houston.



DOMINIC SANFILIPPO

Pensioner Dominic Sanfilippo, 76, passed away May 24. He embarked on his career with the Seafarers in 1973 and initially sailed aboard the *Jefferson Davis*. Brother Sanfilippo was a deck department member. He last shipped on the *Comet* and became a pensioner in 2010. Brother Sanfilippo resided in Marana, Arizona.



MOHAMMAD SIDDIQ

Brother Mohammad Siddiq, 70, died May 16. He started sailing with the SIU in 2006 when he worked on the *Pride of America*. Brother Siddiq shipped in both the deck and steward departments. He most recently sailed aboard the *President Carter* and lived in Hawthorne, California.



TIMOTHY TROUPE

Brother Timothy Troupe, 63, died June 15. He signed on with the SIU in 1989, initially sailing on the *USNS Antares*. Brother Troupe worked in the deck department. He last sailed aboard the *Cape Fear*. Brother Troupe made his home in Portland, Oregon.

GREAT LAKES

JAMES KETTNER

Pensioner James Kettner, 95, died May 29. He joined the Seafarers Union in 1980, first sailing aboard the *Merle McCurdy*. Brother Kettner shipped in the engine department. He last sailed aboard the *Kinsman Independent* and retired in 1995. Brother Kettner called Chaska, Minnesota, home.

JACOBO ZEPEDA

Brother Jacobo Zepeda, 66, passed away May 14. Brother Zepeda started sailing with the union in 2022. He worked in the engine department and was employed with American Steamship Company for his entire career. Brother Zepeda most recently shipped aboard the *American Spirit* and lived in Dorchester, Massachusetts.

INLAND

JOHN BUNTING

Pensioner John Bunting, 78, passed away June 3. He signed on with the union in 1987. Brother Bunting was a deck department member and was employed with Crowley for the duration of his career. He became a pensioner in 2004 and settled in Newfield, New Jersey.

BRUCE COMISKEY

Pensioner Bruce Comiskey, 74, died June 9. He embarked on his career with the union in 1978. A deck department member, Brother Comiskey was initially employed with Allied Transportation. He concluded his career aboard the *Gulf Reliance* in 2008. Brother Comiskey began collecting his pension in 2014 and lived in Fernandina Beach, Florida.



DARYL DELANEY

Pensioner Daryl Delaney, 73, passed away February 28. He joined the SIU in 1976. A deck department member, Brother Delaney was employed with Crescent Towing and Salvage for the duration of his career. He became a pensioner in 2002 and made his home in Ball, Louisiana.

CARL FOSTER

Pensioner Carl Foster, 82, died May 10. He joined the union in 1962 when he shipped with R.K. Davis Transport. Brother Foster sailed in the deck department and last shipped with Express Marine. He went on pension in 2003 and resided in Brunswick, Georgia.



GARY SPELL

Pensioner Gary Spell, 71, passed away May 20. He embarked on his career with the Seafarers in 1971, initially sailing aboard the *La Salle*. Brother Spell was an engine department member and concluded his career with Crescent Towing and Salvage in 2018. He began collecting his pension in 2020 and lived in Wiggins, Mississippi.



ROBERT WATFORD

Brother Robert Watford, 60, died May 29. He signed on with the SIU in 1989. Brother Watford worked in both the deck and engine departments. He was employed with Crescent Towing and Salvage for the duration of his career. Brother Watford called Springfield, Georgia, home.

NMU

BERNARD FANUNCIAL

Pensioner Bernard Fanuncial, 85, passed away May 26. Brother Fanuncial worked in the engine department. He last sailed aboard the *Horizon Tiger*, and went on pension in 2008. Brother Fanuncial resided in Burien, Washington.



BARBARA MARTINEZ

Pensioner Barbara Martinez, 89, died May 23. Sister Martinez worked in the steward department. She last shipped on the *Denali* before retiring in 2001. Sister Martinez lived in Long Beach, 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	September 21 November 16	October 9 December 4
RFPNW	September 21 October 19 November 16	October 9 November 6 December 4
Lifeboat/Water Survival	September 28 October 26 November 23	October 9 November 6 December 4
Leadership/Managerial Skills	October 5	October 9
ENGINE DEPARTMENT UPGRADING COURSES		
Boiler Technician (FOWT)	October 19	November 13
Adv. Refrig. Cont. Maint. (ARCM)	October 5 December 7	October 16 December 18
RFPEW	September 21 October 19 November 16 December 14	October 16 November 13 December 11 January 8
Welding	September 21 October 19 November 16	October 9 November 6 December 4

STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	November 9	January 15, 2027
Galley Operations	September 21 October 19 November 16 December 14	October 16 November 13 December 11 January 8
Chief Steward	September 14 December 7	October 9 January 1
Adv. Galley Operations	October 12 November 9	November 6 December 4
OPEN/SAFETY UPGRADING COURSES		
Basic Training Revalidation	September 18 October 26 October 30 November 16 November 20 December 14 December 18	September 18 October 26 October 30 November 16 November 20 December 14 December 18
Government Vessels	October 5 November 2	October 9 November 6
Tanker Ship Fam. - DL	September 21 October 12 November 9	September 25 October 16 November 13
Tanker Ship Fam. - LG	September 14 September 21	September 18 September 25
Basic Training/Adv. FF Reval.	November 2	November 3

Welcome Back, Food for Peace

Continued from Page 2

"The world needs our help, and with our resources and generosity as Americans, we can do that," said Liberty Maritime Executive Vice President of Operations William Campbell. "Our long-term partnership with Food for Peace has given us the opportunity to see just how much good American farmers bring to the world. We are honored to help make food aid shipments abroad possible, helping millions of people suffering from food insecurity through the unmatched partnership of American farmers and the U.S.-flagged fleet."

"In a world of plenty, no one should go to bed hungry," said Matthew Nims, director, World Food Programme Washington Office. "For more than 60 years, WFP has partnered with the U.S. government and Food for Peace, bringing American-produced, life-saving food and nutrition to hungry communities around the globe. Over the past decade, nearly \$5 billion in food has been purchased from U.S. farmers and producers through Food for Peace and donated to WFP to feed the hungry. The U.S. government through USDA, along with farmers, producers, shippers and port workers, are helping WFP save lives, and together, we are building a more stable and food-secure future for all."

"Rice is the most widely consumed grain in the world, and these 28,420 metric tons of Louisiana rice will play a vital role in helping feed those facing famine," said USA Rice Chair and Louisiana rice farmer John Owen. "At a time when our rice markets are in dire need, this in-kind commodity donation is a shot in the arm for our industry and makes us more optimistic about the future of Food for Peace under USDA's leadership. As Congress continues to debate the farm



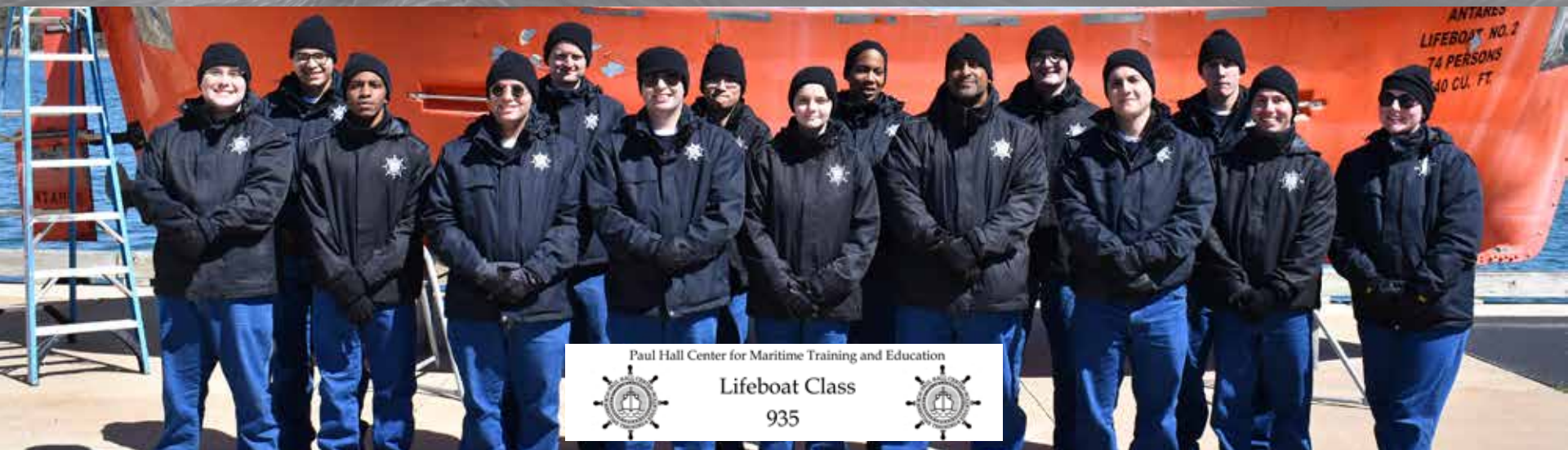
Pictured from left at the ceremony are SIU VP Chris Westbrook; Liberty Maritime Exec. VP William Campbell; Lisa Burley from the Office of Cargo and Commercial Sealift, U.S. Maritime Administration; AMO President Willie Barrere; John Owen, Louisianan rice farmer and chairman of USA Rice; USDA Under Secretary for Trade and Foreign Agricultural Affairs Michelle Bekkering; Dr. Mike Strain, commissioner, Louisiana Department of Agriculture; Matthew Nims, Washington Office director, World Food Programme; and Beth Brach, CEO, Port of New Orleans. (Photo courtesy Transportation Institute)

bill, we encourage them to make permanent the transfer of this program to USDA to ensure it can continue delivering American-grown commodities to families facing food insecurity around the world."

"Wheat farmers have championed U.S. food aid assistance for more than 70 years, since a northwest Kansas farmer first proposed that sharing abundant harvests could help feed those in need around the world," said Gary Millershaski, chairman of U.S. Wheat

Associates and Kansas wheat farmer. "Today, we are proud to be here with USDA and support the agency as they take the helm of the Food for Peace program. This bulk vessel will carry U.S.-grown wheat across the ocean to help feed hungry families. As a farmer, this echoes the lessons I was taught being raised on the farm: If a neighbor is in need, you lend a helping hand. It's just what we do."

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #935 – Recently graduated: Ranease Berry, Bailey Hilkey, Frank Lang, Joshua Laverdure, Marco Leguizamo, Claire Nelson, David Oliver, Alex Phillips, Evan Plyler, Jesuhan Polanco Rivera, Ajay Ray, Conner Sommerfield, Derrick Ward, Jaylen Williams and Jake Zamora.



TANK SHIP FAMILIARIZATION (UPGRADERS) – Graduated June 5: Sarah Gross (left) and Victor Valencia.



SERV SAFE MANAGEMENT – Among those pictured above: Abigail Brissett, Christopher Demore, Thomas Gibbons, Boris Lev and Adrian Proo.



CHIEF COOK – Graduated recently (not all are pictured): Malakhi Baskuez, Brett Bundy, Joy Eady, Trent Harris, William Harrison, Shakaylah Miller, Mark Morante, Jessica Neil Guzman, Eric Nieves Cortes, Jacqueline Patterson, Tonisha Sutton and Junrong Xie.



GALLEY OPS – Graduated recently (from left to right): Syniaya Lane, Ashton Ealy and Carie Kelsheimer.



JUNIOR ENGINEER PROGRAM – Above (not all are pictured): Brize Agbayani, Ismael Andriamasy, Boaventura Barros III, Sean Carter, Christopher Fisher, Steven Gomez, Kristopher Guthrie, Izadean Hafid, Vincent Hall, Christopher Holmes, Joshua Irvine, Sherbert Jones, Morey Lewis, Kirill Massey, Harry McKeever II, Dillon Nelson, Chukwuka Nkwor, Jose Palacios Arriola, Collyn Swopes, Deja Taylor, Masaddiq Walton, Alfred Washington, Blake Washington and Taylor Washington.

Paul Hall Center Class Photos



ABLE SEAFARER - DECK – Recently graduated (not all are pictured): Raheem Ali, Mathew Bolanos, Rudolph Castaneda, Shaun Chan, Andrew Cook, Mark Doyle, Devan Gadson, Michael Gaffney, Sammie Head, Jacob Kemper, Boubacar Mbaye, Heaven McInnis, Timothy Raddetz, Johnathan Radzewicz, Josefino Ramirez, Jacob Wharton and Timothy Wheeler.



WATER SURVIVAL (UPGRADER) – Graduated June 19: Jaheim Smith.



TANK SHIP FAMILIARIZATION (LG)– Graduated July 3: Roy Madrio (left), Alfonso Marin (right) and Khaled Mohamed (not pictured).



MARINE REFRIGERATION TECH – Graduated recently (not all are pictured): Miguel Abad, Saif Al Tamimi, Loren Arriola, Samuel Ayers, Jose Gari, Michael Lane, Juan Rochez, Julian Rubbo, Alton Simpson, Ryan Sotomayor, Paul Watts and Saddam Yahia.



RFPNW – Graduated recently: Hubert-Jon Anton, Natalie Barry, Chadrack Buteau, Zachary Clary, Jake Doherty, Vander Horton, Nicholas Kopko, Ashton Landry, Benjamin McCraw, Tristan Pinzon, Elvin Rivera Aviles, Storm Strickland and Christopher Vincent. Instructor Thomas Truitt is at the far right.



RFPEW – Graduated recently: Clifton Armstead III, Sabrina Jean-Baptiste, Conner McDaniel and Daylen Williams.



TANK SHIP FAMILIARIZATION (LG) – Graduated recently: Jeremy Aldrich, Justin Bell, Clarence Billups Jr., Bobby Byers Jr., Jelani Byfield, Jacob Clausen, Salvatore Detillo, Johan Flores, Hayden Fugit, Amanda Hernandez Claudio, Zackary Hoff, Kaizen Mandley, Joseph Nugent Jr., Jacob Richardson, Mas'ud Sills, Cody Smiddy, Adrian Virgen, Marcus Vivians, Kerra Williams and Nathaniel Zelada.

SEAFARERS LOG

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

Destiny Was Always Calling Me

*Editor's note: Seafarer **Antionne Kelly** earlier this year graduated from the bosun recertification program at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. His graduation speech prompted a Seafarers LOG staff member to encourage him to expound on his story; this article is the result.*

My name is Antionne Kelly. I am 45 years old, and I have proudly been a member of the Seafarers International Union since 2011. I have been sailing for roughly 15 years and have had the privilege of serving as bosun for the past eight years.

Recently, I was selected for the 2026 Bosuns Recertification Class, and during those two weeks something happened that made me reflect deeply on my life, my journey, and what I truly believe is my purpose.

One night while lying in bed during the course, a memory notification popped up on my phone from Google Photos. It was a picture my mother had sent me years ago. In the picture, I was about three years old, dressed as a sailor. Seeing that image stopped me in my tracks. At that moment, it dawned on me: This was always my path.

I believe nothing in life happens by coincidence. I believe in manifestation, purpose, and preparation. That picture felt like confirmation of something God had been showing me my entire life, even during the moments when I could not see it myself.

My introduction to sailing actually started long before I ever stepped on board a ship. Growing up in church, there were two brothers, Carlson and **Jerome Jordan**, who are retired now, that always used to tell me, "When you turn 18, we're taking you down to the union hall to get you into the apprenticeship program."

But as a teenager, I chose a different path – one that led me into situations that caused a lot of pain and hardship throughout my life. Looking back now, though, I realize those trials were preparing me for something greater.

I still remember my youth counselor telling me: "There is always something good in every bad situation, young man. Make this time work for you. Life is going to teach you better than anyone if you open your eyes."

At the time, I did not fully understand those words, but today I know he was right. My success was built through trial and error, lessons learned the hard way, and the prayers and support of my family.

In 2009, I landed a job at Atlantic Marine at Mayport Naval Station in Jacksonville, Florida. While working there, I had the opportunity to help decommission the *USS John F. Kennedy*. I truly enjoyed shipyard work, but deep down I knew it still was not enough for me. The industry could also be feast or famine, and after my second layoff, I decided it was time to take a chance and go to sea.

It was not easy. During that time, it took me nearly six months to land my first rotary job. I even applied for the apprenticeship program and was denied. To

this day, I am still not completely sure why. But I knew one thing: I was not going to quit.

By then, I had been blessed with my first child, and becoming a father fueled my determination for success. The old way of life was no longer an option for me.

Eventually, I landed my first rotary job aboard the *M/V Noble Star*, an older freight ship built in 1970 that hauled grain to Africa. That ship changed my life.

It was there that I met a bosun named **Saul Suarez** (now an SIU pensioner). He constantly told me, "You're going to be a bosun one day." At the time, though, I was focused on getting my B seniority. I actually wanted to sail in the engine department.

When I told Bosun Suarez that, he was not too happy about it. To be honest, he gave me a hard time for almost the entire 132-day hitch on board. But looking back now, I realize he was teaching me. I learned more from him than I understood at the time.

After that trip, I returned to the very first ship I ever took out on sea trials, the *USNS Brittin*. I loved that ship. It was there that I met two of the best shipmates I have ever sailed with, **Trey Owen** and **Greyson Brantley**. Those men taught me a tremendous amount about maintenance, professionalism, and pride in your work.

As I continued sailing over the years, I slowly began to understand what people had seen in me long before I could see it myself. Every setback, every hardship, every lesson, and every mentor was shaping me into the bosun I would eventually become.

Today, after 15 years at sea and eight years sailing as bosun, I understand that purpose is not always revealed immediately. Sometimes God prepares you through storms before He places you where you belong.

That little boy dressed as a sailor had no idea where life would take him. But now I believe destiny was calling me all along.

During my stay at Piney Point, it became a real eye-opener for me. I gained a deeper understanding of the hard work, sacrifice, and dedication that our union officials put in behind the scenes to make sure jobs continue to be posted at union halls across the country.

Listening to discussions and learning about the work being done on Capitol Hill gave me a completely different perspective. Speaking with members of Congress and their staff showed me something important – they genuinely want to hear from the actual sailors who are out here doing the work every day. Our voices matter, and our experiences resonate differently when they hear directly from the men and women who sail these ships.

That experience made me realize that solidarity is more important now than ever before. If we want growth, opportunity, and long-term security for the American merchant fleet, participation from the membership must go beyond just shipping out and doing our jobs. We all have a responsibility to stay involved, speak up, and support the future of our industry.

With solidarity and action, we can accomplish far more together.

Right now, I am truly enjoying what I call my "lightbulb moment." Going from a C-card sailor to a recertified bosun is a major accomplishment for me personally. It represents growth, perseverance, and purpose.

And maybe my story can inspire someone else coming into this industry, whether they arrive through the apprenticeship program or by learning the hard way like I did. No matter how the journey starts, there is always an opportunity to grow, rebuild yourself, and become something greater than you ever imagined.

My relationship with this union has grown deeply over the years because this is where I found my true purpose. The Seafarers International Union has played a major role in my life and in my journey. This is where I belong.

Looking back now, I realize that even from that three-year-old little boy dressed as a sailor, I was



Recertified Bosun Antionne Kelly on the job (above), in Piney Point (below, right), and (remaining photo) getting a very early start dressing for the part.

already in life's unofficial apprenticeship program. Every experience – good or bad – was preparing me for where I stand today.

This industry gave me an opportunity to build a strong work ethic, develop trade-related skills, and learn how to work with people from all walks of life. It also strengthened my leadership abilities, conflict resolution skills, and discipline – values that first began developing during my time in the Junior ROTC Marine Corps program in high school.

Life comes with plenty of twists and turns, and not every chapter will make sense while you are living through it. But one thing I have learned is that everything eventually works out the way it is supposed to. Even if you do not understand it in the moment, that is okay. In due time, clarity will come, purpose will reveal itself, and the journey will all make sense in the end.

