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Jones Act Vessel is Celebrated in Puerto Rico



Seafarers recently took part in ceremonial recognition of the Crowley liquefied natural gas carrier *American Energy* in Peñuelas, Puerto Rico. Among those joining in the celebration are (from left) Bosun Raul Colon, ABM Victor Cortes, Chief Engineer Mark Nickerson, Recertified Steward Edwin Bonefont, Crowley Chairman and CEO Tom Crowley, vessel master Capt. Lane Frisbie, Safety Director Ricky Rivera, Puerto Rico Governor Jenniffer González-Colón, American Maritime Officers National President Willie Barrere, and Crowley Senior VP/GM James Fowler. *Page 3.* (Photo courtesy Crowley)

SIU Philanthropy Continues with Annual 'Paint Tacoma' Project

SIU members, officials and staff once again enthusiastically volunteered to help ensure the success of this year's iteration of "Paint Tacoma Beautiful," a wide-ranging outreach mission dedicated to repainting and repairing the exteriors of homes belonging to low-income, elderly and disabled homeowners within the city's limits. This marked the eighteenth year the union has supported the project. Pictured at the home where Seafarers converged are (from left) SIU Asst. VP Warren Asp and SIU Port Agent Danielle Woodward. *Pages 12-13.*



VP Marrone Concludes 50-Year Career

Longtime SIU Vice President West Coast Nick Marrone (pictured in 2017 in Piney Point, Maryland) has retired after a half-century working in the maritime industry. He spent the vast majority of those years with SIU, first as a rank-and-file member and then as an official. Colleagues saluted his dedication and effectiveness. *Pages 4-5.*



America Needs the Jones Act



David Heindel

Just as SIU members help keep a lookout for any dangers while at sea, your union remains constantly on watch for attacks against the nation's premier maritime law, the Jones Act.

More than two years into my time as SIU president, this feels like the right time, especially for our young and new members, to provide a snapshot of why the SIU stands behind the Jones Act – and why we regularly urge Seafarers to do the same.

It is no exaggeration to say that the Jones Act – formally, the Merchant Marine Act of 1920 – is the single most important U.S. maritime law in existence. The Jones Act requires that cargo moving from one domestic port to another is carried aboard

ships that are crewed, built, flagged and owned American.

You don't have to give it much thought to realize the large number of SIU jobs that are tied to this cabotage law. More broadly, independent studies have concluded that the Jones Act supports more than 653,000 jobs across the country.

Every United States president has supported the Jones Act, and the law also consistently enjoys bipartisan backing in Congress. Tellingly, our nation's top military leaders regularly speak out in favor of the Jones Act, noting that it helps sustain a pool of well-trained, reliable, U.S.-citizen mariners in addition to keeping our shipbuilding capabilities afloat. Officials from Customs and Border Patrol have pointed out that Jones Act mariners are on the front lines every day when it comes to protecting our security on the rivers and the coasts.

Several years ago, a separate study found that more than 90 countries and growing around the world maintain some form of cabotage law. Clearly, it is sound policy. In our case, the Jones Act has helped protect national, economic and homeland security for more than a century.

Okay, so if it's that important, why would people attack it? In some instances, I think the individuals and organizations coming after us are genuinely misguided free-traders. Far more often, I believe that foreign-flag interests are trying to tap into a big market, with no care whatsoever about what benefits the United States.

Some of the anti-Jones Act efforts are slick. Others are unintentionally tragic, like the times when pundits insist Puerto Rico is being held hostage by exclusive dependence on the Jones Act trade (news flash: most cargo moving in and out of the territory is carried aboard foreign-flag ships). There also has been a steady stream of misinformation about how the law affects day-to-day prices for consumers on the island. That's despite a sterling, independent and comprehensive study that concluded the Jones Act has no impact on either retail prices or the cost of living in Puerto Rico. (That same report specifically found that the Jones Act helps support a large number of jobs in the territory while also ensuring reliable service.)

Finally, throughout all my years in this industry, I have yet to hear a coherent explanation of why foreign shipowners employing foreign crews would magnanimously pass along the alleged monetary savings of dumping the Jones Act to American consumers. What, exactly, would be their motivation? And what would happen if we abandoned the U.S. Merchant Marine to the point where we exclusively relied on foreign-built, foreign-crewed, foreign-owned vessels to deliver all domestic cargo and – more notably – supply our troops with materiel around the world? Our vulnerability would be catastrophic, as happened in the decades before the Jones Act, especially during World War I.

Based on recent rumblings in the nation's capital, I won't be surprised if the Jones Act is in the news sometime soon. Based on the long history of our industry collectively turning back attacks on this commonsense law, I also won't be shocked if it ends up being a non-story.

In any case, the SIU proudly stands behind the Jones Act. Always have, always will.

New Michael Sacco Scholarship Program Aims to Buoy Career Progress of Seafarers

The longest-serving president in SIU history was relentlessly upbeat about encouraging Seafarers to upgrade.

Now, a new scholarship program named after him will facilitate professional advancement.

Trustees of the Seafarers Health and Benefits Plan (SHBP) recently approved the Michael Sacco Memorial Hawsepipie Scholarship Program. It's already in place for students in the AB-to-Mate course taught at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. It'll also eventually be available for those on a career path to Third Assistant Engineer.

Seafarers Plans Administrator Maggie Bowen said that the trustees, heavily weighing input from current SIU President David Heindel, "recognized that the training tracks to becoming a mate or engineer often require mariners to be away from work for extended periods – up to six months or even longer – without wages or stipends. With that in mind, the trustees approved the creation of a scholarship program to make participation more viable."

Each scholarship award totals \$30,000 and will be distributed in monthly installments of \$2,500 while the mariner remains actively enrolled and

successfully completing the required coursework. The monetary balance (after all monthly payments) will be distributed upon passing the U.S. Coast Guard Mate exams and obtaining the endorsement of Mate of Unlimited Tonnage Upon Oceans.

Bowen also provided the following information about the new scholarship program:

- Mariners will be eligible for the scholarship upon passing the program's aptitude test, successfully completing an interview, and receiving official admission to the Paul Hall Center.

- Monthly payments will be issued to participants who remain in good standing within the program, as verified by successful course completion each month. If participants remain at the school to study while waiting for testing approval from the Coast Guard, they will be entitled to the monthly stipend.

- In order to process the final payment, the mariner must submit a copy of their updated MMC.

- If a participant withdraws or is discontinued from the program for any reason, the scholarship will be terminated immediately. If an exam is failed, the retest must be taken within a few days. Participants will not be allowed to remain at the school until the class is offered again in the future.

- Any balance will be forfeited one year after completion of the last class at the Paul Hall Center.

- Mariners must be eligible under the SHBP to qualify.

- Mariners will not be eligible if they are receiving assistance or wages from an employer while participating in the program. Also, the scholarship is not payable to students being financially sponsored by a company.

"Mr. Sacco was a lifelong advocate for upgrading and training through the Paul Hall Center," Bowen added. "Under his leadership, programs such as AB-to-Mate and the foundational development of the QMED/FOWT to Third Assistant Engineer path were strongly supported. This initiative honors Mr. Sacco's enduring legacy of training, opportunity, and advancement for the next generation of Seafarers."

An iconic figure in American maritime labor, Sacco retired in early 2023, after nearly 35 years at the SIU's helm. He passed away in late December 2023, at age 86.

For more information on the AB-to-Mate scholarship, contact the Paul Hall Center at admissions@seafarers.org



The Michael J. Sacco Media Center, at the Paul Hall Center in Piney Point, Maryland

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

SIU Helps Celebrate U.S.-Flag LNG Service to Puerto Rico



The SIU-crewed *American Energy* can transport 34.4 million gallons of LNG per voyage. (Photo courtesy Crowley)

Seafarers recently joined in the festivities as pro-maritime allies gathered in Peñuelas, Puerto Rico, to commemorate a new dedicated service to the island.

Rank-and-file SIU members and Safety Director Ricky Rivera teamed up with Puerto Rico Governor Jenniffer González-Colón, executives from Crowley Maritime, and other supporters June 18 at Crowley's liquefied natural gas (LNG) loading terminal in Peñuelas. Attendees celebrated the successful operation of the SIU-crewed *American Energy*, the first U.S.-flagged LNG carrier to deliver U.S.-sourced LNG to Puerto Rico.

The Crowley-owned, 900-foot-long vessel began service earlier this year. At full capacity, the *American Energy* can transport up to 34.4 million gallons (130,400 cubic meters) of LNG per voyage. Operating under a multi-year agreement with Naturgy, the *American Energy* provides regular service between the U.S. Gulf Coast and EcoEléctrica's LNG facility in Peñuelas, "ensuring a reliable, efficient energy supply of cleaner-burning LNG to support the island's growing power demands," Crowley Maritime reported.

"This was a great event that underscored how the U.S. Merchant Marine helps support the people of Puerto Rico," said SIU Assistant Vice President Amancio Crespo, who is based in San Juan. "Once again – as reflected by the *American Energy* – the Jones Act comes through in the form of helping sustain reliable, dedicated service here."

"The *American Energy* demonstrates the power of partnership," said Tom Crowley, chairman and CEO of Crowley Corporation. "Together, we are building upon a shared commitment to dependable, sustainable energy solutions for Puerto Rico. We are not only enhancing the resilience of the island's power infrastructure but also supporting its economic growth and ensuring long-term energy security for the communities and businesses that rely on it every day."

González-Colón congratulated the crew of the *American Energy*, especially the Puerto Rican mariners working aboard the vessel.

"The entry into service of the *American Energy* marks a significant step in our efforts to increase energy supply sources, marking the first time that an American-flagged tanker will transport liquefied natural gas from the mainland to



Gathering on the ship's deck are (from left) Crowley Chief People Officer Megan Davidson, Crowley Chairman/CEO Tom Crowley, Safety Director Ricky Rivera (representing the SIU and its affiliated Paul Hall Center), and Crowley Senior VP and GM James Fowler.

Puerto Rico," she stated. "This represents a major step forward in fuel supply reliability to stabilize our electric grid, which will greatly benefit our population."

The governor added, "Just in time for the start of the peak energy consumption season, this natural gas supply route from U.S. sources expands our options for stabilizing our electric grid, as we work to provide our residents and businesses with a more reliable and consistent source of power generation."

At the event, Crowley mariners – all members of either the SIU or the Seafarers-affiliated American Maritime Officers – and company leaders were joined by (among others) Josean González Febres, Mayor of Peñuelas; Josue Colon, Puerto Rico Energy Czar and Executive Director of the Puerto Rico Public-Private Partnership Authority; Mary Carmen Zapata, executive director, Puerto Rico Electric Power Authority; Norberto Negrón, executive director, Puerto Rico Ports Authority; and Carlos Ríos, deputy secretary, Puerto Rico Economic Development & Commerce Department.

In a related news release, Crowley noted that the ship builds on the company's "70-plus years of commitment to Puerto Rico, where Crowley also operates the full-service Isla Grande cargo terminal in San Juan, supporting its container and roll-on/roll-off vessels, including two LNG-fueled ships and logistics services. Crowley



Recertified Steward Edwin Bonefont prepares lunch aboard the *American Energy*.

annually delivers more than 94 million gallons of LNG through its LNG loading terminal in Peñuelas as well as provides ocean delivery and land transportation using ISO tank containers to meet the island's energy needs. Additionally, as part of Crowley's broader energy initiatives, the company is advancing innovative LNG microgrids that bolster energy resilience for businesses and communities, offer lower emissions and drive long-term growth."



Vice President Joe Vincenzo

Executive Board Announces Modifications

The SIU Executive Board has unanimously approved Joe Vincenzo as the union's vice president for the West Coast region, and Sam Spain as the vice president of the Government Services Division. The board met in early June in Piney Point, Maryland.

These moves happened in the aftermath of longtime SIU Vice President West Coast Nick Marone's retirement.

Vincenzo had been serving as the union's Government Services Division vice president for the past 12 months. He is a U.S. Army

veteran who first sailed with the SIU in 1991 as an engine-department member. He last sailed in 2003, as a QMED aboard the *USNS 1st Lt. Jack Lummus*, and has worked for the union ever since then.

Spain joined the SIU in 1990. He sailed for a dozen years, most recently as a chief steward, before coming ashore to work as a union representative. Spain has always been based in Norfolk, Virginia, and will remain so.

He had served as assistant vice president for the past year.



Vice President Sam Spain

VP Marrone Retires After Half-Century of Service



This snapshot from 1982 was taken during Marrone's last voyage, aboard Waterman's *George Wythe*.



Entering the trainee program in 1975 helped propel Marrone into a 50-year maritime career.



With U.S. House Speaker Nancy Pelosi, a steady backer of the U.S. Merchant Marine, at a pro-worker event on the West Coast in the early 2000s.



Nick Marrone is pictured third from left, with SIU President Mike Sacco, at a Maritime Trades Department meeting in early 2023 in Florida. Also in the photo (from left, with current-day titles) are the late SIU VP Nicholas Celona, SIU VPs Joseph Soresi and Bryan Powell, SIU Exec. VP Augie Tellez, UIW National Director Karen Horton-Gennette, SIU President David Heindel, SIU VP Dean Corgey, SIU Secretary-Treasurer Tom Orzechowski, and SIU VP George Tricker.

Reflecting on his 50-year maritime career, SIU Vice President West Coast Nick Marrone often came back to the same words and sentiments: Gratitude. Enthusiasm. Teamwork. Appreciation.

His reminiscences left no doubt that, while he handled a wide range of jobs, he chose the right field and the right organization.

Marrone, 67, officially retired June 1, formally capping a career that started in 1975 as a trainee at the SIU-affiliated school in Piney Point, Maryland. He'd been an SIU vice president for the past 27 years.

"I was very fortunate to hold a few different positions within the SIU," Marrone said. "Each one was a wonderful experience."

After completing the trainee program, the Long Island, New York, native sailed as an AB and secured his A seniority before coming ashore in the late 1970s to work as an instructor in Piney Point, at what then was exclusively known as the Harry Lundeberg School (the overall campus was renamed the Paul Hall Center for Maritime Training and Education in 1991). He subsequently worked as a port agent in the early 1980s, first in Piney Point and then at the hiring hall in Paducah, Kentucky.

During the mid-1980s, Marrone pursued other opportunities within the U.S.-flag maritime industry, including a stint as district manager for Lykes Brothers.

In 1988, he became director of military operations for the Transportation Institute, a non-profit organization devoted to maritime research, education and promotion.

Marrone rejoined the SIU in 1990 as the director of the union's legislative and governmental affairs department. From 1992-96, he served as administrator of the Seafarers Plans. He then returned to the Paul Hall Center to work as the school's vice president until 1998, when he was appointed West Coast vice president (a post to which he was elected in 2000 and re-elected in all subsequent elections).

SIU President David Heindel stated, "Nick Marrone has been a rock for this union for a long time. He's one of those people who never sought

the spotlight – he just got the job done, day in and day out. Whether it was solving problems, guiding members, or navigating tough situations, Nick always had a calm hand and a sharp sense of humor. He made leadership look easy, even when we knew it wasn't."

Heindel also recalled a shared experience during an especially difficult period for the industry in the 1980s. A depression in the oil industry and an explosion of corporate takeovers created a desperate situation in the tug and barge sector, and a pattern soon emerged. A company that had a long-standing relationship with the union (American Commercial Barge Lines, or ACBL) was taken over by a conglomerate. Almost immediately, the new management team made moves to break the union (so they could gain access to the funds stored in multi-employer plans, reduce wages and benefits and eliminate job descriptions, work rules, the seniority system and other improvements the union had won).

"On a personal note," Heindel said, "Nick, myself, and a few others who are still around will always remember the early days of the ACBL strike – running up and down the levees of the Mississippi, chasing down those massive tugs and crashing in some truly questionable motels. It was gritty, it was chaotic, and it was never dull, but it was where bonds were forged."

"We're going to miss having Nick in the day-to-day, but we're glad he finally gets to kick back a bit. Just don't be surprised if he shows up anyway; old habits (and Seafarers) die hard."

SIU Executive Vice President Augie Tellez has known Marrone since they first converged in Piney Point.

Lifeboat Class 189 (Tellez's group) "had been marching around for a month already by the time Class 191 (Marrone's) showed up," Tellez recalled. "It was November 1975 and that was the first time I met Nick. We've been part of each other's lives ever since – first as trainees, and then, after graduating and starting our careers, palling around in his Mercury Cougar."

[Continues on Page 5](#)

Lifelong Seafarer Reflects on Career

Editor's note: SIU Vice President West Coast Nick Marrone answered these questions for the LOG.

Why did you become a trainee?

I came to Piney Point almost directly out of high school. I had been working at an optical store when I met a merchant seaman who told me about the travel and adventure and the good money. I went home and talked to my dad about it – he had been a radio operator in the U.S. Merchant Marine of World War II. He spoke with a friend who had heard about Harry Lundeberg School and set me up with an appointment.... I was absolutely sold on this opportunity and adventure and was accepted into the school about five months later.

What do you remember about your time as a trainee?

Being a trainee was a great experience. I had never been in a camp-like atmosphere, and being at the school in a barracks environment with your class and meeting all these new people from around the country, and having to work together as a team, was very appealing. Back then we had close to 175 trainees at the school at one time and we all interacted very well with one another. There were no cell phones or computers back then, so there was a lot of camaraderie. I really felt comfortable there and so appreciated what this program offered not only to trainees, but also to the upgraders. My most memorable experience was meeting my lifelong friend Augie Tellez. At the time we did not realize that our friendship would be strong for the next 50 years and our careers would continue within the SIU.

You've worn many hats throughout your career. What was your favorite job, and what made it so?

Trying to pick a favorite is very difficult,

because I so enjoyed the challenge that each position presented and the resultant benefits to our SIU membership and employees. I would say that my time as vice president of the school was very enjoyable due to the location, the daily interaction with our members in upgrading and the trainees that would be our members of tomorrow, the professionals in academic and vocational, and the dedicated staff that kept that operation running 24/7. Our school represents the nucleus of our success, and being able to be part of that was extremely gratifying.

But no matter the job, all of the supervisors, the managers, and the rest of the supporting staff really helped me succeed. I owe them a lot of gratitude and appreciation and will never forget them.

How would you sum up your career reflections?

Our maritime industry and, particularly our union, has provided me with the most wonderful lifelong working experience that I have enjoyed with enthusiasm for the last 50 years. Being part of the maritime industry's development during this period has been spectacular, gratifying and rewarding. Being part of the SIU and having to meet these challenges of technological changes, regulation updates, and new business opportunities left you with never having a dull day. It may seem at sea that the days can be monotonous, but let me assure you that in this industry, you never have the same day twice. This is still applicable today at sea and ashore. This is what I enjoyed the most.

From the bottom of my heart, thanks to everyone who let me be part of this journey. Thank you for being a great part of my life – a life that has been filled with memories, gratitude, caring and appreciation. Much love to you all, and fair winds and following seas, always.

SIU Continues Helping Military Veterans Find Maritime Careers

The SIU teamed up with industry allies earlier this year to host ship visits and tours aboard the Seafarers-crewed *Cape Kennedy* and *Cape Knox* (both operated by Keystone) in New Orleans.

SIU Assistant Vice President Chris Westbrook noted, “The visit was a result of our ongoing collaboration with The Boot, a state-funded non-profit led by former military personnel, that links up separating service members and veterans with employment opportunities throughout the state. The Boot has recruiters working with every base statewide.”

Among the attendees for the vessel tours were Westbrook and SIU New Orleans Port Agent George Owen, Keystone representatives Fleet Manager Lisa Overby Wright and Government Purchasing Manager Sharon Lassere, and local

officials from the U.S. Maritime Administration. The Boot was represented by Chief Operating Officer Bubba Viator, Success Manager Lamar Narcisse, Success Director Jeff Leger, and active service member Cole Cortez.

Westbrook and Owen underscored the “Military to Mariner” program and the training and career opportunities available through the SIU. An overview was given, followed by tours of the ships led by deck and engine officers.

The group asked questions and enjoyed dialogue with the crew members working aboard both vessels, and a shipboard lunch was provided.

For more information about career opportunities with the SIU, visit: <https://mymaritimecareer.org/>

For more on The Boot, visit: <https://theboot.la/>



The Seafarers-crewed *Cape Kennedy* (Keystone) hosts guests for an event promoting maritime careers for military veterans.



SIU Asst. VP Chris Westbrook (third from right) and Port Agent George Owen (second from right) take part in the vessel tours.

West Coast Legend Retires

Continued from Page 4

“We became shipmates aboard the tanker *Cove Trader*, running oil between two BP supertankers anchored in Parita Bay through the Panama Canal to the Gulf and East Coast every 15 days, providing us with enough sea stories to last us a lifetime,” Tellez added.

Their collaborations didn’t end when they came ashore to work for the union. At various times, Tellez and Marrone worked together in Brooklyn, New York (where headquarters was located until the early 1980s), Piney Point, and Camp Springs, Maryland (current location of headquarters). They also worked together in St. Louis during the ACBL beef.

Tellez concluded, “In 1990, I picked him up at National Airport (in the nation’s capital) as he began his new career with the SIU. By then we had our own families, and our lives once again intertwined. We became neighbors, first in Piney Point and then in Waldorf, Maryland, alternating dinners

and cookouts at each other’s homes. Our families became inseparable. He is retiring from the SIU but not from our friendship.”

SIU Vice President Contracts George Tricker described Marrone as “my first role model. I’ve known Nick since 1979, when he was my union ed teacher. His positive attitude was only outshined by his enthusiasm for the SIU and its benefits.”

SIU Vice President West Coast Joe Vincenzo (Marrone’s successor) said, “I have known Nick for close to 30 years. Nick is doubtless many things to many people; to me, he is a boss, a colleague and a friend.

“He never left one guessing; Nick does not pull his punches,” Vincenzo continued. “When he said no, it was resounding, and when he laughed, it was boisterous and full of life. I have seen Nick make the difficult decisions and hold the line on policy and in negotiations on behalf of our mariners. Nick always led the West Coast from the front. He never shied away from hotly contested issues or situations. Nick leaves behind a legacy and a bar set high.”

SIU President Promotes Solidarity



SIU President David Heindel addresses a well-attended conference hosted by the Machinists in Las Vegas on June 25. Heindel emphasized the need for unions to stick together at all times, but especially in the face of current-day challenges, particularly in the federal sector. He also stressed the importance of unions embracing cutting-edge technology while ensuring that workers have a strong voice in how it is utilized.



Congratulating SIU VP Nick Marrone (second from left) on his retirement are (from left) President David Heindel, Secretary-Treasurer Tom Orzechowski, and Exec. VP Augie Tellez.



SIU VP Nick Marrone (third from left) takes part in this year’s Maritime Congressional Sail-In in the nation’s capital. MTD Executive Secretary-Treasurer Brittanie Potter is at far left.

Mahmoud Fares – Chief Cook



Rafael Alvarez

Editor's note: Rafael Alvarez recently sailed on the Maersk Ohio and the Maersk Kinloss as a correspondent for the Seafarers LOG, and filed this story (among others). The son of a lifetime SIU member who sailed as chief engineer, Alvarez has been a working reporter for nearly 50 years. In his younger

days he sailed as a wiper and ordinary seaman. He can be reached via orlo.leini@gmail.com

Just 17, my father sailed as a wiper on his first ship, a Bethlehem Steel ore carrier out of Sparrows Point in Baltimore. It was 1951 and the vessel was headed for Chile. Before it hit the mouth of Chesapeake Bay, the kid had a complaint for the cook.

His beef: Why is the food so bland?

My Pop – **Manuel R. Alvarez** (1934-2021), a lifetime SIU member with a chief engineer's license – was raised in a family of homemade ravioli, *pasta fagioli* and a Spanish stew of cod-fish and potatoes called *bacalao*. Getting filthy and sweating in the engine room was all part of the job, but dull meal after dull meal was too much to stomach.

To which the cook replied, "Kid, I got three dozen men to feed. I can't please them all."

What SIU chief cook or steward hasn't been up against that complaint, its converse – "too spicy" – or the sound of a barely eaten meal being scraped into the compost bucket? The quality of shipboard food is easily among the top three topics of conversation in mess halls.

"Morale comes out of the galley," said Captain Marc Ennis who skippered the *Maersk Kinloss*, on which I sailed from Long Beach to Busan, South Korea as a LOG correspondent this spring.

Which is why "cheeseburger Saturday" – comfort food and overtime – is always a good day. On the *Kinloss* I met 42-year-old Chief Cook **Mahmoud Fares**, a B-book native of Cairo, Egypt, with plans to upgrade to steward at Piney Point.

"I know what I'm cooking and I know what people like," said Fares, who sails out of the Jersey City hall. "But sometimes the steward has other ideas."

It's an old story. Because the steward is the department head, the cook has few options: Go

against his or her instincts, do what they want (come what may) or start an argument – which is when the galley very quickly becomes a very small space.

Sailors complain to the steward about the cook or to the cook about the steward or to the captain about both. One of my favorite stories from the old days is when a cook would go after a loudmouth with an oxtail and then use it for a stew that was once a shipboard staple.

Said SIU Chief Steward **EsStonia Moore**, with whom I sailed on the *Maersk Ohio* in January, "You can't please everyone, but as long as you do your best and cook with passion it can take you a long way. Everyone gets critiqued, but constructive criticism can become something positive."

Fares' approach is to do what he thinks best, follow orders when he has to and let the complaints land where they will while biding his time toward an A-book. "Sometimes people give me attitude when I only give them one scoop of rice, pointing to the plate for more," he said. "But I have to serve everyone first before you can get seconds."

Once the galley was secured for the night, Mahmoud would tell me his story in the crew mess as we drank coffee. Before becoming a Seafarer, Fares worked as a Cairo tour guide, giving folks from the West their first camel ride and glimpse of the pyramids.

In the United States, he became a floor manager – the diplomat between customers and the kitchen – at upscale restaurants in New York like the Lebanese gem *Ilili* on Fifth Avenue and *Jean-Georges* on Central Park West. He made sure that everything was satisfactory for the likes of Robert De Niro and the Clintons, noting that the former president ate stalks of asparagus the way Bugs Bunny chomps carrots.

"Everything has to be the same every night in those places," he said. "If someone orders a kale salad there has to be four pieces of jalapeno on it. Not three, not five – four."

How did he make the switch from making sure an A-listers' "fifty-two-dollar *foie gras* the size of a cookie" was perfect to grilling three dozen pork chops at a time off the coast of Yokohama?

On the advice of an Arabic Uber driver he knew. Married with a young son, Fares was attracted by the union benefits and the chance to save money at sea, hoping to open his own restaurant in Egypt one day and name it for his son Adam.

from home, isolation from family, long working hours, and high-risk environments can take a toll. To cope with stress, fatigue, or loneliness, some mariners may turn to alcohol or drugs. In ports, easy access to substances during brief layovers can compound the problem. For others, prescription medications for injuries or sleep issues can lead to unintentional dependence.

Impacts

The consequences of addiction at sea are serious. Impaired judgment, slowed reaction time, and increased risk-taking can endanger not only the individual mariner but also the safety of the vessel and crew. Addiction can lead to job loss, revoked licenses, damaged reputations, and broken families. Unfortunately, fear of career repercussions often prevents mariners from seeking help early.

Support

The good news is that support is available – and growing. Many maritime unions and



Chief Cook Mahmoud Fares sails aboard the *Maersk Kinloss* earlier this year. (Photo courtesy Macon Street Books)

"Some of the best cooks I've sailed with have been professionals shoreside," said Lyle Armacost, chief engineer on the *Maersk Ohio*. "And they all say the same thing – cooking at sea is way easier than working in a restaurant. They make more money at sea with a lot less stress."

The money Fares has been able to save after paying the bills has gone to equipment purchased in Egypt for an 80-seat restaurant – nothing too fancy, certainly not a place that will charge \$22 for one piece of sea urchin sushi – with about two dozen employees.

"I'm almost there," he said, intending to keep sailing and hire relatives to run the place for the first several years.

An Egyptian delicacy that he prepares in New York to remind him of home is roasted pigeon stuffed with rice, herbs and *freekeh*, a nutty, Middle Eastern grain high in nutrition. He procures the birds not from the ledge of his Upper Manhattan apartment but a specialty food store in Queens.

You can bet your union coffee break that it won't appear on an SIU-crewed ship's menu anytime soon.

employers now offer confidential Employee Assistance Programs (EAPs), and some companies are taking proactive steps to address mental health and addiction. Programs like the SARC (Seafarers Addiction Rehabilitation Center) and peer support groups tailored to maritime workers provide a lifeline. The key is creating a culture where mariners feel safe to speak up and seek help without fear of punishment or shame. The key to success is reaching out for help before there is a violation or consequence.

Addiction in the maritime industry isn't a moral failing – it's a health issue. By addressing it openly and compassionately, we can protect lives, careers, and the integrity of your family and industry, and prevent interruptions with your credentials. Please reach out confidentially for more information about treatment options.

For more information about the SARC, please call Kerrie Thompson at 301-710-9070, or email kthompson@seafarers.org.

Addiction in the Maritime Industry: A Hidden Struggle

Editor's note: The following article was written by Chris Leeman, LCMFT, LAC, SAP, SARC Director.

Addiction is a growing concern in many high-stress professions, and the maritime industry is no exception. Merchant mariners face unique challenges that can contribute to substance abuse, yet the issue often remains unspoken due to stigma and isolation.

Causes

Life at sea is demanding – physically, mentally, and emotionally. Extended periods away

Annual Funding Notice: MCS Supplementary Pension Plan

Introduction

This notice provides key details about your multiemployer pension plan (the “Plan”) for the plan year beginning January 1, 2024 and ending December 31, 2024 (“Plan Year”).

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

This notice includes:

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

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

Contact your plan administrator at:

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

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

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

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

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

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

How Well Funded Is Your Plan?

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

Funded Percentage			
	2024	2023	2022
Valuation Date	January 1	January 1	January 1
Funded Percentage	260%	305%	315%
Value of Assets	\$6,437,750	\$6,473,233	\$6,554,215
Value of Liabilities	\$2,478,424	\$2,119,791	\$2,079,757

Year-End Fair Market Value of Assets

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

• **Actuarial values (shown in the chart above)** account for market fluctuations over time. Unlike market values, actuarial values do not change daily with stock or market shifts.

• **Market values (shown in the chart below)** fluctuate based on investment performance, providing a more immediate snapshot of the plan’s funding status.

	December 31, 2024	December 31, 2023	December 31, 2022
Fair Market Value of Assets	\$6,660,625	\$6,439,497	\$6,272,462

The value as of December 31, 2024 is unaudited and subject to change.

Endangered, Critical, or Critical and Declining Status

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

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

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

Participant and Beneficiary Information

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

Number of participants and beneficiaries on last day of relevant plan year	2024	2023	2022
1. Last day of plan year	12/31	12/31	12/31
2. Participants currently employed	280	277	285
3. Participants and beneficiaries receiving benefits	240	236	248
4. Participants and beneficiaries entitled to future benefits (but not receiving benefits)	140	137	133
5. Total number of covered participants and beneficiaries (Lines 2 + 3 + 4 = 5)	660	650	666

Funding & Investment Policies

Funding Policy

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

Investment Policy

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

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	3%
2. U.S. Government securities	7.7%
3. Corporate debt instruments (other than employer securities):	
a. Preferred	4.2%
b. All other	
4. Corporate stocks (other than employer securities):	
a. Preferred	
b. Common	21.7%
5. Partnership/joint venture interests	
6. Real estate (other than employer real property)	
7. Loans (other than to participants)	
8. Participant loans	
9. Value of interest in common/collective trusts	
10. Value of interest in pooled separate accounts	
11. Value of interest in master trust investment accounts	
12. Value of interest in 103-12 investment entities	
13. Value of interest in registered investment companies (e.g., mutual funds)	9.7%
14. Value of funds held in insurance co. general account (unallocated contracts)	56.4%
15. Employer-related investments:	
a. Employer Securities	
b. Employer real property	
16. Buildings and other property used in plan operation	
17. Other	

The average return on assets for the Plan Year was 8.7%.

Events Having a Material Effect on Assets or Liabilities

By law, this notice must include an explanation of any new events that materially affect the Plan’s liabilities or assets. These events could affect the Plan’s financial health or its ability to meet its obligations. For the plan year beginning on January 1, 2025 and ending on December 31, 2025, there were no such events.

For the plan year beginning on January 1, 2024 and ending on December 31, 2024, the following events have such an effect:

- All benefit levels and benefits in pay status were increased 10% on January 1, 2024
- Actuarial mortality assumptions were changed

The plan liabilities disclosed in the Funded Percentage chart for the 2024 Plan Year increased by \$362,301 because of the events having a material effect on Plan liabilities.

Right to Request a Copy of the Annual Report

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

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

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

At Sea & Ashore with the SIU



BETTER IN A UNION – The AFL-CIO on July 9 officially launched the “It’s Better in a Union – Freedom, Fairness and Security” bus tour, which will crisscross the nation “to demand the real concerns and hopes of working people who define the direction of our country.” SIU President David Heindel (above, left), a member of the federation’s executive council, is pictured outside AFL-CIO headquarters in the nation’s capital just before the kickoff rally takes place. AFL-CIO President Liz Shuler (above, second from left) addresses the gathering. According to the federation, “We’ll be going to dozens of cities and communities engaging with thousands of workers about the issues facing their communities, their organizing and fight for fair contracts, and how the administration’s policies are affecting their lives.”



CATCHING UP IN SAN JUAN – Chatting at the hiring hall are longtime friends (from left) AB Joseph Dupre Castillo, pensioner Jose Canales, and SIU Asst. VP Amancio Crespo.



TAKING THE OATH IN JACKSONVILLE – Being sworn in at the June membership meeting (from left, facing camera) are OMU Ronald Thomas (receiving his B-seniority book), Storekeeper Christopher Waters (A), SA Derrick Caballero (B), SA Caprese Osorio (B), SA Rico Flores (B), and Storekeeper Renee Clayton (A). SIU Port Agent Ashley Nelson is at left.



ABOARD ATB COURAGE – This Seafaring Selfie from the Fairwater vessel includes (from left) A/E Dean Waiwaiolo, Capt. David Cunningham, Chief Engineer Rob Bellia, Safety Director Kevin Sykes, and Patrolman Kelly Krick.



ABOARD GREAT REPUBLIC – The nighttime snapshot near the Key Lakes vessel includes (foreground, from left) GUEs Hussein Ahmad and Wislam Mesleh. Bosun Ahmed Senan Saleh is in the individual outdoor pic, while Second Cook Ahmed Said is shown in the galley. In the remaining photo are GUDE Ahmad and GUDE Saleh Said.



CONGRATS IN JERSEY CITY – Three SIU members recently took the union oath at the hiring hall in the Garden State, and are pictured with Port Agent Osvaldo Ramos. Receiving their respective A-seniority books were ABM Carlos Ellington (right in photo above, left) and Chief Steward Julian De Los Santos (left in photo above, middle). In the remaining photo, SA Shaheen Nagi (left) obtains his B book.



ABOARD ATB LEGEND – Pictured aboard the Fairwater vessel in Texas City are (standing, from left) 3M Brody Forbes, Cook John Jewell, Port Agent J.B. Niday, AB/Tankerman Kyle Baker, Patrolman Kelly Krick, Chief Mate Samuel Hall, and (seated) Capt. Timothy Smithwick.

At Sea & Ashore with the SIU



BOOKS GALORE AT HOUSTON HALL – GUDE Richmond Almocera (right in photo above, second from right, with Patrolman Kirk Pegan) receives his B-seniority book. AB Curtis Tausworthe (left in photo above, left) acquires his full book from Port Agent J.B. Niday. In photo above, right, AB Alex Needham (center) receives his B book. With him are Safety Director Kevin Sykes (left) and Patrolman Kelly Krick. In the remaining photo, Chief Cook Lyaunna Bolden (center) obtains her full book. She's pictured with Patrolman Kelly Krick (left) and Port Agent J.B. Niday.



ABOARD USNS BENAVIDEZ – Pictured aboard the Ocean Duchess vessel are (standing, from left) SIU Patrolman Josh Rawls, OS Pinero Peek, Steward/Baker Vanessa Osborne-Brumsey, Bosun John Mendez, QEE Donna Sylvia, GUDE Derreqwan Carroll, QMED Anthony Brown, ACU Nikiti Johnson, and (sitting) GUDE Talicia Jones.

WELCOME ABOARD – Capt. Mike LeBlanc (left) receives his full book. He's pictured aboard Crescent Towing's tug *G. Shelby Friedrichs* with SIU Representative Jack McElveen IV.

WITH SEAFARERS ON THE WEST COAST – Ready for the June membership meeting in Oakland, California, are Seafarers Heidel Edquid, Bernard Nieves, Ritche Acuman, Alex Canada, Tirso Sarmiento, Edsel Felipe, John Young, Alan Boiser, Gus Rosales and Rolando Dinong.



ABOARD NORTH STAR – These snapshots from the TOTE-operated vessel were taken June 3 in the Pacific Northwest. Bosun Ryan Lindoe is shown carrying luggage. Chief Cook Saleh Ahmed displays his favorite monthly periodical, while the remaining photo shows ABG Samed Kassem.

ABOARD OHIO – The Fairwater tanker was in Portland, Oregon, when these photos were taken. Chief Cook Sylvestre Bautista, SA Julius Douglas, and Recertified Steward Rene Guity are pictured left to right.



ABOARD PERLA DEL CARIBE – Pictured aboard the TOTE ship are (from left) ABM Angel Pagan, ABM Thyron Dy, Chief Cook Fernando Marques, Recertified Bosun Noel Otero, ABM Daniel Coffman, Safety Director Ricky Rivera, SA Suzanne Herrera, Oiler Lance Gibson, and Recertified Steward Antonio Mendez.

MILESTONES IN LONE STAR STATE – In photo above, left, Third Engineer Robert Thomas (second from left) receives his A-seniority book. He's pictured with his wife, Mattea Thomas, as well as Patrolman Kelly Krick (left) and Port Agent J.B. Niday (right). Obtaining his A book is Bosun Santos Contreras (center in photo above, right), with Safety Director Kevin Sykes, left, and Patrolman Kelly Krick.

At Sea & Ashore with the SIU



ABOARD OVERSEAS BOSTON – SA Edwin Balcruz (left) and ABB Alexander W. Bennett are pictured on the Overseas Ship Mgt. vessel in Cherry Point, Washington.



ABOARD OVERSEAS HOUSTON – Pictured from left aboard the Overseas Ship Mgt. vessel are GUDE Jevon Suggs and Recertified Bosun Leslie Jacobs.



ABOARD USNS RED CLOUD – The Independence Day menu aboard the Patriot vessel seemed appropriately celebratory. Pictured from left in the larger group photo are Chief Cook Robert Greenwood, Capt. Andrew MacLeod, Recertified Steward Dennis Dizon, Second A/E Benjamin Tamone, and SA Zainab Dexter. Dizon and Dexter also are in the other posed photo, with Storekeeper Nick Valentin.



ABOARD TAINO – Pictured from left aboard the Intrepid ship are QMED Saif Al Tamimi, SA Kajaun Gamble, Steward/Baker Esperanza Crespo, Chief Cook Jacob Parrilla, Safety Director Ricky Rivera, ABM John Telles, and vessel master Capt. Kyle Campeau.



WELL-EARNED HONOR – Fr. Sinclair Oubre (center) has been named the Maritime Person of the Year by the Port Arthur International Seafarers Center. The longtime mariner advocate and SIU member is pictured earlier this year with (from left) Safety Director Kevin Sykes and Port Agent Joe Zavala.



ABOARD SEABULK CHALLENGE – These snapshots were taken July 4 aboard the Fairwater vessel. From left in the Seafaring Selfie are SA Jessica Neil, Chief Cook Sonia Alvarez, and Recertified Steward Peter Crum. Alvarez is also in the individual photo.

At Sea & Ashore with the SIU



CAREER PROGRESS – SA Sadie Johnson (left) displays her newly obtained full book. She's pictured in Piney Point, Maryland, with SIU Patrolman Josh Gail.



HONORING OUR BROTHERS AND SISTERS – SIU personnel teamed up earlier this year and conducted a ceremony at the National Maritime Museum of the Gulf in Mobile, Alabama, to honor those lost in the *El Faro* tragedy in 2015. Pictured with SIU Port Agent Jimmy White (far right) are Erick Nobles, Roger Utter, Raymond Spears, Ida Batain, John Conaway, Rickie Juzang, Sam Woodlock, Robert Weeks, Alvin McCants, John McDowell, Zinnnonn Jackson, and Calvin Miles.



FOR A GREAT CAUSE – Pictured from left at a recent Seamen's Church Institute (SCI) event in New York are SIU VP Atlantic Coast Joseph Soresi, AMO National President Willie Barrere, and SIU Asst. VP Ray Henderson. On June 12, the SCI hosted the 47th Annual Silver Bell Awards Dinner at New York City's Chelsea Piers. As is traditional, the evening began with a parade of vessels on the Hudson River. The event generated more than \$770,000 to fund SCI's efforts in supporting international seafarers and domestic mariners.



ABOARD TEXAS – Recertified Steward Justo Reyes (left) and QEP Walden Galacgac confer aboard the Fairwater tanker in Clatskanie, Oregon.



National WWII Museum Honors Mariners, Veterans



On June 6, the Dr. Hal Baumgarten D-Day Commemoration Ceremony was held in conjunction with the 25th Anniversary of the opening of the National World War II Museum in New Orleans. The celebration featured numerous events, including a ceremony honoring the efforts of the merchant mariners during the war. "We were honored to participate," said SIU Asst. VP Chris Westbrock (above, middle in posed shot). "It was appropriate for our members to get some of the recognition they deserve for their sacrifices during the war. It was a great event, with a tremendous turnout, and we were honored to be there representing the SIU." Two merchant mariners were recognized during the event: Edward Tresch, Sr. and Bob Stewart (pictured above, seated). In attendance from the SIU were Westbrock, Recertified Bosun Kelly Doyle (above, far left) and Chief Steward John Hale (above, far right). The event, attended by hundreds, honored 23 veterans in total during the ceremony.

Cheerful Givers Seafarers Happily Step Up for ‘Paint Tacoma Beautiful’

SIU members in the Pacific Northwest have a long history of giving back to their community, and this year has been no exception.

This summer, 17 individuals from the union (members, officials and staff) volunteered for the annual Paint Tacoma Beautiful project, marking the eighteenth year that Seafarers have donated time and labor for the charitable cause.

“This year was another huge success for the Port of Tacoma!” said SIU Assistant Vice President Warren Asp. “From pressure washing to painting, we had 13 members plus four people from the hall working on this one, for a total of 106 hours.”

Paint Tacoma is administered by Associated Ministries and made possible by groups of locals who wish to offer their time and effort to beautify the community. Crews of volunteers come together every summer to paint the exteriors of homes of low-income, elderly and disabled homeowners within Tacoma city limits. Since the program’s inception in 1985, more than 2,220 houses in Pierce County have been painted through this outreach, and the organization shows no signs of slowing.

SIU members regularly and enthusiastically participate in this yearly event, and 2025 was no different, Asp said, underscoring their upbeat attitudes. The union’s volunteers included Asp, Port Agent Danielle Woodward, Safety Director Dennison Forsman, office administrator Joni Bradley, AB **Patrick Wheat**, AB **Samuel Amisah**, STOS **Josefino Ramirez**, Chief Cook **Raul Ventanilla**, GUDE **Antonio Rocamora**, AB **Eugene Edwards**, AB **Peter Stoker**, Bosun **Antionne Kelly**, Retired Recertified Steward **Scott Opsahl**, AB/Bosun **Samuel Schwimmer**, AB **Robert Anderson**, AB/Bosun **Jenica Fotache**, and SA **Robert Seals**.

“We are not the only group that does this, but it sounds like we might be one of the more reliable ones,” Schwimmer stated. “Our participation in Paint Tacoma is (SIU Vice President) Joe Vincenzo’s baby, and he’s pretty dependable about stuff like this.”

Repeat volunteers and first-timers alike showed up to help complete this year’s project for Beverly Perry, the homeowner whose house received a fresh look due to their hard work. “The homeowner was a pleasure to get to know. She made sure we had water and offered anything else she could do for us,” said Asp.

“Typically, we like to shine the light on one or two members that left it all on the field,” he continued. “This year, that was Bosun **Antionne Kelly** and AB/Bosun **Samuel Schwimmer**. These two volunteers went above and beyond to get the job done. Both Antionne and Sam were at the tops of our long ladders, getting the hard-to-reach areas. Hats off to them!”



Some of the SIU volunteers are pictured at the worksite.

Kelly, who registers and ships out of Tacoma, resides in Florida and flew into Washington just to be a part of the team. This was his first time participating in the philanthropic event.

“I really enjoyed it a lot,” he said. “This is something worthwhile – being active in the community.”

Kelly had wanted to volunteer in the past but wasn’t able, due to scheduling conflicts. This year, he had the opportunity, so he took the chance. “It was a really good experience, and if my schedule permits it, I will get involved every year,” he added.

This year was not Schwimmer’s first time participating in the event, as he had volunteered in last year’s Paint Tacoma Beautiful. Having just returned home from the tanker *Washington* about a week prior to the 2025 outreach, he was alerted by his wife (Woodward, who recently was promoted to port agent) about the schedule.

“I had time to go, so I was happy to volunteer and help out with something that’s important for the community and helps our union stay visible and helps people have good associations with the Seafarers,” said Schwimmer.

He added, “We got a bunch of people to turn up and it was a pretty good time. We managed to get it done in about three days. It was a really good crew and it’s a good event. When we are able to come together like that, we can do a really nice job. The homeowner was very grateful.”

SIU volunteers took the first day to prep and pressure-wash the house (including the garage); the second day to paint; and then the last day for fine-tuning and finishing touches.

Being able to do something on land that he does aboard a ship was Kelly’s favorite part of this experience. “It was for a good cause, also,” he said.

He appreciated sharing the volunteer experience with fellow union members. “You have some guys we (already) know, some guys we don’t know, and you get to meet other union brothers,” Kelly said. “It was a cool experience [to have] everybody working together. We weren’t getting paid; it was a humanitarian thing, and everybody pitched in. That

was the beauty of it.”

Both he and Schwimmer noted the homeowner’s pleasantness and appreciation. Schwimmer added, “It’s nice to see that your efforts are paying off. And honestly, the fact the house looked nice when we were done was really gratifying. The whole purpose of this is helping people who are older and not necessarily able to afford to have their homes taken care of in this kind of way, and generally making their houses look nicer.”

Schwimmer plans to continue participating in Paint Tacoma Beautiful next year, too, if he happens to be ashore.

“I think it’s a good thing that we do for our community,” Schwimmer said. “This, along with some of the other stuff we do, like Santa’s Castle in the winter and the few other things throughout the year, keep people thinking positively about [the SIU] and promoting good associations with sailors.”

Kelly encourages other union halls to support a philanthropic cause like this. “I know every union hall does its own thing, but I think, as a whole, every port should do something to get support from the public – which I am a part of, as well as a union member,” he said. “We need all the support that we can get so, making a big impression in the communities around the United States would be a very big help as far as support from the general public. That way when people see SIU, they would have something else to associate to show that we’re involved in our communities everywhere.”

Asp summarized this year’s SIU participation when he stated, “It never gets old here to participate is Paint Tacoma Beautiful. I can’t recall a time when it was a bad experience or someone wasn’t happy to do the work and have the work done. It’s really easy when all are enthusiastic and wanting to lend their time. Truly, our stellar membership in Tacoma is appreciated for all they give of their precious time at home. Big, big, thank you! So now we close the books on 2025 and look forward to hitting another house in 2026.”

Additional photos on Page 13



Bosun Antionne Kelly



SIU Asst. VP Warren Asp



AB/Bosun Samuel Schwimmer

Members Lend a Helping Hand in Tacoma



Safety Director Dennison Forsman (left) and AB Patrick Wheat



Homeowner Beverly Perry



AB Peter Stoker



AB Samuel Amisah



SIU Port Agent Danielle Woodward



Chief Cook Raul Ventanilla



AB/Bosun Jenica Fotache



Retired Recertified Steward Scott Opsahl



AB Eugene Edwards



AB Robert Anderson

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

Joe Vincenzo, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Sam Spain, Vice President Government Services

Bryan Powell,
Vice President Lakes and Inland Waters

Pat Vandegrift, Vice President

Hazel Galbiso, Vice President



HEADQUARTERS

5201 Capital Gateway Drive
Camp Springs, MD 20746 (301) 899-0675

ALGONAC

520 St. Clair River Dr., Algonac, MI 48001
(810) 794-4988

ANCHORAGE

721 Sesame St., #1C, Anchorage, AK 99503
(907) 561-4988

BALTIMORE

2315 Essex St., Baltimore, MD 21224
(410) 327-4900

GUAM

P.O. Box 3328, Hagatna, Guam 96932
Cliffline Office Ctr. Bldg., Suite 103B
422 West O'Brien Dr., Hagatna, Guam 96910
(671) 477-1350

HONOLULU

606 Kalihi St., Honolulu, HI 96819
(808) 845-5222

HOUSTON

625 N. York St., Houston, TX 77003
(713) 659-5152

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JERSEY CITY

104 Broadway, Jersey City, NJ 07306
(201) 434-6000

JOLIET

10 East Clinton St., Joliet, IL 60432
(815) 723-8002

MOBILE

1640 Dauphin Island Pkwy, Mobile, AL 36605
(251) 478-0916

NEW ORLEANS

3911 Lapalco Blvd., Harvey, LA 70058
(504) 328-7545

NORFOLK

115 Third Street, Norfolk, VA 23510
(757) 622-1892

OAKLAND

1121 7th St., Oakland, CA 94607
(510) 444-2360

PHILADELPHIA

2800 S. 20th Street, Building 12B, Suite A
Philadelphia, PA 19145
(215) 336-3818

PINEY POINT

45353 St. George's Avenue, Piney Point, MD
20674
(301) 994-0010

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

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

Question: Why did you join the SIU, and why have you stuck with it?



Billy Hill
Recertified Bosun

I joined because I'm a fifth-generation member. My father told me about it throughout the years – his grandpa, and so on. It's still in my blood; it's what I love to do and I can pick my own schedule. Great benefits, too.



Juan Ruiz-Manaiza
Recertified Bosun

I'm a second-generation SIU member. I was raised on SIU wages. I joined the SIU because I like travel – going places around the world and getting paid for it. I was able to put food on the table for my kids.



Roy Madrio
Recertified Bosun

I had experience working in the merchant marine on foreign ships. One of my friends here was an SIU member, and said to me, 'Why don't you go to the SIU?' After I started, I had a chance to leave, but I stayed for the flexibility and for my family. I feel confident that I'm in good hands with the SIU.



Ryan Scott
Recertified Bosun

My stepbrother worked in the industry, and he told me about the opportunities in this career. I've stayed because I like the freedom that the vacation time provides, and I'm able to make a good living.



Redentor Borja
Recertified Bosun

My brother-in-law was a union member, and he encouraged me to join. I had graduated high school, and had enrolled in City College, but I was having a hard time finding a good-paying job. He told me, if you want to make good money, the SIU is the place for you.



Kelly Doyle
Recertified Bosun

I joined in 1998, after my dad encouraged me to join. He was a tug captain with Crescent Towing, and I followed his advice. I've been sailing ever since.

Pic from the Past



Oiler John Wallack (left) and shipmate Jim Stewart work aboard the *Ogden Wabash* in 1974.

Enthusiastic Support



This year’s Seafarers Waterfront Classic once again benefited Boulder Crest Foundation, a nonprofit organization self-described as “focused on ensuring the military, veteran, and first responder communities can live great lives in the aftermath of trauma.” Presenting a substantial portion of the proceeds from this year’s event to Boulder Crest personnel July 17 in Bluemont, Virginia, are (far left) Maersk Line, Limited President and CEO Bill Woodhour and (third from left) SIU VP Contracts George Tricker. Woodhour in recent years had suggested Boulder Crest as a beneficiary, while Tricker founded and continues managing the philanthropic Seafarers Waterfront Classic. Also pictured, starting second from left, are Boulder Crest Director of Philanthropy Janet Reid, (resuming third from right) Boulder Crest Property Manager Alan Denz, Boulder Crest Community and Events Manager Kyra Pooley, and retired U.S. Navy Veteran James Murphy. See the July edition of the *LOG* for full coverage of this year’s Seafarers Waterfront Classic; visit bouldercrest.org for more information about Boulder Crest Foundation.

August & September Membership Meetings

Piney Point	Monday: August 4, Sept. 8
Algonac	Thursday: August 14, Sept. 18
Baltimore	Thursday: August 7, Sept. 11
Guam	Thursday: August 21, Sept. 25
Honolulu	Friday: August 15, Sept. 19
Houston	Monday: August 11, Sept. 15
Jacksonville	Thursday: August 7, Sept. 11
Joliet	Thursday: August 14, Sept. 18
Mobile	Wednesday: August 13, Sept. 17
New Orleans	Tuesday: August 12, Sept. 16
Jersey City	Tuesday: August 5, Sept. 9
Norfolk	Friday: August 8, Sept. 12
Oakland	Thursday: August 14, Sept. 18
Philadelphia	Wednesday: August 6, Sept. 10
Port Everglades	Thursday: August 14, Sept. 18
San Juan	Thursday: August 7, Sept. 11
St. Louis	Friday: August 15, Sept. 19
Tacoma	Friday: August 22, Sept. 26
Wilmington	Monday: August 18, Sept. 22

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from June 16 - July 15, 2025. “Registered on the Beach” data is as of July 16, 2025.										
Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	21	9	2	13	5	0	4	22	10	2
Anchorage	2	3	1	1	3	0	2	2	4	2
Baltimore	2	2	2	2	0	0	1	1	2	2
Fort Lauderdale	23	13	7	12	8	5	10	28	15	13
Guam	1	1	0	1	1	0	0	3	3	0
Harvey	10	6	3	8	4	1	3	14	5	5
Honolulu	3	3	0	4	3	0	1	8	3	2
Houston	26	16	9	19	14	6	14	51	29	10
Jacksonville	38	20	11	30	20	7	17	53	22	15
Jersey City	17	6	1	19	4	2	7	34	5	4
Joliet	2	0	2	2	1	1	0	1	1	1
Mobile	7	4	1	5	5	1	5	13	4	4
Norfolk	16	10	9	16	11	6	12	30	13	8
Oakland	7	6	3	4	3	0	2	11	6	4
Philadelphia	4	3	1	3	3	1	3	3	1	1
Piney Point	3	5	0	0	4	0	1	1	2	0
Puerto Rico	14	1	1	4	0	1	1	15	5	0
St. Louis	1	0	1	0	1	1	1	1	1	0
Tacoma	18	6	5	8	6	3	8	28	8	5
Wilmington	29	15	1	16	10	4	8	56	15	2
TOTAL	244	129	60	167	106	39	100	375	154	80
Engine Department										
Algonac	1	3	0	2	1	0	2	4	3	2
Anchorage	0	0	1	0	1	0	0	1	0	1
Baltimore	4	2	1	4	3	4	5	3	0	2
Fort Lauderdale	6	4	1	2	0	0	1	13	7	1
Guam	2	0	0	0	0	0	0	2	0	0
Harvey	3	1	1	1	1	1	1	5	2	2
Honolulu	3	4	2	2	1	1	3	6	8	2
Houston	11	4	4	7	5	1	6	15	8	11
Jacksonville	17	15	11	16	12	6	13	24	24	15
Jersey City	7	5	2	5	2	1	4	14	6	2
Joliet	3	0	0	2	0	0	1	2	0	0
Mobile	5	1	1	0	1	1	0	9	2	0
Norfolk	12	12	3	9	5	6	3	16	18	4
Oakland	3	2	1	1	3	0	4	4	4	5
Philadelphia	2	1	0	1	2	0	1	1	0	1
Piney Point	0	2	0	0	1	0	1	2	2	0
Puerto Rico	4	3	0	2	2	0	1	9	4	1
St. Louis	0	1	0	1	0	0	0	0	2	0
Tacoma	8	4	0	6	4	0	2	11	4	2
Wilmington	20	5	3	9	1	2	2	14	6	7
TOTAL	111	69	31	70	45	23	50	155	100	58
Steward Department										
Algonac	6	2	0	1	0	0	1	7	1	0
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	2	2	0	2	0	0	0	0	4	0
Fort Lauderdale	8	2	0	7	1	0	1	8	3	2
Guam	1	1	0	1	0	0	0	1	2	1
Harvey	3	2	1	2	1	0	1	3	4	0
Honolulu	7	0	0	3	0	0	2	8	1	0
Houston	9	11	3	10	6	4	10	20	12	5
Jacksonville	21	25	3	15	15	1	14	31	32	3
Jersey City	7	4	1	7	2	1	3	8	9	0
Joliet	0	0	1	0	0	0	0	0	2	1
Mobile	1	4	0	4	1	0	2	3	2	0
Norfolk	9	13	5	5	11	1	4	20	19	7
Oakland	10	2	0	7	0	0	2	18	7	1
Philadelphia	3	0	0	1	0	0	0	5	1	1
Piney Point	5	2	0	2	3	0	0	4	3	0
Puerto Rico	7	6	0	2	10	1	4	7	5	1
St. Louis	3	0	2	2	0	1	0	3	1	0
Tacoma	6	2	0	3	2	0	4	10	4	1
Wilmington	18	5	3	16	6	3	10	30	6	3
TOTAL	126	85	19	90	58	12	58	186	120	26
Entry Department										
Algonac	1	7	19	1	2	3	4	0	7	21
Anchorage	0	0	1	0	1	0	1	0	2	1
Baltimore	0	2	2	0	0	1	0	0	3	1
Fort Lauderdale	1	8	4	0	5	4	3	1	8	12
Guam	0	0	0	0	0	0	0	0	1	3
Harvey	0	1	3	0	0	2	2	0	2	6
Honolulu	0	1	4	0	1	1	0	0	3	10
Houston	1	15	13	1	10	4	2	6	22	23
Jacksonville	0	31	38	1	23	21	5	0	51	81
Jersey City	1	16	15	1	9	4	4	1	23	26
Joliet	0	0	1	0	0	0	0	0	0	5
Mobile	0	0	1	0	1	0	0	0	1	1
Norfolk	1	11	29	0	10	15	4	1	16	56
Oakland	0	9	10	0	2	6	2	0	15	26
Philadelphia	0	2	2	0	0	2	0	0	2	1
Piney Point	1	4	4	1	1	0	2	0	2	5
Puerto Rico	0	0	1	0	0	0	0	1	0	2
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	2	5	7	2	4	7	2	1	12	8
Wilmington	1	9	26	0	4	12	3	0	19	36
TOTAL	9	121	180	7	73	82	34	11	189	324
GRAND TOTAL	490	404	290	334	282	156	242	727	563	488

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

MICHAEL ALLAIN

Brother Michael Allain, 65, joined the Seafarers International Union in 2001 and initially sailed aboard the *Energy Enterprise*. He worked in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Allain last shipped on the *SGT Matej Kocak* and makes his home in Atlanta.



ROMEO ARQUINES

Brother Romeo Arquines, 80, became a member of the union in 2001 and initially sailed aboard the *Cape Alexander*. He upgraded on multiple occasions at the Piney Point school. Brother Arquines last shipped on the *John Paul Bobo*. He lives in Dumfries, Virginia.



ALONZO BELCHER

Brother Alonzo Belcher, 64, signed on with the SIU in 1984. He first sailed aboard the *Ponce* and worked in the steward department. Brother Belcher upgraded often at the Paul Hall Center. He most recently sailed on the *Maersk Kansas* and is a resident of Chesapeake, Virginia.



CLIFFORD BLACKMON

Brother Clifford Blackmon, 71, joined the Seafarers International Union in 1991 and first sailed aboard the *Independence*. He upgraded at the Piney Point school on several occasions and sailed in the deck department. Brother Blackmon's final vessel was the *USNS VADM K.R. Wheeler*. He settled in Aiea, Hawaii.



ANTHONY CABASAG

Brother Anthony Cabasag, 67, embarked on his career with the SIU in 1991 when he sailed on the *Independence*. He shipped in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Cabasag concluded his career aboard the *Long Lines*. He lives in Gardena, California.



JOSE CHUMPITAZ

Brother Jose Chumpitaz, 67, signed on with the union in 1999. He first sailed aboard the *USNS Antares* and worked in both the deck and engine departments. Brother Chumpitaz upgraded on multiple occasions at the union-affiliated Piney Point School. He most recently shipped on the *Perla Del Caribe* and is a resident of St. Augustine, Florida.



DAVID CRISP

Brother David Crisp, 67, donned the SIU colors in 1978. He first sailed aboard the *Producer* and worked in the deck department. Brother Crisp upgraded his skills on multiple occasions at the Piney Point school. He most recently sailed on the *Maersk Chicago* and lives in St. Petersburg, Florida.



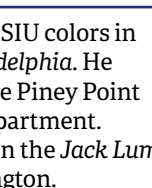
SERGEI ERDELL

Brother Sergei Erdell, 71, began sailing with the Seafarers in 1982. He worked in the engine department and first shipped with Hvide Marine. Brother Erdell upgraded his skills at the Paul Hall Center on numerous occasions. He last sailed on the *USNS Dahl* and settled in San Diego.



RICHARD HOLT

Brother Richard Holt, 65, donned the SIU colors in 1976 when he sailed aboard the *Philadelphia*. He upgraded on multiple occasions at the Piney Point school and worked in the steward department. Brother Holt most recently shipped on the *Jack Lummus*. He resides in La Conner, Washington.



KELLY JOHNSON

Brother Kelly Johnson, 68, joined the SIU in 1976. He initially shipped with Dixie Carriers and worked in the deck department. Brother Johnson upgraded at the Paul Hall Center in 1983. He most recently was employed by Leo Marine Services and lives in Winters, California.



ALBERT KONNING

Brother Albert Konning, 67, embarked on his career with the Seafarers in 2003 when he shipped on the *Constellation*. He sailed in the deck department and upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Konning's final vessel was the *Liberty Eagle*. He makes his home in Beaumont, Texas.



OMAR KORISH

Brother Omar Korish, 67, started sailing with the union in 2001, initially shipping on the *Buffalo*. He sailed in both the deck and engine departments and upgraded his skills at the Paul Hall Center in 2018. Brother Korish concluded his career aboard the *Gem State* and lives in Melvindale, Michigan.



MAXIMO LAMBERT

Brother Maximo Lambert, 67, joined the union in 2003 when he sailed aboard the *Flickertail State*. He upgraded at the Piney Point school on numerous occasions and worked in the engine department. Brother Lambert's final vessel was the *Alliance St. Louis*. He lives in Katy, Texas.



DOMINIC MARCO

Brother Dominic Marco, 66, joined the SIU in 2003 and first shipped on the *Performance*. He worked in the deck department and most recently shipped on the *Green Lake*. Brother Marco is a resident of Reno, Nevada.



DANILO MARTIN

Brother Danilo Martin, 72, signed on with the SIU in 2005 when he sailed on the *USNS Pomeroy*. He shipped in the engine department and upgraded at the Paul Hall Center on multiple occasions. Brother Martin's final vessel was the *Dewayne T. Williams*. He resides in Jacksonville, Florida.



SILVINO MASALTA

Brother Silvino Masalta, 65, joined the union in 2001. A deck department member, he first sailed aboard the *CP Navigator*. Brother Masalta upgraded at the SIU-affiliated Piney Point school on multiple occasions. His final vessel was the *St. Louis Express*. Brother Masalta calls Missouri City, Texas, home.



CARNELL MIDDLETON

Brother Carnell Middleton, 71, embarked on his career with the Seafarers in 1998. He initially sailed on the *William Baugh* and worked in the deck department. Brother Middleton upgraded on multiple occasions at the Paul Hall Center. He most recently shipped on the *USNS Victorious* and lives in Pooler, Georgia.



EDWARD MILSTEAD

Brother Edward Milstead, 65, joined the Seafarers International Union in 1998 and first sailed aboard the *USNS Yano*. He was a deck department member and upgraded on multiple occasions at the Piney Point school. Brother Milstead concluded his career working with Crowley Towing and Transportation. He resides in Pensacola, Florida.

MARCELO PARAM

Brother Marcelo Param, 71, signed on with the union in 2008 and sailed in the steward department. He upgraded at the Paul Hall Center on multiple occasions and first shipped on the *Intrepid*. Brother Param most recently sailed aboard the *President Reagan*. He resides in Long Beach, California.



EDGARDO PLARISAN

Brother Edgardo Plarisan, 65, donned the SIU colors in 1993. He first sailed aboard the *Independence* and worked in the deck department. Brother Plarisan upgraded at the Piney Point school on multiple occasions. He last shipped on the *Maersk Tennessee* and settled in Galveston, Texas.



Welcome Ashore!

We pay tribute to our brothers and sisters of the SIU who have recently retired. THANK YOU for a job well done and we wish you fair winds and following seas.

PEDRO RAMOS

Brother Pedro Ramos, 76, began his career with the Seafarers in 1996 when he sailed aboard the *USNS Kane*. Brother Ramos worked in the deck department and upgraded his skills at the Paul Hall Center on multiple occasions. He most recently shipped on the *American Liberty*. Brother Ramos is a Houston resident.



LINO REMORIN

Brother Lino Remorin, 75, joined the union in 1998, initially sailing aboard the *Overseas Harriette*. He worked in the engine department and upgraded at the Piney Point school on several occasions. Brother Remorin last shipped on the *Brenton Reef*. He makes his home in Hockley, Texas.

REBECCA SLEEPER MANION

Sister Rebecca Sleeper Manion, 65, signed on with the Seafarers in 1984. She first sailed aboard the *Long Lines* and worked in the steward department. Sister Sleeper Manion upgraded her skills at the Piney Point school on multiple occasions and last sailed aboard the *OMI Leader*. She concluded her career working as an SIU Port Agent. Sister Sleeper Manion is a resident of Hillsboro, Missouri.



ROBERT YOUNG

Brother Robert Young, 65, became a member of the SIU in 1990. He first sailed aboard the *USNS Assurance* and worked in the engine department. Brother Young upgraded on several occasions at the Paul Hall Center. He last sailed aboard the *Ocean Freedom* and makes his home in Houston.



GREAT LAKES

WILLIAM HERMES

Brother William Hermes, 59, began sailing with the Seafarers International Union in 1992. He worked in both the deck and engine departments and upgraded at the Piney Point school on multiple occasions. Brother Hermes worked with Great Lakes Towing for his entire career. He resides in Green Bay, Wisconsin.



INLAND

JOHN ANDERSON

Brother John Anderson, 62, joined the SIU in 1989. A deck department member, he worked with Higman Barge Lines for the duration of his career. Brother Anderson lives in Hemphill, Texas.

JOSEPH BACHMANN

Brother Joseph Bachmann, 70, embarked on his career with the Seafarers in 1973. He sailed in the engine department and was employed with Taylor Marine Towing for the majority of his career. Brother Bachmann is a resident of Fairless Hills, Pennsylvania.

RICHARD BELOTE

Brother Richard Belote, 68, signed on with the union in 1977, initially working with Interstate Oil. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Belote concluded his career working for OSG Ship Management. He makes his home in Milton, Delaware.

GUSTAVO CACERES

Brother Gustavo Caceres, 68, joined the union in 1995. A deck department member, he was employed with Westbank Riverboat Services for the duration of his career. Brother Caceres calls Terrytown, Louisiana, home.

ANDRE CARRIERE

Brother Andre Carriere, 62, joined the SIU in 1983 when he sailed aboard the *Charleston*. He sailed in the engine department and upgraded at the Piney Point school on several occasions. Brother Carriere most recently worked with Penn Maritime. He settled in Jacksonville, Florida.



RAYMOND CONWAY

Brother Raymond Conway, 76, started his career with the SIU in 1973, after previously being a member of the Seafarers-affiliated United Industrial Workers. He shipped with Norfolk, Baltimore and Carolina Container Lines for the duration of his career, as a member of the engine department. Brother Conway lives in Wallace, North Carolina.

KEVIN DELAITTRE

Brother Kevin DeLaittre, 67, began sailing with the Seafarers International Union in 1983 when he shipped with Dixie Carriers. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother DeLaittre last sailed with Penn Maritime Inc. He resides in Trenton, Maine.



GARY DENTON

Brother Gary Denton, 64, donned the SIU colors in 1988. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Denton worked with Moran Towing of Texas for his entire career. He is a resident of Orange, Texas.



JOHN FINCH

Brother John Finch, 69, became a member of the Seafarers International Union in 1976 when he worked for Stuart Transportation. A deck department member, he upgraded his skills on multiple occasions at the Paul Hall Center. Brother Finch concluded his career with Mariner Towing. He makes his home in York, South Carolina.

JAMES GREENWOOD

Brother James Greenwood, 64, joined the SIU in 1998. An engine department member, he first worked with Riverboat Services. Brother Greenwood upgraded at the Piney Point school in 2006. He last shipped on the *Detroit Princess* and settled in Bay City, Michigan.



CHERYL KATES

Sister Cheryl Kates, 63, embarked on her career with the Seafarers in 1997. She sailed in the steward department and was employed with Delta Queen Steamboat Company for her entire career. Sister Kates is a resident of Ellenwood, Georgia.

DWAYNE LOVE

Brother Dwayne Love, 62, signed on with the union in 1999 when he worked with OSG Ship Management. He sailed in the deck department and upgraded on multiple occasions at the Paul Hall Center. Brother Love remained with the same company for the majority of his career. He makes his home in Keystone Heights, Florida.



MARK MCGINNIS

Brother Mark McGinnis, 62, became a member of the union in 1992. A deck department member, he was employed with G&H Towing for his entire career. Brother McGinnis calls Rockport, Texas, home.

ROBERT MURRAY

Brother Robert Murray, 64, joined the SIU in 1979 when he sailed with Meyle Towing Company. He sailed in both the deck and steward departments and upgraded on several occasions at the Piney Point school. Brother Murray most recently worked with Express Marine. He resides in Glenolden, Pennsylvania.



SUSAN RIEDLINGER

Sister Susan Riedlinger, 68, started her career with the SIU in 2017 when she shipped aboard the *Millville*. She sailed in the steward department and upgraded at the Paul Hall Center in 2018. Sister Riedlinger was employed by Key Marine for her entire career. She lives in Avondale, Louisiana.



NMU

CORENZA WILSON

Brother Corenza Wilson, 74, worked as a member of the steward department. He last shipped aboard the *Margaret Lykes* in 1995 and makes his home in Charleston, South Carolina.

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

JOEY ACEDILLO

Pensioner Joey Acedillo, 78, died May 8. He began his career with the Seafarers in 1989, initially sailing aboard the *Independence*. Brother Acedillo worked in the engine department. He last sailed on the *Sumner* before going on pension in 2015. Brother Acedillo was a Las Vegas resident.



JOHN ALAMAR

Pensioner John Alamar, 81, passed away April 11. He joined the union in 1978 and first shipped on the *President Roosevelt*. Brother Alamar worked in the steward department. He last sailed aboard the *President Polk* and became a pensioner in 2010. Brother Alamar made his home in Manteca, California.



ANDREW BALASH

Pensioner Andrew Balash, 84, died May 21. He joined the Seafarers International Union in 1995. Brother Balash worked as a crane maintenance electrician for GFC Crane Consultants for the duration of his career. He retired in 2006 and settled in Greenville, South Carolina.



WILFRED JONES

Pensioner Wilfred Jones, 70, passed away May 15. He embarked on his career with the Seafarers in 1995, initially sailing aboard the *Independence*. Brother Jones sailed in the engine department and concluded his career on the *Manhattan Island* in 2002. He became a pensioner in 2020 and lived in Lacombe, Louisiana.

FRANCESCA KONOPASKI

Pensioner Francesca Konopaski, 61, died June 7. She joined the SIU in 1986 and first sailed aboard the *Baldomero Lopez*. Sister Konopaski worked in the steward department and last sailed on the *Overseas Nikiski*. She retired in 2015 and made her home in Tacoma, Washington.



ANDRES LAXAMANA

Pensioner Andres Laxamana, 87, passed away June 15. He signed on with the union in 1979 and initially sailed aboard the *Santa Maria*. A steward department member, Brother Laxamana concluded his career aboard the *Chief Gadao*. He began collecting his pension in 2003 and resided in the Philippines.



BONIFACIO LOZADA

Pensioner Bonifacio Lozada, 74, died March 4. Brother Lozada signed on with the union in 1979 when he shipped on the *Maunawili*. He worked in the steward department and last shipped aboard the *Thailand*. Brother Lozada retired in 2015 and settled in Elk Grove, California.



SALAH SALEH

Pensioner Salah Saleh, 54, passed away June 5. He donned the SIU colors in 1999. A deck department member, Brother Saleh first shipped on the *Independence*. He most recently sailed aboard the *Global Sentinel* and became a pensioner in 2024. Brother Saleh made his home in Lafayette, Louisiana.



GEORGE SILALAH

Pensioner George Silalahi, 94, died May 3. He became a member of the SIU in 1966. Brother Silalahi initially sailed aboard the *La Salle*. He worked in the deck department and last shipped aboard the *Libra*. Brother Silalahi went on pension in 1998 and resided in Brooklyn, New York.



INLAND

FRANKLIN ALTANY

Pensioner Franklin Altany, 72, passed away May 7. He signed on with the Seafarers in 2006, initially sailing aboard the *Delta Mariner*. Brother Altany shipped in the deck department and was employed by Gulf Caribe for the majority of his career. He became a pensioner in 2016 and lived in Rockport, Texas.

LEANDER BOURGEOIS

Pensioner Leander Bourgeois, 97, died June 6. He embarked on his career with the union in 1967 and initially sailed with Southern Towing Inc. Brother Bourgeois shipped in the deck department and last worked for Hvide Marine. He went on pension in 2000 and resided in Church Point, Louisiana.

SCOTT COBURN

Pensioner Scott Coburn, 70, passed away June 12. He joined the SIU in 1981 when he sailed aboard the *Richard J Reiss*. A deck department member, Brother Coburn was last employed with Luedtke Engineering. He started collecting his pension in 2017 and made his home in Bloomington, Michigan.



MICHAEL EDWARDS

Pensioner Michael Edwards, 58, died May 11. He joined the union in 1987. Brother Edwards sailed in the deck department and was employed with G&H Towing for his entire career. He became a pensioner in 2023 and settled in Spring, Texas.

JOSE NUNEZ

Pensioner Jose Nunez, 91, passed away March 29. He embarked on his career with the Seafarers in 1986, initially sailing aboard the *USNS Hess*. Brother Nunez was a steward department member. He concluded his career with Crowley Puerto Rico Services and retired in 1998. Brother Nunez resided in Luquillo, Puerto Rico.



EDVARD TOUCHETTE

Pensioner Edvard Touchette, 89, died May 8. He joined the SIU in 1960. A deck department member, Brother Touchette was employed with National Marine Service for the duration of his career. He went on pension in 1998 and settled in Magnolia, Texas.

THOMAS VELA

Pensioner Thomas Vela, 80, passed away February 5. He began sailing with the SIU in 1979. Brother Vela shipped in the deck department and worked for Crowley Towing and Transportation for his entire career. He started collecting his pension in 2006 and lived in San Jose, Costa Rica.



NMU

CHESTLEE DILBERT

Pensioner Chestlee Dilbert, 91, died May 4. Brother Dilbert was an engine department member. He last sailed aboard the *Genevieve Lykes* before going on pension in 1995. Brother Dilbert was a resident of Tampa, Florida.

RICHARD LEROUX

Pensioner Richard LeRoux, 79, passed away December 19. He started sailing in 1971 and worked in the engine department. Brother LeRoux was last employed with Woods Hole. He retired in 2000 and settled in Hyannis, Massachusetts.



BARRY PATIN

Pensioner Barry Patin, 79, died May 18. Brother Patin sailed in the deck department. He concluded his career aboard the *Intrepid* and began collecting his pension in 2017. Brother Patin resided in Marrero, Louisiana.



KIRBY RIDEAU

Pensioner Kirby Rideau, 87, passed away April 13. Brother Rideau was a member of the deck department. He last sailed aboard the *Marine Duval* and retired in 1999. Brother Rideau made his home in New Orleans.



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.

OCEAN FREEDOM (Patriot Shipping, LLC), March 31 – Chairman **Robert Mack**, Secretary **Robert Foster**, Educational Director **David Argo**, Deck Delegate **James East**, Steward Delegate **Caprese Osorio**. Entire crew is doing well and steward department is doing a great job, per chairman's report. Educational director reminded crew to clean dryer lint traps. He encouraged members to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland, and directed them to both the SIU website and *Seafarers LOG* for class dates. No beefs or disputed OT reported. Dishwasher in need of repair. Members would like new microwaves and new grill. Crew discussed possible enhancements to lounge.

OCEAN FREEDOM (Patriot Shipping, LLC), April 27 – Chairman **Robert Mack**, Secretary **Robert Foster**, Engine Delegate **Danny Challenger**, Steward Delegate **Caprese Osorio**. Members reported an unpleasant odor coming from crew lounge, and one dryer still not working. Chairman reviewed upcoming ship schedule. Educational director reminded crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members requested new rugs and new linens.

ALASKAN NAVIGATOR (Alaska Tanker Company, LLC), May 5 – Chairman **Donny Castillo**, Secretary **Albert Sison**, Educational Director **Harry Whitney**, Deck Delegate **Bonifacio Fortes**, Engine Delegate **Aljohn Fernandez**, Steward Delegate **Nasr Almusab**. Chairman urged crew to keep up with documents and encouraged everyone to read the president's report in the *Seafarers LOG*, available in print and online. He suggested visiting the SIU member portal for useful union information and talked about upcoming pay raises as specified in collective bargaining agreement. Secretary reminded members to wash hands before meals, keep living quarters clean and organized, return dishes to galley and no stowing of personal items in crew linen room. Secretary reiterated meal hours of operation. Educational director advised members to upgrade at the Paul Hall Center and to check the *LOG* and website for course dates. Chief cook course is back to a three-month duration, counting all modules. No beefs or disputed OT reported. Crew requested unlimited Wi-Fi access, new chairs in dining area, new mattresses in rooms, and basic toiletries to be provided in slop chest. SA needs new refrigerator. Members would like 20 for 30 vacation, increases in vision care and for steward assistants' wages to match entry level wages in deck and

engine departments. Crew would like extra meal compensation to increase to \$5 per man and \$25 per rider. Members suggested retirement age be lowered from 65 to 62. Next port: Valdez, Alaska.

MAERSK SENTOSA (Maersk Line, Limited), June 7 – Chairman **Godocel Pascua**, Educational Director **Jetaime Mays**. Chairman reiterated the importance of keeping all documents up to date and recommended crew upgrade at the Piney Point school whenever reasonably possible. Educational director reminded members to obtain all union physicals. No beefs or disputed OT reported. Crew requested 30 for 30 vacation.

EVERGREEN STATE (Intrepid Personnel & Provisioning), June 20 – Chairman **John Cedeno**, Secretary **Virnabeth Cano**, Educational Director **Gilbert Johnson**, Deck Delegate **Munassar Ahmed**, Engine Delegate **Tyler Summersill**, Steward Delegate **Philip Anthony Zulueta**. Crew reviewed requests for fans, new mattresses, bathmats, towels, and an ice water machine. Chairman reminded everyone to take extra cooling breaks as needed, drink plenty of water, use cooling headbands as well as electrolyte packets provided in crew mess to deal with rising heat index. Chairman emphasized the importance of Maritime Defense

League (MDL) donations as well as Seafarers Political Activities Donation (SPAD) contributions. Secretary asked crew to keep up with laundry when washing clothes. All dirty linen should be in plastic bags and placed outside linen locker. Educational director encouraged members to ask questions when in doubt and reminded them to submit receipts for out-of-pocket dental work. No beefs or disputed OT reported. Members asked for clarification on which contract to follow between MSC and SIU regarding shipping rules with seniority and ratings. Crew would like contract to include one day of pay in lieu of day off, increases in vacation, increases in pension, and Juneteenth holiday. Members suggested reinstatement of online job postings. Next port: Charleston, South Carolina.

MAERSK DETROIT (Maersk Line, Limited), June 22 – Chairman **Jerry Sobieraj**, Secretary **Robert Seim**, Educational Director **Cale Irons**, Deck Delegate **James McAtee**, Engine Delegate **Liam Richey**. No beefs or disputed OT reported. Members requested increases to benefits including eyecare, dental coverage and employer 401K contributions. Crew would like raises in wages and vacation pay. Vote of thanks given to steward department for a job well done.

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

Paul Hall Center Upgrading Course Dates

Printed below are dates for courses scheduled to take place at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. The QR code connects to a web page with the latest course dates (they may differ from what's printed here, though in most cases the only changes are additions that haven't yet made it into the *LOG*). Seafarers are welcome to contact the admissions office with questions about upgrading courses: (301) 899-0657, admissions@seafarers.org

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Lifeboatman/Water Survival	Sept. 29	Oct. 10
Able Seafarer - Deck	Sept. 1 Oct. 13 Nov. 3 Dec. 1	Sept. 19 Oct. 31 Nov. 21 Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
FOWT	Sept. 15 Nov. 17	Oct. 10 Dec. 12
RFPEW	Sept. 1 Oct. 13 Nov. 10	Sept. 26 Nov. 7 Dec. 5
Junior Engineer	Sept. 29	Nov. 21
Welding	Oct. 6	Oct. 24
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	Sept. 15 Nov. 24	Nov. 21 Jan. 30, 2026
Galley Operations	Sept. 1 Sept. 22 Oct. 13 Nov. 10 Dec. 1	Sept. 26 Oct. 17 Nov. 7 Dec. 5 Dec. 26
ServSafe Management	Sept. 8 Nov. 17	Sept. 12 Nov. 21
Advanced Galley Operations	Sept. 15 Nov. 10	Oct. 10 Dec. 5
Chief Steward	Oct. 13 Dec. 8	Nov. 7 Jan. 2, 2026
OPEN/SAFETY UPGRADING COURSES		
Basic Training	Sept. 22	Sept. 26

Basic Training Revalidation	Sept. 5 Sept. 8 Sept. 12 Oct. 20 Nov. 3 Nov. 7 Dec. 8 Dec. 12	Sept. 5 Sept. 8 Sept. 12 Oct. 20 Nov. 3 Nov. 7 Dec. 8 Dec. 12
Government Vessels	Sept. 1 Sept. 29 Oct. 20 Nov. 17 Dec. 8	Sept. 5 Oct. 3 Oct. 24 Nov. 21 Dec. 12
Tank Ship Fam. - DL	Sept. 29 Oct. 20	Oct. 3 Oct. 24
Tank Ship Fam./LG	Sept. 22 Oct. 27	Sept. 26 Oct. 31



UPGRADING APPLICATION

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

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

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

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested. Must have a valid SHBP clinic through course date.

I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which might become due to me.

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Class Photos



Paul Hall Center for Maritime Training and Education
Lifeboat Class
921

APPRENTICE WATER SURVIVAL CLASS #921 – Recently graduated: Cooper Allred, Dean Blake Jr., Andrew Cook, Jason Deeb, Floyd Dixon III, Ian Elder, Enrique Fernandez Martinez, Nicholas Gammon, Daniel Jones II, Conor Kennedy, Jack Knoll, Zachary Knox, Carlos Laureano Bonet, Boubacar Mbaye, Shandria McClain, Courtland Montejo, Seth Norris, Joseph Prather and Ayinde Richards.



GALLEY OPS – Graduated May 23 (not all are pictured): Marie Anthony, Marissa Armstead, Ashley Castillo, Octavia Grant and Vanessa Warren.



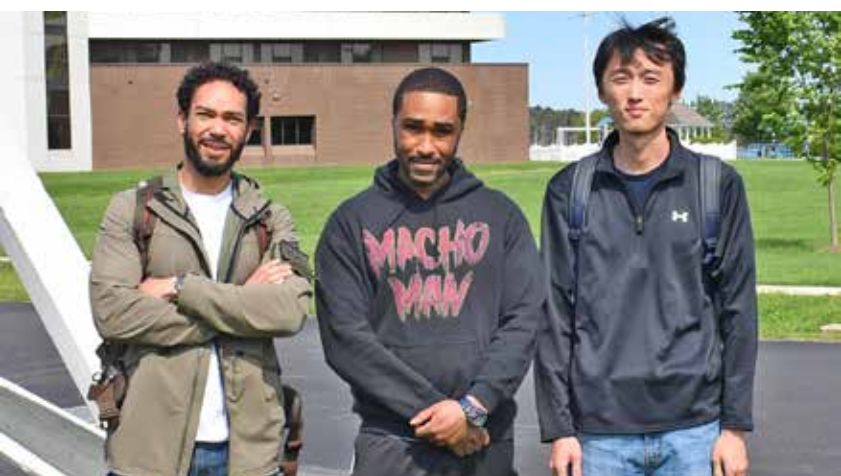
RFPEW – Graduated May 23: Frank Balitewicz, Hunter Buster, Jadreanna Charleston, Abdelhamid Dika, Charles Evans Jr., Cayden Foster, Shauni Franklin, Austin Gottschlich, David Hebb, Nasir Hinton, Savonce Jackson, Tristan Kinsella, David Levin, Ayinde Richards, Tyrone Scott Jr., Terrell Slater, Jermerish Standberry and Darius Washington.



GALLEY OPS – Graduated May 23: Averey Branch, Christopher Johnston, Michael Saputo, Natalia Smith and Alayla Tilley.



GOV. VESSELS – Graduated May 23 (not all are pictured): Lekeano Babb, Tristan Casarez, Genesis Diaz Jimenez, Jonathan Gil Paul, Kier Hansen, Joshua Harrell, Kevin Johnson, Keith Jordan III, Freedom Le, Heaven McInnis, Eric Nieves Cortes, Tyler Singletary, Charles Stratton, Mirela Sutter, Leon Thompson-Repole, Jeffery Vega, Maxwell Walsh, Tre'von Warren and Isaiah Wells.



ABLE SEAFARER - DECK – Graduated June 6: Marlon Gayle, Justin Shepler and Anpeng Sun.



FIRST AID – Pictured above: Michael Akers, John Baltazar, Jonathan Caballero Jr., Isaiah Chase, Adriel Cotto, Seth Daniel, Traynard Davis, Dickson Ellington Jr., Mike Estrada, Teneka Farris, Samuel Hawley, Joshua Jones, Jeanette Kaldawi, Tyler Kissick, Keywan Law, Jacqueline Patterson, James Petrick, Richard Price, Richard Richmond Jr., Harrison Wistock and Damita Wooten.

Paul Hall Center Class Photos



GOV. VESSELS – Graduated June 6 (not all are pictured): Gilbert Allende Jr., David Chance, Nilza Chavez, Lordito Cruz Jr., Jessica Davis, Shamir Ford, Daniel Gibson Jr., Deon Green, Reynaldo Gutierrez, Eugene Hoehn, Eric Jett, Darryl McCoy, Annie Nodd, Johanns Rivera-Rivera, Walter Schoppe, Arica Shaw and Kenneth Thomas.



TANK SHIP FAMILIARIZATION – Graduated June 6 (not all are pictured): Michael Akers, John Baltazar, Jonathan Caballero Jr., Isaiah Chase, Seth Daniel, Traynard Davis, Dickson Ellington Jr., Mike Estrada, Teneka Farris, Samuel Hawley, Garrett Jackson, Bryant Jenkins, Joshua Jones, Jeanette Kaldawi, Tyler Kissick, Keywan Law, Jacqueline Patterson, James Petrick, Richard Price, Charles Ramos, Richard Richmond Jr., Harrison Wistock and Damita Wooten.



RFPNW – Graduated June 13: Cooper Allred, Dean Blake Jr., Andrew Cook, Jason Deeb, Floyd Dixon III, Ian Elder, Enrique Fernandez Martinez, Nicholas Gammon, Daniel Jones II, Conor Kennedy, Jack Knoll, Zachary Knox, Carlos Laureano Bonet, Boubacar Mbaye, Courtland Montejo and Joseph Prather.



GMDSS – Graduated June 6: Rodney Cole, Matthew Hargrove, Sean Jones, Arron Millar, Daniel Moran, Willie Myrick Jr., Dwuan Reed, Venise Spears, Arielle White and Mackenzie Wincelowicz.



MACHINIST – Graduated June 13: Larry Calixto, Maria Escobar, Mohammed Gir, Ivan Kondakov, Joshua Kraynak, Yahya Mohamed, Michael Papaioannou, Kelly Percy and Julian Rubbo. Instructor Patrick Coppola is at the far left.



CERTIFIED CHIEF COOK – Graduated June 6 (not all are pictured): Mario Botelho, George Creekmore, Emma DiGennaro, Alaa Embaby, Robert O'Neal, Dorothy Samuel-Harris, LaToya Sanford-Leggs, Mario Siclot, Randeisha Stone and Klaus Wigand Leguizamon.



RADAR/ARPA – Graduated June 20 (not all are pictured): Rodney Cole, Matthew Hargrove, Sean Jones, Arron Millar, Daniel Moran, Willie Myrick Jr., Dwuan Reed, Venise Spears, Arielle White and Mackenzie Wincelowicz.



FIRST AID – Graduated June 20: Dantley Bramble, Stuart Casal, Roger Cray Jr., Charlie Flynn, Joshua Gadbois, Patrick Hamilton, Nathaniel Harris, Nathaniel Hart, Stephen Langdon, Dylan Levine, Kainoa MacKenzie, Mitchell Mangold, Jhon-Paul Manzanares, Preston Mizer, Paul Rocha, Jonathan Saili, Ameera Shakeel-Haadee, Ethan Sutton and Peter Tago.

Paul Hall Center Class Photos



ABLE SEAFARER - DECK – Pictured above: Monica Burney, Sean Colonnello, Armando Contreras, Denzel Dennis, Jonah Ganzagan, Jacob Garatti, Matthew Harmon, Grant Lee, Corey Lopez, Henry Middleton III, Brandon Mitchell, Kameran Mitchell, Sandy Quezada, Eliot Randall, Luis Sanchez, Alexander Sandoval, Joshua Senquiz, Leondre Stevenson, Guillermo Villegas, Elvershon Williams Jr. and Raymond Winter.



JUNIOR ENGINEER – Graduated June 27 (not all are pictured): Jose Borrero Rodriguez, Anjwar Brooks, Jason Bullen, Jahniah Cain, Peter Espinosa, William Kilbuck, Sara Mesa, Evan Murff, Zachary Parker, Pedro Rivera Hernandez, Alexia Villaescusa and Nashell Williams.



CARGO HANDLING – Graduated June 27: Rodney Cole, Matthew Hargrove, Sean Jones, Arron Millar, Daniel Moran, Willie Myrick Jr., Dwuan Reed, Venise Spears, Arielle White and Mackenzie Wincelowicz.



VESSEL OPS – Graduated June 13: Lekeano Babb, Tristan Casarez, Genesis Diaz Jimenez, Jonathan Gil Paul, Kier Hansen, Joshua Harrell, Kevin Johnson, Keith Jordan III, Freedom Le, Heaven McInnis, Ayinde Richards, Tyler Singletary, Charles Stratton, Leon Thompson-Repole, Maxwell Walsh and Isaiah Wells.



BASIC SAFETY – Graduated June 27: James Clark, Joseph Crane, Asberry Holt, Aaron Howell, Alyssa Ray and Erasmo Vizcaino.



SERVE SAFE MANAGEMENT – Graduated June 27: Linzi Dyer, Sava Rodriguez, Laurel Treguboff and Mariah Worsley.

Notice

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UNIVERSITY of WASHINGTON | SCHOOL of PUBLIC HEALTH



U.S. Mariner Mental Health & Wellbeing Survey – 2025 Open June 16, 2025 to September 16, 2025

The University of Washington invites mariners from all segments of the U.S. maritime industry to take 10–15 minutes to anonymously complete the **2025 Mariner Mental Health & Wellbeing Survey** online at <https://redcap.link/mariners2025> or by scanning the QR code.



Who is eligible to participate?

We want to hear from sailing, credentialed, mariners who work on U.S.-flagged vessels—including licensed and unlicensed mariners, cadets, and pilots. Participation from a wide range of mariners across the industry is critical to understanding the ongoing needs of the maritime workforce.

What topics are on the survey?

This confidential survey asks mariners about mental health, wellbeing, job satisfaction, and experiences aboard vessels. It will take about 10-15 minutes to complete.

What if I don't want to answer questions on the survey?

With the exception of the screening criteria questions, all questions are optional. You should skip any questions you don't feel comfortable answering, or don't want to answer.

Will individual data be linked back to me?

No identifiable data (such as name, employer, or vessel) will be collected. Individual responses will be kept confidential and securely stored at the University of Washington in accordance with the ethics review board. Individual data will **not** be shared, we will only look at data summarized by groups that is not identifiable.

Who is conducting this survey?

This survey is being conducted by the same research team that led the [2021 Mariner Mental Health Survey during the COVID-19 pandemic](#). You may be familiar with that earlier effort. This 2025 follow-up survey aims to understand how mariner mental health and wellbeing have evolved since COVID-19. The survey is being conducted independently by Dr. Marissa Baker, Associate Professor, University of Washington, Seattle, USA. This survey was reviewed by representatives from SOCP, MARAD, AWO, NOAA, Maritime Institutes, and CMTS.

How will the data be used?

Survey findings will be shared with vessel owners/operators, mariner unions, maritime training institutions, seafarer welfare organizations, and MTS stakeholders to help develop effective, evidence-based solutions that benefit mariner mental health and wellbeing. We will also write a report which will be publicly accessible.

How can I help this effort?

We would appreciate you sharing the link to this survey with your shipmates, employees, training institutions, industry associations, unions, or anyone else who could contribute to this effort to improve the well-being of U.S. mariners.

What if I have more questions?

For more information on this survey, please click [here](#). Please email any questions, comments, or concerns regarding this mariner survey to Dr. Marissa Baker and team, University of Washington, at marinersurvey@uw.edu

SEAFARERS LOG

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

In Their Own Words: SIU Women at Sea

‘I’m Here Because I Chose to be Here’

Editor’s note: This article is the third in an occasional series spotlighting female mariners. Our aim is to increase awareness of maritime career opportunities and highlight that the U.S. Merchant Marine is a viable path for many people. This installment focuses on former mariner and current SIU Vice President Hazel Galbiso, based in Honolulu.

Hazel Galbiso became a merchant mariner in 1989. As she puts it, she “fell into the industry” at age 20 while searching for a job as a flight attendant. On her way home from an airline interview in Waikiki, she passed by Honolulu Harbor and noticed the towering steam stacks of two cruise ships docked at Aloha Tower. Her curiosity kicked in, so she stopped by the cruise line’s office to inquire about job openings.

The following week, she was interviewed and hired for a dining room position – and began her maritime journey a month later. That’s when she officially joined the Seafarers International Union, launching a career that now spans more than three decades.

What started as a spur-of-the-moment decision quickly became a life-changing path. With no maritime experience or clear expectations, Galbiso embraced the unknown. “I didn’t know what I was getting myself into, but I knew I wanted to travel,” she recalls. “It just felt right.”

Her early years at sea were filled with both challenges and major growth. In 1999, she completed safety training at the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Maryland, with the goal of working on commercial vessels overseas. Upon completing her training, she landed her first deep-sea assignment on a liquefied natural gas (LNG) carrier, traveling through

Japan, Indonesia, and Singapore.

At the time, female mariners on deep-sea vessels were rare. Galbiso remembers the early mutual unease that came with breaking gender norms: “There were uncomfortable, curious vibes on both sides,” she says. “But I stayed focused and optimistic. I’m here because I chose to be here. My love for travel and my drive kept me moving forward.”

That first deep sea tour turned out to be notably positive – an experience when everyone ended up working well together.

After 15 years going to sea, Galbiso was offered the opportunity to bring her experience ashore. In 2004, she transitioned to a union representative role at the Honolulu hiring hall, initially representing cruise ship mariners. That role evolved into managing full hall operations.

Her career growth didn’t end with her work as a port agent. Earlier this year, Galbiso became an SIU vice president.

In recent years, she has worked side by side with her trusted colleague, Safety Director Amber Akana. A former member of the SIUNA-affiliated Seafarers Entertainment and Allied Trades Union, Akana originally was hired as Galbiso’s secretary – but her shipboard experience, combined with Galbiso’s mentorship and guidance, led to her promotion into her current role. Together, they lead an all-female team at the hall with a wealth of seafaring experience adding authenticity, credibility, and deep understanding to their guidance as they continue serving rank-and-file Seafarers and the wider maritime community.

Today, much of their work outside the hall focuses on outreach: visiting schools, attending career fairs, and sharing their stories with young people, especially women, who are

considering a career at sea. Their goal is simple: to inspire, inform, and empower the next generation of mariners.

Galbiso’s advice to aspiring women in maritime is clear and candid: “You’ve got to be a curious risk-taker. This job isn’t about glamour – it’s about grit, hard work, and stepping out of your comfort zone.”

She emphasizes professionalism, situational awareness, and clear communication. “As a woman, I expect to work harder and be judged more harshly,” she says. “But you focus on doing your job, and you pick your battles.” She believes it was important to earn respect from her male counterparts by carrying her own weight.

The hardest part of the job, she says, “isn’t the job itself. It’s navigating people and life at sea. I can honestly say I had an amazing 15 years at sea, even though there were times that tested my resilience. But the experience is what you make of it. Surround yourself with positive people; it makes all the difference.”

Galbiso has seen encouraging changes in the industry. While she started in the steward department, she now sees more women stepping into deck and engine roles that were once traditionally male-dominated jobs. “It’s refreshing to see that shift,” she says.

To the next generation of female mariners, she offers this advice: “Have thick skin. Demand respect. Build resilience. Sometimes you’ve got to suck it up, and sometimes you need



SIU VP Hazel Galbiso is pictured earlier this year.

to stand your ground. Finding that balance – it’s all part of growing.”

And, true to her local style, she adds: “Sometimes, the *tita* gotta come out,” she laughs, using the Hawaiian term for a strong, no-nonsense woman.

In a field that demands both physical stamina and emotional grit, many who know her say that Galbiso stands as a testament to perseverance, passion, and leadership. She didn’t just stumble into this career – she chose it, shaped it, and now helps redefine it for others.

“At the end of the day, I can tell you everything I know to help prepare you for ship life,” she says. “But you’ll still have to live it for yourself.”



Galbiso (front row, far right) started her SIU career in 1989, sailing with American Hawaii Cruises, longtime operator of the iconic passenger ships *Independence* and *Constitution*.



Aboard her first deep-sea cargo ship – the *LNG Aquarius* – in 1999.