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# SEAFARERS LOG

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

## All Hands Safe!

*Stena Immaculate Mariners Overcome Massive Fire Caused by Foreign-Flag Ship*



Members of the SIU and the Seafarers-affiliated American Maritime Officers (AMO) bravely fought a shipboard fire and successfully abandoned ship following an allision caused by a flag-of-convenience vessel near Hull, England. They escaped with no injuries; many cited their safety training as crucial. SIU and AMO personnel are pictured several days after the accident, at a nearby hotel provided by vessel operator Crowley. *Pages 2, 3, 7.*

## SIU Welcomes New Tonnage

Seafarers are sailing aboard two ships that are new to the union fleet: the Crowley LNG carrier *American Energy* (below) and the Schuyler Line general cargo ship *SL Midway* (inset). Details about the *American Energy* are on page 4, while *SL Midway* coverage appears on page 6.





## Safety Training Saves the Day



David Heindel

Having had a little more than a week to process the incredible saga of the SIU-crewed *Stena Immaculate*, a couple of things in particular stand out.

One is that the safety training completed by our members and by the officers really helped make the difference between life and death. As I'm sure you either already read or will see at some point, Seafarers very passionately spoke up about their training and how it helped save them. This is true both of their fire fighting and safety classes at our affiliated school in Piney Point, Maryland, and with their regular shipboard drills.

Obviously, no one ever wants emergencies to happen, but they're a fact of life. That is why the SIU and the Paul Hall Center for Maritime Training and Education heavily emphasize preparedness for everyone going to sea, whether they're an apprentice, an old salt, or anywhere in between.

Without question, the training all came together when the *Stena Immaculate* crew needed it. The mariners gelled, or we could have had a vastly different outcome.

Another prominent takeaway is that, no matter the extent that muscle memory kicked in as they fought the fire, the mariners still had to maintain composure and get the job done. They deserve plenty of credit for having each other's backs and for coming through under extremely challenging circumstances.

As we've noted in separate communications, notwithstanding our union's collective relief about the *Stena Immaculate* mariners' safety, we acknowledge and mourn the presumed loss of a crew member from the ship that struck ours. The investigation probably will take a long time; regardless of what the facts bear out, a mariner's life has been lost, and that's always tragic.

I'm sure we'll do some follow-up reporting and commentary, but for now, I again salute our mariners along with the officers, Crowley executives, and everyone else who pitched in when they were badly needed. Everyone stepped up, and each individual effort made a difference – as did the work of the Paul Hall Center instructors who made sure our people received the right knowledge and preparation.

### New Tonnage, Legislation

Under different circumstances, our lead coverage this month would have been about multiple ships entering the SIU fleet. The *American Energy* and the *SL Midway* are still important stories, though. They reflect your union's ongoing efforts to promote and protect your job security, and to sustain and grow the U.S.-flag fleet. They signal new job opportunities for rank-and-file Seafarers.

Similarly, the recent introduction of bipartisan legislation that would boost cargo preference laws is a potentially outstanding development, and one that didn't happen randomly. Our industry fights for maritime pillars such as cargo preference and the Jones Act practically every day on Capitol Hill (and wherever else we need to be heard).

It's that kind of persistence and persuasiveness that also helped secure a recent wave of support for the Jones Act (see page 5), prominently including the commanding officer of the U.S. Transportation Command, Gen. Randall Reed. When leaders like Gen. Reed (and all of his TRANSCOM predecessors) are in your corner, you know you're on the right side.

Our industry also anticipates a pro-maritime executive order that President Trump mentioned in his formal address to Congress in March. Drafts of the order focus not only on shipbuilding but also on other components, including shipboard manpower. It borrows from the most prominent current maritime bill of all, the SHIPS For America Act, which is expected to be reintroduced soon.

These are all reasons for encouragement, and they provide motivation to stay the course as we work to help secure a brighter future for the SIU and for the U.S. Merchant Marine as a whole. I'm confident about these opportunities, and we'll continue working smartly to reach our goals.

## SIU Backs American Cargo For American Ships Act

The union is supporting new legislation that promises to boost U.S. shipboard manpower and cargo for American-flag ships.

On March 11, U.S. House Coast Guard and Maritime Transportation Subcommittee Ranking Member Salud Carbajal (D-California) and Chair Mike Ezell (R-Mississippi) introduced the bipartisan "American Cargo for American Ships Act" to strengthen U.S. cargo preference laws and promote American economic growth.

In a joint news release, the legislators noted, "In 2022, the Maritime Administration (MARAD) testified before the Transportation and Infrastructure Committee and highlighted the decline of U.S.-flagged ships. Per MARAD, there were 106 ships in the foreign trade flying the U.S. flag in 2012. Four years later, there were just 77 vessels. Today, from that low point, we have grown back to 87 foreign trading ships under the U.S. flag."

"American cargo transported by American ships bolsters our economy, creates more jobs, and protects our supply chains," said Carbajal. "I'm proud to introduce the American Cargo for American Ships Act that will ensure that our maritime workforce remains strong and competitive, safeguards our national security by reducing dependence on foreign vessels, and

reinforces America's position as a global leader in trade and commerce."

"Ensuring that American cargo is transported on American ships with American crew is a matter of economic strength and domestic investment," Ezell said. "This bill prioritizes U.S. vessels and American jobs, reinforcing our maritime industry and reducing dependence on foreign shipping. I'm proud to introduce this legislation to support our domestic fleet, protect our supply chains, and keep America strong on the seas."

In the same news release, SIU President David Heindel stated, "The SIU is proud to support the American Cargo for American Ships Act. Now, more than ever, the United States needs a strong and vibrant merchant marine. There are many things we should be doing to make that a reality, but one of the easiest and most obvious is to make sure cargo purchased by the United States government with American taxpayer dollars moves on American ships with American crews. We applaud Chairman Ezell and Ranking Member Carbajal for their leadership and look forward to working with them to get this bill signed into law."

The American Cargo for American Ships Act would increase cargo preference for all U.S. Department of Transportation cargoes to 100 percent. The Cargo Preference Act of 1954 requires that 50 percent of civilian agencies cargo and agricultural cargo be carried on U.S.-flag vessels – it is the maritime industry's "Buy America" law. MARAD is the lead federal agency that manages cargo preference activities and compliance.

The full text of the American Cargo for American Ships Act is linked on the SIU website.

The following organizations are among those that support the American Cargo for American Ships Act: American Maritime Congress; American Maritime Officers; American Maritime Officers Service; American Roll-on Roll-off Carrier; International Organization of Masters, Mates & Pilots; Marine Engineers' Beneficial Association; Maritime Institute for Research and Industrial Development; Sailors Union of the Pacific; Seafarers International Union; Transportation Institute; U.S. Ocean; Waterman Logistics; Hapag Lloyd USA; American President Lines LLC.



U.S. Rep. Mike Ezell  
(R-Mississippi)



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

MARAD, in describing the program, notes on its website, "Just as many other seafaring nations have learned, history has taught us that cargo preference, the reservation of certain cargoes to U.S.-flag ships, is necessary for our national defense and a key driver of domestic and foreign commerce. This requires a U.S.-flag commercial merchant marine that can be called upon in times of war or national emergencies. Therefore, Congress has determined that the United States have a merchant marine sufficient to carry the waterborne domestic commerce and a substantial part of the waterborne export and import foreign commerce of the United States; capable of serving as a naval and military auxiliary in time of war or national emergency; owned and operated as vessels of the United States by citizens of the United States; composed of the best-equipped, safest, and most suitable types of vessels constructed in the United States and manned with a trained and efficient citizen personnel; and supplemented by efficient facilities for building and repairing vessels.

"It is the United States' policy to encourage and aid the development of a merchant marine satisfying the above objectives. By requiring that U.S.-flag carriers ship U.S. Government impelled cargo, we ensure that this economic activity and defense capability benefits the United States."

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



# Stena Immaculate Mariners Rise to the Occasion

“It could have been so much worse.”

Among those who experienced it and the people who supported them immediately afterward, that’s perhaps the most commonly expressed sentiment following the harrowing fire aboard the Seafarers-crewed *Stena Immaculate*.

By now, the details are known to many around the world. On March 10, the Madeira-flag containership *Solong* hit the Crowley-operated *Stena Immaculate* even though the U.S.-flag tanker had been anchored off Britain’s east coast for at least 15 hours. The 461-foot-long *Solong* apparently didn’t slow from its approximate speed of 16 knots, nor did it change course.

After bravely fighting the resultant fire (the *Stena Immaculate*, 600 feet in length, was carrying military jet fuel) for around 30 minutes, all 23 mariners from the Crowley vessel successfully launched and boarded their lifeboat, and made it ashore essentially unharmed. Those personnel included SIU members, two apprentices from the union-affiliated Paul Hall Center for Maritime Training and Education, and officers from the Seafarers-affiliated American Maritime Officers (AMO), plus one from the Marine Engineers’ Beneficial Association.

One mariner from the German-managed *Solong* (Mark Angelo Pernia, a Filipino) is presumed dead. That ship’s master, Russian national Vladimir Motin, is in custody and has been charged with gross negligence manslaughter.

According to news reports, the *Solong* (which carried a total of 14 mariners) stayed on a direct route for impact with the *Stena Immaculate* for more than 40 minutes. And it reportedly didn’t stop upon contact, instead spinning the other ship, which caused fuel to encircle the water around the *Stena Immaculate*. However, again according to media reports, it appears only a single tank aboard the U.S.-flag ship was ruptured.

The *Solong* also caught fire.

Despite multiple reported explosions on the *Stena Immaculate*, initial concerns of an environmental disaster quickly waned. Local entities fought the fire, there were no other apparent leaks from either ship, and the remaining jet fuel mostly burned off.

SIU Assistant Vice President Michael Russo deployed from the union’s headquarters building in Maryland and left to join the *Stena Immaculate* crew the same day the accident occurred. (He traveled with AMO President Willie Barere). After spending several days with them at a company-furnished hotel in the small port town Grimsby, Russo recalled, “There were four or five Crowley reps there, plus a counselor, and lots of local authorities. Everyone, including from all of



Seafarers and SIU Asst. VP Michael Russo (second from left, in front) met multiple times per day at a hotel in Grimsby, England, in the aftermath of the accident.

the organizations who were there, said it could have been so much worse. It’s pretty remarkable. But they (the mariners) used their training and jumped into action. Everybody pitched in.”

SIU President David Heindel said, “On behalf of the entire union, it’s impossible to overstate our relief that all of the *Stena Immaculate* mariners are unharmed. It’s equally difficult to fully convey my profound appreciation and respect for how they responded in a life-or-death circumstance. When the stakes couldn’t have been higher, they came through with utmost professionalism. We are all proud and grateful.”

Heindel also thanked Crowley for its quick, thorough response and excellent treatment of the mariners.

In a web post a few days after the accident, the SIU noted, “While we are proud members of the U.S. Merchant Marine – also known as America’s fourth arm of defense – we also are part of the global maritime community, and we mourn the presumed loss of the crew member from the *Solong*. We also wholeheartedly thank everyone who mobilized to assist the respective crews and who fought the fires on both ships, prominently including personnel from the U.K. Maritime and Coastguard Agency. A number of local pilots and other mariners also assisted the *Stena Immaculate* crew after they had successfully launched their lifeboat; we deeply appreciate their support.”

Seafarers on the *Stena Immaculate* during the incident included Bosun **Ion Sterie**, ABs **Carlo-magno Surigao**, **Reginald Macon**, **David Graham**, and **Hamdanni Nurdin**, QMEDs **George Mar-dones**, **Jeffrey Nicholson**, and **Florian Turcios**, Steward/Baker **Michael Page**, Chief Cook **Francis Solmirano**, SA **Ardeccia Hill**, Apprentice/STOS **Benjamin Brown**, and Apprentice/Wiper **Ken-yatta Mabine**.

## ‘What the [Heck] is he Doing?!’

**Jeffery Griffin** is still an SIU member, but his first voyage aboard a tanker (the *Stena Immaculate*, part of the U.S. Tanker Security Program) coincided with his first trip sailing as a third mate.

The experience quickly went from mostly predictable to shocking.

With the vessel anchored near Hull, England, Griffin (who first sailed with the SIU in 2005) happened to glance at his watch, and saw 0947. He briefly weighed whether to continue a procedure known as sniffing the tanks (checking O<sub>2</sub> levels), or head off for the upcoming coffee break. He decided to keep working for a bit.

The ship has 16 cargo tanks, eight on each side. Griffin was standing on the number seven star-board tank when he heard a shipmate yell, “What the [heck] is this guy doing?!”

*Continued on Page 7*

## Piney Point Training ‘Saved My Life’ Mariners Credit Preparation for Successful Outcome

Settling in for a telephone interview while still in the United Kingdom, **Jeffery Griffin** didn’t wait for the first question.

“The training I received at the Joseph Sacco Fire Fighting (and Safety) School saved my life,” said Griffin, a graduate of Paul Hall Center (PHC) Apprentice Class 657. “Basic, advanced, all of it. I was truly, truly relying on it. Quote me all you want on that one – it’s a true statement, and I will stand behind it 100 percent.”

Griffin maintains his SIU membership but was debuting as a third mate aboard the *Stena Immaculate* during the recent accident caused by another vessel. He finished the PHC’s AB to Mate program last year – one of many offerings at the union-affiliated school in Piney Point, Maryland. (The Joseph Sacco Fire Fighting and Safety School is part of the PHC and is located on a nearby, satellite campus).

Of the 11 Seafarers and two PHC apprentices who were aboard the *Stena Immaculate*, all but three of them have undergone safety training in Piney Point, whether as trainees or upgraders or both. The value of such training, combined with regular shipboard safety drills, was a frequent topic in the days following the accident, as the mariners congregated at a local hotel in Grimsby.

“The training paid off,” said Bosun **Ion Sterie**. “You go to Piney Point and there are also lots of drills on the ship. Every drill you do, you improve. You become faster or, if you did something wrong the drill before, you try to do it better.”

Sterie added that attention to detail is vital. “If someone isn’t trained, going in to fight the fire, you can die if, for example, you don’t put your mask on correctly or otherwise don’t know what to do.”

STOS/PHC Apprentice **Benjamin Brown** said there is no doubt his Piney Point training paid off.

“Oh, yeah,” he said. “When I was going through Piney Point, I thought, man, I’m never going to remember any of this. But I was surprised at how much I remembered. I also have to say, the captain was really fantastic. He made us do the actual drills on the ship; it wasn’t just a check-the-block type of training. Between those drills and Piney Point, it created muscle memory, and I feel like that was critical.”

He added, “For anyone entering the industry, you may think it can’t happen, but it can. Yes, it was scary, but I did the job and I know I’m prepared. We really got tested and I know I can do it again. This is a career for me.”

Further reflecting on his preparation, Griffin said, “The training we received (in Piney Point) was instrumental, and the constant training out on the ocean is what keeps you going.” He pointed out that the crew corrected some previous potential missteps through repetition.

“Definitely take it seriously,” he concluded. “This training can and will save your life.”



# LNG Vessel Signals New SIU Jobs

SIU members are sailing aboard a new addition to the American-flag fleet: the Crowley-owned *American Energy*, a liquefied natural gas (LNG) carrier.

Among other ceremonial activities acknowledging the historical importance of the vessel, SIU member Fr. **Sinclair Oubre** in early March blessed the ship in Sabine Pass, Texas, and presented vessel master Capt. Lane Frisbie with a commemorative bible.

"It felt like we were blessing a whole new industry and our future," said SIU Vice President Gulf Coast Dean Corgey, one of several SIU officials who visited the ship. "The expectation is that there eventually will be about 12 LNG export facilities along the Texas/Louisiana Gulf Coast."

In a Crowley news release announcing the ship's entry into the Jones Act trade, SIU President David Heindel stated, "The SIU is tremendously excited about providing crew members for the *American Energy*. Our members have a long, proud history of working aboard LNG vessels, and our affiliated school in Piney Point, Maryland, regularly conducts U.S. Coast Guard-approved curriculums that help prepare mariners for this kind of work. We congratulate Crowley, and we look forward to helping safely operate the newly reflagged ship."

Crowley reported that the vessel is "the first domestic LNG carrier to transport U.S.-sourced natural gas to Puerto Rico. The milestone will provide Puerto Rico with increased access to the reliable supply of U.S.-produced LNG, helping address the island's ongoing power demands."

Crowley and Naturgy have entered into a multi-year agreement that provides for the regular delivery of the U.S. mainland-sourced LNG to Naturgy's operating facility in Penuelas, Puerto Rico."

The *American Energy*, which has capacity of 34.4 million gallons, will operate in accordance with the U.S. Coast Guard Authorization Act of 1996, the company further reported. "The vessel has a CAP 1 rating, certifying its top rating for safety and vessel condition, and its compliance with all regulatory requirements."

"The entry into service of *American Energy* marks a significant step for fuel supply reliability in Puerto Rico for our energy grid, which will greatly benefit our people," said Puerto Rico Gov. Jenniffer González-Colón. "This partnership is an initiative to act using existing regulations to increase access to a U.S.-based LNG source that expands our options for the stabilization of our energy grid, as we work towards providing our residents and businesses a more consistently reliable power generation source."

The 900-foot-long LNG carrier "builds on Crowley's 70-plus years commitment to Puerto Rico," the company added. Crowley "also operates the full-service marine Isla Grande cargo terminal in San Juan for its container and roll-on/roll-off vessels, including two LNG-fueled ships, and logistics services. Crowley annually delivers more than 94 million gallons of LNG through its LNG Loading Terminal in Penuelas as well as provides ocean delivery and land transportation using ISO tank containers."

At capacity, each delivery of LNG aboard the *American Energy* provides enough energy to power 80,000 homes for a year. LNG is also a lower-carbon fuel, emitting less greenhouse gas (GHG) emissions compared to diesel and other traditional energy sources.

"We are proud and privileged to expand U.S. LNG availability in Puerto Rico in partnership with Naturgy," said Tom Crowley, chairman and CEO of Crowley Corporation. "LNG is an ample, reliable energy source available in the U.S. that provides a more resilient and lower-emission option as part of our nation's energy portfolio for quickly serving the growing power needs of Puerto Rico while supporting American jobs, American energy production and U.S. national security."

"This contract strengthens our presence in the global LNG market, particularly in the United States, and allows Puerto Rico to obtain a stable and competitive energy supply route," said Jon Ganuza, general manager of supply and wholesale markets, Naturgy.



Members of the Seafarers-affiliated American Maritime Officers – Second Mate Nicholas DeFuria (left) and Chief Mate Boren Chambers – raise the U.S. flag on the *American Energy*. (Photo courtesy Crowley)

"AMO is proud to be a part of this historic partnership that benefits the people of Puerto Rico," said American Maritime Officers National President Willie Barrere. "U.S. Merchant Mariners, many of whom were born in Puerto Rico, sailing on Jones Act vessels, have been reliably delivering goods to the Commonwealth for decades. Now we will deliver LNG fuel to power the residents and further strengthen the bond between Puerto Rico and our U.S. seafarers."



From left, SIU VP Gulf Coast Dean Corgey, vessel master Capt. Lane Frisbie, and Fr. Sinclair Oubre gather for a blessing of the ship.



The *American Energy* is sailing in the Jones Act trade.



Pictured in the crew mess are (from left) SIU Patrolman J.B. Niday, Electrician Edwin Velez, Bosun Raul Colon Matos, AB Wilson Ruiz, SA Nadia Forester, Recertified Steward Edwin Bonefont, Chief Cook Carlos Colon De Jesus, ABM Victor Velez Perez, ABM Victor Cortes Maldonado, and SIU Patrolman Kelly Krick.



Seafarers and union officials gather on the bridge. Among those pictured are VP Dean Corgey (standing fifth from left) and Port Agent Joe Zavala (kneeling in front).



# Wave of Support Voiced for Jones Act

America's freight cabotage law – a crucial part of national, economic and homeland security for more than a century – recently received strong backing from several prominent sources.

During a March 5 hearing of the Senate Armed Services Committee, Gen. Randall Reed, USAF, commander of the United States Transportation Command (TRANSCOM), expressed his clear support of the law.

U.S. Sen. Mazie Hirono (D-Hawaii) asked the general to briefly explain why the Jones Act is important to TRANSCOM and to national security.

He replied, "The Jones Act allows us to actually have shipping resources.... Because of that Act, we have a way to make sure that we can build ships here in the United States; that we can sail those ships to maintain commerce; that we can produce the crews that sail those ships, so that we have a core of [mariners].... At the same time, if the nation needs folks to go to sea, we can call on that force to sail. We will be more secure in that way."

One day later, leaders from a key House committee and subcommittee voiced bipartisan support for the Jones Act. In a joint statement, legislators noted, "The bipartisan leadership of the U.S. House Transportation and Infrastructure Committee and the Coast Guard and Maritime Transportation Subcommittee raised significant concerns about European Union efforts to undermine the Jones Act, a law important to the U.S. commercial shipbuilding industry, the stability of the U.S. supply chain, and America's national and economic security."

Transportation and Infrastructure Committee Chairman Sam Graves (R-Missouri), Transportation and Infrastructure Committee Ranking Member Rick Larsen (D-Washington), Coast Guard and Maritime Transportation Subcommittee Chairman Mike Ezell (R-Mississippi), and Coast Guard and Maritime Transportation Subcommittee Ranking Member Salud Carbajal (D-California) expressed their alarm in a letter to E.U. Ambassador to the United States Jovita Neliupšienė.

"The Committee on Transportation and Infrastructure (Committee) has serious concerns regarding the recent Foreign Agents Registration Act (FARA) filing on behalf of the European Union (E.U.), which describes E.U. efforts to lobby United States lawmakers and policy officials in an effort to secure modifications to the Jones Act (46 U.S.C. § 55102), an important American



Gen. Randall Reed, commanding officer of the U.S. Transportation Command, recently voiced strong support for the Jones Act. (DoD photo by Iain Page)

national and economic security law," they collectively stated.

In a joint news release, the congressmen pointed out "that the FARA filing was required by the E.U.'s financing of a U.S. firm to create 'one or two funny but informative' TikTok-like videos to criticize the Jones Act. The filing described the videos as part of a larger E.U. lobbying and public relations campaign to challenge the Jones Act. However, it appears that the E.U. lobbying document was removed from the FARA filing shortly after its existence was publicly disclosed."

The letter states, "The activities described in the attached lobbying campaign document go far beyond trade negotiations. Rather it appears, that the E.U. is seeking to influence United States policy on the Jones Act not through diplomatic means, but instead through an advocacy campaign, including collaboration with previously undisclosed United States organizations and social media influencers."

As further noted in the news release, "The Jones Act underpins the U.S. commercial shipbuilding industry and requires any vessel participating in coastwise trade to be United States-owned, United States-crewed, and United States-built. Jones Act-driven business supports domestic shipbuilding capacity and prevents the nation from losing an important strategic capability."

One week earlier, a statement by the Navy League of the United States emphasized the numerous benefits of America's freight cabotage law.

In 2022, Chavez-DeRemer was elected to the U.S. House of Representatives by Oregon's Fifth Congressional District, making history as the first Republican woman and one of the first Latinas elected to Congress from the state. She served on the House committees on Agriculture; Education and the Workforce; and Transportation and Infrastructure.

AFL-CIO President Liz Shuler stated, "The AFL-CIO is encouraged by Chavez-DeRemer's confirmation as Labor Secretary, given her history of supporting the freedom of workers to organize, join unions and other fundamental values of the" Protect The Right To Organize (PRO) Act. "However, we remain clear-eyed that she's joining an administration that's been openly hostile to working people on many fronts in its first two months."

Shuler noted that in Chavez-DeRemer's confirmation hearing, the former lawmaker backtracked on supporting some PRO Act provisions. Chavez-DeRemer herself had said she endorsed it only to gain "a seat at" the congressional bargaining table if it ever passed.

"Taking over the DOL in this administration is no easy task. Whether she is successful or not will depend on whether she uses her influence

As part of a much longer statement covering various components of the U.S. maritime industry, the Navy League asserted, "Without the Jones Act, the Coast Guard and Customs and Border Protection would face the new burden of ensuring foreign mariners are properly vetted, including work permits, at hundreds of inland waterway locations to preclude homeland security incidents. The Jones Act keeps American shipping companies, shipyards, mariners, and thousands of people working."

The organization also recommended "maintaining and defending the Jones Act. Weakening the law would negatively impact national and economic security by diminishing the seafaring and shipbuilding industrial bases."

Finally, in early March, Capt. Richard A. Balzano, USN Ret., who previously served as Deputy U.S. Maritime Administrator during President Trump's first term, wrote an editorial that comprehensively detailed the Jones Act's many benefits.

Although Balzano was addressing recent discussions about the law specific to New Hampshire, he included some broader points.

"The Jones Act is a series of laws that ensure that America controls its own critical supply lines," he wrote. "The Act ensures our most important commodities – like heating oil and other fuels, critical petrochemicals, agricultural products, construction materials, and other cargos – are safely transported within America by Americans on safe American-built equipment. In the face of the Chinese Communist Party's escalating global maritime ambitions and shipbuilding dominance, the Jones Act is our nation's last line of defense. It is critical to growing our maritime sector, maintaining our reserve of U.S. mariners to support our deployed forces defending our nation, securing our borders, and protecting us from undue dependence on foreign governments."

Balzano continued, "Foreign adversaries and companies want unrestricted access and control of the U.S. market, and their lobbyists push false narratives that a Jones Act repeal would save money when it simply will put more profits and control in hands of foreign companies and countries, some of whom are our adversaries. It is worth pointing out that these are the very same companies and countries that flag their ships in countries that have tax, labor, and safety cost advantages and use labor from depressed countries so that they can pay fractions of what is fair to their crews."

He concluded, "If we want to compete with China and secure our borders, then we must keep the Jones Act."

## Chavez-DeRemer Sworn In As 30th Secretary of Labor

Former U.S. Rep. Lori Chavez-DeRemer on March 11 was sworn in as the thirtieth U.S. Secretary of Labor after being confirmed by the U.S. Senate on a bipartisan vote of 67-32.

"I'm deeply grateful for this opportunity to continue serving my country, and I'll work tirelessly to help President Trump put the American worker first," said Chavez-DeRemer, the daughter of a union member. "This administration has a clear mandate to renew the American Dream for hardworking men and women across the country. As a small businesswoman and the daughter of a Teamster, I will act on my experience and work with business and labor to support good-paying jobs, grow our economy, and ensure every American can enjoy a comfortable retirement."

When Trump announced her nomination last November, he said he looks forward to "working with her to create tremendous opportunity for American workers, to expand training and apprenticeships, to grow wages and improve working conditions, to bring back our manufacturing jobs."

to be an effective voice for workers in a sea of Project 2025 appointees attempting to dismantle critical worker protections and priorities," Shuler added.

American Federation of Teachers President Randi Weingarten stated, "We will work with anyone who wants to embrace an opportunity agenda that helps workers and families get ahead. That is in the DNA of the labor movement and of public education. Secretary Chavez-DeRemer has a big job. She must help her party decide if the Department will fulfill its mission of promoting the interests of working people – including respecting collective bargaining and organizing – or whether it becomes captive to the interests of the oligarch class."

Amalgamated Transit Union President John Costa, Laborers President Brent Booker and North America's Building Trades President Sean McGarvey also welcomed Chavez-DeRemer. "We hope she has that same commitment to ensuring workers have the ability to stand together" for "fair wages, safe working conditions, and a voice in their workplace. We trust she will defend workers' rights to organize and bargain collectively," said Costa.



# SL Midway Reflags Under Stars and Stripes

The SIU recently welcomed new shipboard job opportunities as Schuyler Line Navigation Company successfully reflagged the cargo vessel *M/V SL Midway* into the United States registry.

Coast Guard inspections of the *SL Midway* were completed in Houston in February, supported by SIU members Recertified Bosun **Laurentis Colbert**, AB **Rigoberto Mejia Martinez**, AB **Ernest Ross**, STOS **Torin Holly**, Oiler **Norman Hook**, Oiler **Ronny Amaya**, Oiler **James Bitzonis**, Chief Steward **Tristan Cordero**, and ACU **Ines Castillo Flores**.

The ship is expected to sail in international trade, likely delivering military cargo on charters with the Department of Defense, according to the company. The 450-foot-long vessel boasts a load capacity of 9,700 tons.

Through an agreement with Argent Marine, the SIU will represent the unlicensed crew on the seven-year-old general cargo vessel. The union also represents members on five other Schuyler Navigation vessels: *SLNC Goodwill*, *SLNC Pax*, *SLNC Severn*, *SLNC Star*, and *SLNC York*.

SIU President David Heindel stated, "This is a fantastic addition to the U.S. Merchant Marine, and our union is proud to be part of it. As always, I'm confident that SIU members will maintain the highest levels of professionalism, reliability and dedication aboard the *SL Midway*."

Schuyler Line CEO and Argent President Dion Nicely said, "We are pleased to bring the *SL Midway* to the U.S.-flagged fleet. She is the most modern and fuel-efficient multi-purpose vessel in the U.S.-flag fleet today, and we look forward to supporting the Defense Department, U.S. Coast Guard, and other partners through our worldwide logistics network. We value our longstanding partnership with SIU and look forward to continuing to grow the SLNC fleet in the near future."



Pictured clockwise, from left, aboard the *SL Midway* are Oiler Ronny Amaya, Chief Steward Tristan Cordero, AB Rigoberto Mejia, Recertified Bosun Laurentis Colbert, ACU Ines Castillo Flores, and AB Ernest Ross.



The newly reflagged vessel carries an SIU crew.



## Retired Port Agent Elliott Passes Away

The union is mourning the death of retired SIU Port Agent Thornton "Tony" Elliott Jr., who passed away Feb. 23. He was 82.

After his sailing days, Elliott worked for the National Maritime Union (NMU) as a branch agent in Savannah, Georgia, before that organization merged into the SIU in 2001. At different times and in various ports, he subsequently worked as a safety director, patrolman, and then (from 2007 until he retired in late 2009) port agent in Mobile, Alabama.

SIU President David Heindel described Elliott as "a dedicated and respected Seafarer whose contributions will not be forgotten. Tony's commitment, strength, and unwavering support for his fellow Seafarers set a standard that will continue to inspire us all. His legacy will live on in the work he has done and the lives he has touched."

SIU Mobile Port Agent Jimmy White, who succeeded Elliott, stated, "The membership really viewed

him as a helpful guy, someone who was always there when they needed him. They always spoke really highly of him. Although Tony and I didn't work closely together, I know for sure that he was very dedicated. He will be missed."

SIU Vice President Government Services Joe Vincenzo recalled, "Tony always used to say, 'Keep stepping forward!' I had the privilege of working alongside him six days a week for the better part of one year in Jacksonville, Florida, way back in 2005. In that time, Tony proved to be a friend. He was old school in the best way. Tony was a gentleman – a professional with street cred and an honorable man. Keep on stepping, Tony."

Bosun **Cleveland West** said Elliott "was a great guy who always looked out for the members. He was always available to sit down and have a conversation. Tony was a great port agent, everybody loved him. He had the membership's best interests at heart."

Others who knew Elliott saluted him on social media. Reacting to his online obituary, current and former mariners described Elliott as "a stand-up guy," "a great shipmate," "a true gentleman and a great union official," and "very helpful when it came to handling business. You could always count on him."

A native of Tuscaloosa, Alabama, Elliott served in both the U.S. Army and U.S. Navy. He remained active in his community in Mobile, including at Prince of Peace Catholic Church, and stayed in touch with the union (he attended the Mobile benefits conference in 2023).

Survivors include his wife of 52 years, Brenda D. Elliott; five children: Latisha Lynn Elliott, Thornton (Romonda) Elliott III, Earline Jones, Dennis (Sherelle) Elliott, and Eric Jones; four grandchildren: Issiah (Summer) Elliott, Orlando Jones, Miles Jones, and A'Curia Chaney Elliott; two great grandchildren: Josephine Marie Elliott and Junior Chaney Elliott; two siblings; and a host of many more nieces, nephews, brothers-in-law, and sisters-in-law.



Port Agent Tony Elliott (second from right) meets with Crescent Towing boatmen in Mobile, Alabama, in 2009.



Tony Elliott (center) worked as a safety director when this photo was taken in Jacksonville, Florida, in 2005. Then-Patrolman Joe Vincenzo is at left, while then-Port Agent Bryan Powell is at right.



# All Hands Safe on the *Stena Immaculate*

Continued from Page 3

“I poked my head up and was able to see a vessel coming straight at us,” Griffin said. “Straight at me and my tank. All I could see was something big and blue heading toward us. I immediately knew, it’s not going to miss us. It was going fast. I was front and center when it allided between the seven port and six port cargo tanks. There was a great big loud crunching noise. That was followed by a whole lot of fire.”

For Bosun Sterie, those initial moments weren’t nearly as self-explanatory.

“We heard that boom (from the impact) and it was shocking,” he said. “We didn’t know what happened for sure – maybe something with the engine. We felt a vibration and shock, and when I went to the window, I saw the bow of the other ship, and the smoke and the fire. I was surprised at how fast it happened. But I saw black smoke and started yelling, “We’ve been hit! Fire on board! Fire on board!”

Brown had a similarly delayed reaction. He was leaving the bridge, having retrieved a log book, when the impact occurred.

“We were kind of confused at first,” he said. “It wasn’t a huge jolt. I remember looking through the fog and seeing a container (from the other vessel). All the alarms started going off. I could faintly see the white outline of the house of the other ship. And then that first fireball happened. The flames just shot out, and I thought, this is really serious.”

As the fire fighting teams donned the proper gear and began trying to extinguish the blaze, it became known that two officers were trapped on the bow. But, the crew’s “quick reactions laying down foam and fighting the raging flames enabled two officers working forward to return back through thick smoke to the house to join the rest of the crew and continue their fire and emergency duties together prior to abandoning ship,” the AMO reported.

Sterie recalled, “As the fire started to increase, we were thinking, this is a bigger problem than we first realized. We can’t fight it. Then the chief mate got word we were changing from fighting the fire to abandoning ship.”

Griffin had teamed up with three Seafarers. “I won’t say we were close to putting out the fire, but we were doing well,” he said. “We had good pressure. I was about to do a muster when we heard the words, forget the muster, abandon ship.

“We moved in the most organized but urgent way,” he continued. “Nobody was slamming into each other. We did a quick muster at the lifeboat.



The *Stena Immaculate* is pictured March 12 in the Humber Estuary, off the east coast of Yorkshire, England. (Photo by Danny Lawson)



The Madeira-flag containership *Solong* (Photo by Danny Lawson)

I had grabbed my phone and nothing else. We got the lifeboat manned; a lot of people were very scared to get in that lifeboat (because of the flames and nearby smoke). The second mate did the fastest head count I’ve ever seen, but he did count everyone.”

Sterie noted, “When we were ready to launch the boat, the wind or maybe the position of the ship changed. All the smoke came toward to the house; we could feel it on our faces. There was so much smoke we couldn’t see the ship that hit us. It was scary because the fire was so close.”

Once the crew had boarded the lifeboat (positioned on the stern, and utilizing a gravitational launch), the bosun jumped in. He then informed one of the officers that the water they were about to enter was on fire.

The lifeboat successfully moved away from the accident scene, approximately a dozen miles from shore, and the crew’s relief was obvious. However, between the fumes and the trauma and the five-foot waves (Griffin noted, “When you’re in a lifeboat, they feel significantly larger”), the crew welcomed the nearly immediate opportunity to board other boats.

Fortunately, the mariners worked with a local service vessel, pilots and fast rescue boats to safely split up and head to shore aboard multiple boats. (The *Stena Immaculate* mariners took turns jumping into small inflatable boats, then boarding the larger pilot boats.) They made it ashore within an hour or so.

## Next Steps

Both Sterie and Griffin expressed profuse appreciation for the prompt and comprehensive support they received from the unions and the company. They also candidly described the sometimes-difficult experience of enduring numerous meetings that inevitably followed such a devastating accident.

“It’s been bananas,” Griffin said. “At least 15 or 20 people met us at the hotel, representing the different government agencies, and company interests. But the response from the SIU was fantastic. Within hours, we had someone here (at the hotel) making sure the crew were okay. We were able to get clothing, have a shower and start feeling normal again.”

Russo mentioned another potentially stressful component of the aftermath. Although media members stayed in a different hotel, they were “camped out daily” near the mariners, and were polite but persistent in trying to secure interviews.

Russo met with the SIU members multiple times each day, and provided a wide range of support. Eventually, they all headed home March 15.

“Our number one goal was to make sure everybody was okay and to get them all home as soon as possible,” he said. “By the end of the week, most of them were in pretty good spirits. Crowley really did a good job, and everyone had great things to say about the captain.

“They’re going to be family for life,” Russo concluded. “They depended on each other and truly embodied the brotherhood and sisterhood of the sea. Everybody said it was all about their training.”

Sterie said he’d already been contemplating retirement, but the accident itself won’t affect his decision. A Seafarer since 2001, he commended the performance of the crew in responding to the fire: “The boys did good.”

Brown thanked not only the unions and Crowley but also many of the local citizens who responded with kindness, both during the lifeboat evacuation and once they were ashore.

“They were all phenomenal,” he said. “I was surprised at how quickly they were able to get us what we needed once we were ashore.”

Brown also commended his shipmates for a “fantastic” response to the emergency. “Everybody did exactly what they were trained to do,” he said. “The captain (Thomas Leaf) and second mate (Peter Skerys) in particular processed all the information so quickly, and formulated a gameplan. They were making life-and-death decisions, but I remember thinking, we’re going to be okay with these guys. They have a plan, and it appears to be a good one.”

Griffin, who said the allision “was gentler than I thought it would be,” added that his “natural instinct is to shrug it off and go to the next job. I’m a little shaken but I’m ready to go back to work. The fire – it happened. The abandoned ship – it happened. We trained for it, we prepared for it, and everybody survived, so we obviously are doing something the right.”



Despite the trauma, *Stena Immaculate* mariners bounced back and shared some laughs as they processed what had happened. Shown in this Seafaring Selfie are (clockwise, from bottom right) SIU Asst. VP Michael Russo, SA Ardeccia Hill, AB Reginald Macon, and vessel master Capt. Thomas Leaf.



# At Sea & Ashore with the SIU



**MILESTONES IN ALGONAC** – Receiving their respective A-seniority books at the hiring all are AB Issa Ali (left in photo above, left, with Safety Director Jason Brown) and AB Chandler Williams (right in other photo, with SIU Port Agent Todd Brdak).



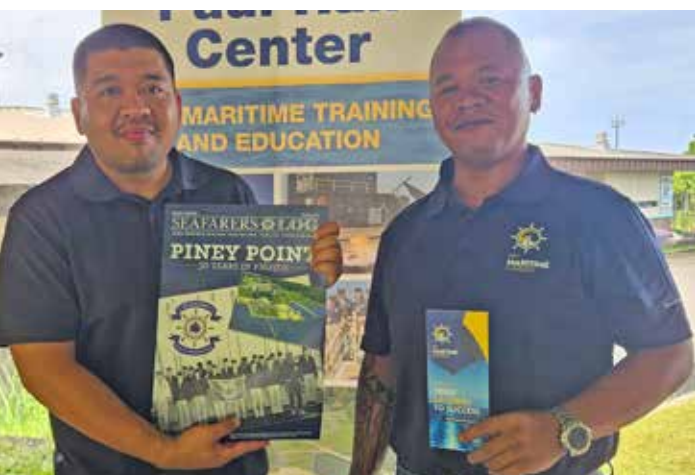
**SAN JUAN CELEBRATION** – Chief Cook Alondra Delgado Polanco (center) happily receives her full book. She's pictured at the hiring hall with Safety Director Ricky Rivera (left) and her mother, Josefina Polanco, who has been very supportive of Alondra's seagoing career.



**ABOARD EL COQUI** – Pictured from left aboard the Intrepid vessel are SA Pedro Maysonet, Safety Director Ricky Rivera, Chief Cook Tamara Russ, Capt. Nick St. Jean, and Steward/Baker Julian De Los Santos.



**WITH SEAFARERS IN HOUSTON** – In the larger group photo, AB June Kirk Margaja (second from left) receives his full book at the hiring hall. He's pictured with (from left) Patrolmen J.B. Niday, Kirk Pegan and Kelly Krick. In the remaining photo, QMED Roman Hutson (left) obtains his B book from SIU Port Agent Joe Zavala.



**PROMOTING SIU CAREERS** – On the recruiting trail in Guam are (from left) STOS Charles Catunao and SIU Port Agent Victor Sahagon. They're pictured Feb. 21 at an annual career/job fair at Southern High School.



**KEY GATHERING IN COMMONWEALTH** – SIU officials on March 5 took part in a labor-management forum at U.S. Military Sealift Command headquarters in Norfolk, Virginia. Attendees at the quarterly meeting included (far side of table, from left) SIU VP Joe Vincenzo and Asst. VP Sam Spain, along with MSC Deputy Director Frank Cunningham, MEBA Branch Agent Craig Moran, and MM&P Representative Randi Ciszewski. They covered wide-ranging topics, including the reduction-in-force directive, the federal hiring freeze, and terminations of probationary CIVMARS.



**ABOARD CAPE INTREPID** – Seafarers stepped up for a recent, 13-day turbo activation of the Ocean Duchess vessel. Here are some snapshots from the operation: From left: GVA Talama Moega, BREC LBJ Tanoa, AB Nigel Williams; Chief Cook Simone Smith, Chief Steward Latara Rengifo; GUDE Israel Serrano, AB Raul Molina, AB Nick Randall; GUDE Kassem Saleh; SAs Calvin Johnson and Wilfredo Martinez



# At Sea & Ashore with the SIU



**THEN AND NOW** – Here we have a pic from the past (year 2001) and a current photo combined. Up top, from left are AB Kirk Pegan and OS Richard Molina Blackman aboard the Great Lakes vessel *M/V Gemini*, operated by Cleveland Tankers. The bottom (current) photo was taken at the Houston hall, with Pegan (right) as a patrolman and Blackman a recertified bosun.



**READY TO SHIP OUT** – Chatting at the Port Arthur Seafarers Center are (from left) Paul Hall Center Phase 3 Apprentice Jamison Parris and Fr. Sinclair Oubre, a longtime SIU member. Parris was en route to the *Liberty Power*.



**ABOARD CAPE SAN JUAN** – Recertified Bosun Ritche Acuman (left) and ABM Daniel Hanback perform preventive maintenance aboard the Crowley ship.



**ABOARD TAINO** – Pictured aboard the *Intrepid* ship are (from left) Recertified Steward Rafael Cardenas, Electrician Carolos Parrilla, Safety Director Ricky Rivera, Chief Cook Luis Perez, Oiler Lionel Felix, Recertified Bosun Donley Johnson and SA Kajuan Gamble.



**ABOARD ISLA BELLA** – SIU Asst. VP Amancio Crespo and Safety Director Ricky Rivera recently took part in a tour that included stops at TOTE Maritime Puerto Rico facilities and aboard the SIU-crewed TOTE ship. Puerto Rico Ports Authority Executive Director Norberto Negrón reaffirmed his strong support of the industry and the Jones Act. Pictured from left in the posed photo (aboard the ship) are Rivera, TOTE Director of Operations Enrique Figueroa, Crespo, Capt. Raymond Thompson, Negrón, TOTE VP Peter Santiago, and Alberto Cabrera and Jim Wagstaff from JAXPORT.



**ABOARD JANET MARIE** – Pictured from left aboard the *Sunrise Operations* ship are Chief Cook Benny Feria, Steward/Baker Johnson Ashun, and SA Sharif Mohamed.



**ABOARD MAERSK CHICAGO** – Pictured from left are Chief Cook Richard Torres, SIU Patrolman Osvaldo Ramos, Chief Steward Pauline Crespo, and SA Melvin Ellis. The vessel was in New Jersey – it's last U.S. stop before heading overseas.



**ABOARD MAHIMAHI** – Pictured from left on the *Matson* vessel are ACU Hayel Omer, Chief Cook Salah Omar, and Steward/Baker James Abilad.



# At Sea & Ashore with the SIU



**BOOKS GALORE IN JACKSONVILLE** – The two photos above were captured during the February (left) and March (right) membership meetings, respectively. Taking the oath are (first photo, from left, starting second from left) OMU Johnathan Brown (receiving his A-seniority book) and – all picking up their respective B books – Oiler Victor Atrashkevich, SA Catherine Lirio, SA Joseph Crisante, Chief Cook Kenya Scott, and OMU Brianna Ashley. Pictured from left in the remaining photo (facing camera) are STOS Tyree Mosley (receiving his B-seniority book), ABG Aldo Thomas (A book), AB Keegan Brown (B), ABM Jeffery Graham (B), GUDE Emilo Blue (B), and AB Sean Jones (B). SIU Port Agent Ashley Nelson is at far left in the photo to left.



**LONE STAR STATE MILESTONE** – With the Houston skyline in the background, Chief Steward Pauline Crespo (left) receives her A-seniority book from SIU Patrolman Kelly Krick.



**SERVICING OCEAN SUN** – These photos are from an early February visit to the Crowley tug. Pictured from left in the outdoor photo are Safety Director Kevin Sykes, Chief Engineer Richard Lewis, Chief Mate Clyde McNatt, and SIU Houston Patrolman Kelly Krick. In the other pic, also from left: SIU Houston Port Agent Joe Zavala, Lewis, AB Sedric Cage, AB Rommel Martinez, and Sykes.



**ABOARD PERLA DEL CARIBE** – Embracing some photo opps aboard the TOTE ship are (from left, starting in the galley) Chief Cook Jesus Mendez Mercado and Steward/Baker Jacob Parrilla, and (on deck) Bosun Charles Ortiz Quinones with ABM Angel Pagan Sanchez.



**WELCOME ABOARD** – AB/Tankerman Shane Cawley (left) receives his full book. He's pictured aboard the Fairwater ATB *Liberty* with SIU Asst. VP Kris Hopkins.



**ABOARD ATB NANCY PETERKIN** – This snapshot is from a Feb. 25 servicing of the Penn Maritime/Kirby vessel in Pasadena, Texas. Pictured from left are SIU Patrolman Kelly Krick, 3M Kory McNally, (front) 3AE Robert Thomas, SIU Patrolman J.B. Niday, Tankerman John Polk, and CM Alex Efrin.



**NO LETUP IN RECRUITING** – Promoting the SIU and the Paul Hall Center for Maritime Training and Education during a career fair are (from left) Safety Director Kevin Sykes and Patrolman Kelly Krick. They're pictured Feb. 6 at a Workforce Solutions Youth Career Expo at Doggett Ford Park in Beaumont, Texas. Thousands of students from area high schools attended.



# At Sea & Ashore with the SIU



**ABOARD ALLIED BROOKLYN** – This heavy-lift vessel is a new addition to the SIU fleet, and is pictured in Tacoma, Washington. From left in the group photo are QMED Norman Pandy, Steward/ Baker Robbie Tolbert, Bosun Andrew Graham, Oiler Kenneth Cox, and ACU Angelica Gamez. The vessel is operated by Federated Crewing.



**WEST COAST GATHERING** – Four recertified bosuns meet at the Oakland, California, hall for the March membership meeting. Pictured from left are Ritche Acuman, Antjuan Webb, Robert Natividad, and Gheorghe Savenu.



**SIU FAMILY VISIT** – Stopping by the San Juan, Puerto Rico, hall are QMED Marcelino Santos Bermeo (left), with his wife, Karla Orlando, and future Seafarer Paulo Santos Orlando.



**CHARM CITY SNAPSHOT** – AB Yankuba Turay (right) obtains his full B book at the Baltimore hiring hall. He's pictured with SIU Port Agent John Hoskins.



**ABOARD NORTH STAR** – Safety Director Danielle Woodward snapped these photos of the TOTE vessel in Tacoma, Washington. Bosun Tony Kirven (left) displays his favorite monthly periodical, while the remaining photo includes (from left) SA Kristara Colson and Chief Cook Brandon Hamilton.



**ABOARD GREEN OCEAN** – AB Joseph Balerite is pictured aboard the Waterman ship in Vancouver, Washington.



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Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

Dean Corgey, Vice President Gulf Coast

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# Inquiring Seafarer

*This month's question was answered by members at the hiring hall in Jersey City, New Jersey.*

## Question: What are some things you like about your career?



**Ion Irimia**  
*Recertified Bosun*

I like everything. I thank the union for everything they've done for me, and I'm going to sail a few more years. They've given me an opportunity to make some money. If you do your job, there are no problems.



**Michael Penkwitz**  
*ABM*

I was in Class 423 in 1987. I've got 38 years in. The opportunity of being a full-book union member and getting paid. I've come a long way and I'm very thankful for the SIU. My whole family are Seafarers. This was our foot in the door, and the Seafarers have been nothing but good to me all the way around.



**Eden Dulin**  
*AB*

I like being able to travel and get paid for it. I like the time off, too. I just finished the apprenticeship program and I really appreciated that as well. I've made two voyages so far.



**Ahmed Haridy**  
*GUDE*

It's my life. I was born close to the water and I love to work at sea. There's just something about it I really like. I like sailing to the old Mediterranean ports the most.



**Adele Messina**  
*Chief Cook*

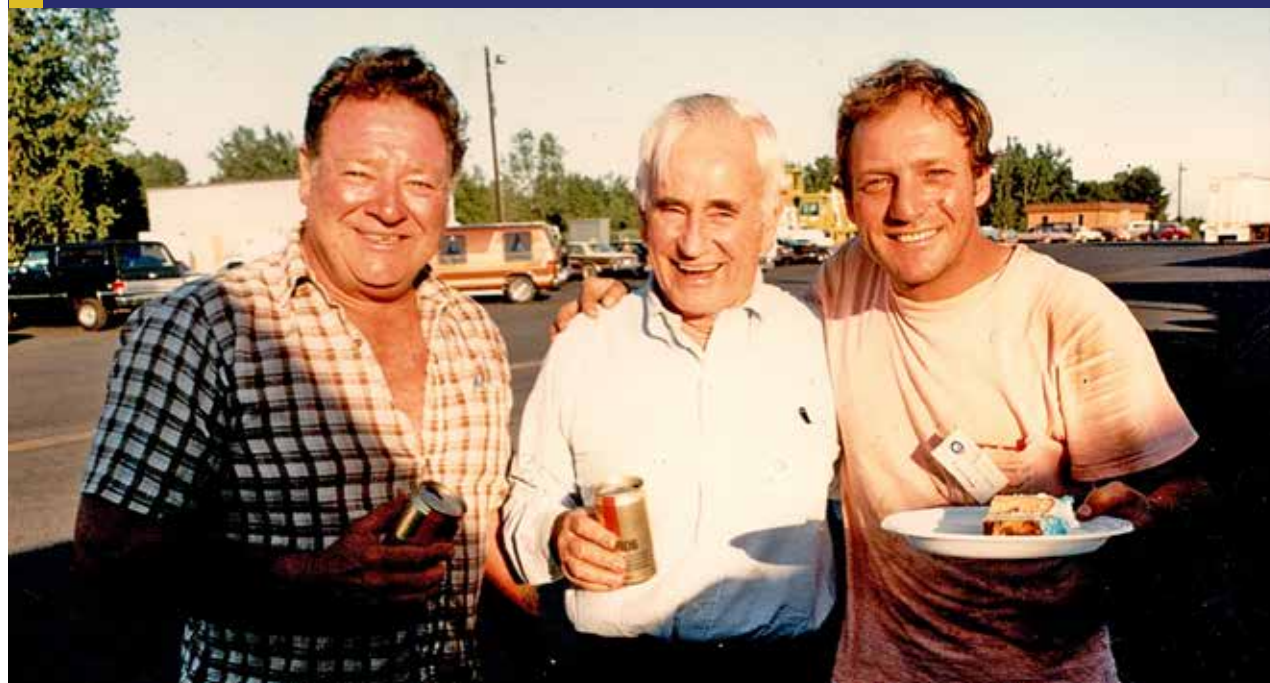
One of the things I really enjoy is taking care of people on the ships. It makes me happy. I've been sailing for 18 years. I'll keep on sailing as long as I can.



**Thaisha Morris**  
*Chief Cook*

I like to experience meeting new people, both on the ship as well as going ashore. I like to cook and I like to travel, so, why not get paid for both? That's a reason I took this job. Also, I'm able to expand my ability to cook. This career allows me to learn new ways of doing things and expand my horizon.

## Pic from the Past



This 1985 photo includes (from left) Bosun Roland "Snake" Williams, Tom Crowley Sr., and Pumpman Charlie Duer. It was taken at the Crowley terminal in Pennsauken, New Jersey. Tom Crowley owned and operated Crowley Maritime Corp. until his passing in 1994.



# 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

### STEPHEN AVALLONE

Brother Stephen Avallone, 65, started sailing with the Seafarers International Union in 1989 when he shipped on the *Independence*. Brother Avallone worked in the steward department and upgraded at the union-affiliated Piney Point school on several occasions. He most recently sailed aboard the *Horizon Reliance* and calls Beebe, Arkansas, home.



### JONAS BOCAYA

Brother Jonas Bocaya, 66, joined the union in 1989, initially sailing aboard the *Independence*. He worked in the engine department and upgraded on multiple occasions at the Paul Hall Center. Brother Bocaya concluded his career on the *Horizon Enterprise*. He resides in Honolulu.



### EMMANUEL BUYSER

Brother Emmanuel Buyser, 65, signed on with the SIU in 1997. He first sailed aboard the *Overseas New York* and worked in the deck department. Brother Buyser upgraded at the Piney Point school on multiple occasions. He last shipped on the *Horizon Spirit* and makes his home in Glendora, California.



### DARIO DIZON

Brother Dario Dizon, 67, embarked on his SIU career in 2005 when he shipped on the *USNS Capella*. He sailed in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Dizon's final vessel was the *USNS Mary Sears*. He makes his home in Magnolia, Texas.



### ROSLYN JOHNSON

Sister Roslyn Johnson, 65, became a member of the union in 1996 when she sailed aboard the *USNS Altair*. A steward department member, Sister Johnson upgraded at the Piney Point school on multiple occasions. She concluded her career aboard the *Gopher State* and lives in Winchester, Virginia.



### JOHN MENDEZ

Brother John Mendez, 58, joined the Seafarers International Union in 1989, initially working on the *USNS Kane*. A deck department member, he upgraded on numerous occasions at the Paul Hall Center. Brother Mendez most recently sailed aboard the *Benavidez*. He resides in Corpus Christi, Texas.



### SCOTT PALEN

Brother Scott Palen, 57, began his union career in 1991, initially shipping aboard the *Cape Edmont*. He worked in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Palen last sailed on the *Cornhusker State* and settled in Norfolk, Virginia.



### VICTOR QUIOTO

Brother Victor Quioto, 65, embarked on his career with the SIU in 1992 when he shipped on the *Independence*. He upgraded at the Paul Hall Center on multiple occasions and worked in the engine department. Brother Quioto last sailed on the *Overseas Cascade*. He lives in Katy, Texas.



### ANGEL RIVERA

Brother Angel Rivera, 68, signed on with the Seafarers in 2003 when he shipped on the *USNS Potomac*. He sailed in both the deck and engine departments. Brother Rivera most recently sailed aboard the *USNS Altair*. He resides in River Ridge, Louisiana.



### WILLIE SAM

Brother Willie Sam, 65, joined the union in 2001. He initially sailed aboard the *USNS Capella* and was a member of the engine department. Brother Sam upgraded on numerous occasions at the Piney Point school. He last sailed aboard the *Gordon* and makes his home in Beaumont, Texas.



### DAVID SIMMONS

Brother David Simmons, 67, started his career with the Seafarers International Union in 1977 when he sailed aboard the *Columbia*. He upgraded at the Paul Hall Center on multiple occasions and shipped in the engine department. Brother Simmons last sailed on the *Buyer* and lives in Saraland, Alabama.



### MELVIN STEGALL

Brother Melvin Stegall, 66, started sailing with the SIU in 1999 when he shipped on the *Jack Lummus*. He was a deck department member and upgraded often at the Paul Hall Center. Brother Stegall concluded his career aboard the *Ocean Trader*. He resides in the Philippines.



## INLAND

### JIMMY BROUSSARD

Brother Jimmy Broussard, 62, began his career with the Seafarers International Union in 1985 when he was employed with Moran Towing of Texas. He shipped primarily in the engine department and upgraded his skills at the Piney Point school on multiple occasions. Brother Broussard concluded his career aboard the *Courage*. He lives in Bridge City, Texas.



### WARD DAVIS

Brother Ward Davis, 66, joined the SIU in 1996. Sailing as a deck department member, he initially worked with Crowley Puerto Rico Services. Brother Davis upgraded at the Paul Hall Center on multiple occasions. He most recently sailed with Crowley Towing and Transportation. Brother Davis calls St. Petersburg, Florida, home.



### RILEY JOHNSON

Brother Riley Johnson, 65, signed on with the SIU in 1997. Sailing as a deck department member, he upgraded at the Paul Hall Center on multiple occasions. Brother Johnson was employed with Express Marine for his entire career. He makes his home in Belhaven, North Carolina.



### GERALD KARL

Brother Gerald Karl, 74, became a member of the Seafarers Union in 2001, initially sailing with OLS Transport. He upgraded at the Paul Hall Center on numerous occasions and worked in the deck department. Brother Karl was most recently employed with Great Lakes Towing. He makes his home in Park Forest, Illinois.



### BRYAN PATTERSON

Brother Bryan Patterson, 61, joined the Seafarers in 1993. He was an engine department member and upgraded at the Piney Point school on multiple occasions. Brother Patterson was employed by Crowley for most of his career. He calls Fernandina Beach, Florida, home.

### JAMES SHIPLEY

Brother James Shipley, 65, donned the SIU colors in 1996 when he worked with Hvide Marine. Brother Shipley sailed in the deck department and was last employed with Seabulk. He resides in Port Neches, Texas.

### ROGER STEWART

Brother Roger Stewart, 69, joined the union in 2000. He upgraded at the Piney Point school on multiple occasions and sailed in the deck department. Brother Stewart worked with Crowley Towing and Transportation for his entire career. He resides in Rockford, Tennessee.





# 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

### ENOCH BOWENS

Brother Enoch Bowens, 56, passed away November 21. He began his career with the Seafarers in 1919, initially sailing aboard the *Cape Washington*. Brother Bowens worked in the engine department. He most recently sailed on the *State of Maine* and lived in Philadelphia.

### RONALD DEWITT

Pensioner Ronald Dewitt, 79, died January 6. He joined the union in 1968 and first shipped on the *Afoundria*. Brother Dewitt worked in the steward department. He last sailed aboard the *Horizon Fairbanks* and became a pensioner in 2006. Brother Dewitt made his home in Seattle.



### PETER GLENNON

Pensioner Peter Glennon, 68, passed away January 15. He joined the SIU in 1978 and first sailed aboard the *Overseas Ulla*. Brother Glennon worked in the deck department and last sailed on the *Voyager*. He went on pension in 2021 and made his home in Mechanicsville, Maryland.

### JAMES MACKLIN

Brother James Macklin, 66, died November 28. Brother Macklin signed on with the union in 1978 when he shipped on the *Mohawk*. He worked in the steward department and last shipped aboard the *USNS Petersburg*. Brother Macklin lived in the Northern Mariana Islands.



### SEAN RYAN

Brother Sean Ryan, 65, has passed away. He began sailing with the Seafarers International Union in 1987. Brother Ryan's first vessel was the *USNS Vindicator*. A deck department member, he most recently shipped on the *Liberty Passion* in 2020. Brother Ryan was a resident of Virginia Beach, Virginia.



### LEON SATTERTHWAITE

Pensioner Leon Satterthwaite, 79, died January 4. He donned the SIU colors in 2001. A deck department member, Brother Satterthwaite first shipped on the *Yorktown Express*. He last sailed aboard the *Cape Vincent* and became a pensioner in 2014. Brother Satterthwaite made his home in Marksville, Louisiana.



### ALPHONSE THOMAS

Pensioner Alphonse Thomas, 80, passed away December 4. He became a member of the SIU in 1964. Brother Thomas was initially employed with Trans Western Association. He worked in the engine department and last shipped aboard the *Atlantic Forest*. Brother Thomas went on pension in 2002 and resided in Metairie, Louisiana.



### JAY THOMAS

Pensioner Jay Thomas, 71, died January 4. He signed on with the Seafarers International Union in 1969 and first sailed aboard an Intercontinental Carriers ship. Brother Thomas primarily sailed in the deck department. He last sailed on the *El Morro* and began collecting his pension in 2008. Brother Thomas lived in Jacksonville, Florida.



### THOMAS VAIN

Pensioner Thomas Vain, 83, passed away January 18. He joined the SIU in 1963 and first sailed with Marvin Steamship Corporation. Brother Vain worked in the deck department and last sailed on the *USNS Antares*. He retired in 2006 and made his home in Jacksonville, Florida.



### LUKE VANDEGRIFT

Brother Luke Vandegrift, 24, died September 28. He embarked on his career with the SIU in 2020. A steward department member, Brother Vandegrift first shipped on the *Midnight Sun*. He most recently worked aboard the *USNS Pomeroy* and resided in Nanjemoy, Maryland.



## GREAT LAKES

### RONALD VANDERCOOK

Brother Ronald Vandercook, 69, passed away December 28. He joined the Seafarers in 1980 and first sailed aboard the *Newark*. Brother Vandercook sailed in the deck department. He last shipped on the *Indiana Harbor* and made his home in Conneaut, Ohio.

## INLAND

### JOSEPH EVERETT

Pensioner Joseph Everett, 76, died December 8. He began sailing with the Seafarers in 1973, initially working with Allied Transportation. Brother Everett was a deck department member and was last employed with McAllister Towing of Virginia. He became a pensioner in 2010 and settled in South Mills, North Carolina.

### MARC GORFINE

Pensioner Marc Gorfine, 83, passed away January 22. He embarked on his career with the union in 1987 and shipped in the deck department. Brother Gorfine worked with the Association of Maryland Pilots for the duration of his career. He went on pension in 2004 and resided in Virginia Beach, Virginia.



### ROBERT MORGAN

Pensioner Robert Morgan, 75, died January 7. He joined the SIU in 1994. Brother Morgan sailed in the deck department and was employed with McAllister Towing of Virginia for his entire career. He began collecting his pension in 2021 and made his home in Port Haywood, Virginia.

### JAMES WHITE

Pensioner James White, 82, passed away December 16. He joined the union in 1968 when he worked with Mariner Towing. Brother White was a deck department member. He was last employed with Interstate Oil and became a pensioner in 2004. Brother White lived in Tyner, North Carolina.



### ALLEN WILLIAMS

Pensioner Allen Williams, 92, died January 6. He began sailing with the SIU in 1962. Brother Williams worked for Moran Towing of Virginia for the majority of his career. He started collecting his pension in 1994 and resided in Hilliard, Florida.

## NMU

### WARREN JACKSON

Pensioner Warren Jackson, 90, passed away January 6. Brother Jackson last shipped on the *Gulf Supreme* and began collecting his pension in 2000. He was a New Orleans resident.

### FEDERICO JOHNSON

Pensioner Federico Johnson, 97, died December 2. He began sailing in 1953, initially aboard the *St. Mary*. Brother Johnson was an engine department member. He last sailed aboard the *American Legend* and began collecting his pension in 1974. Brother Johnson made his home in Ocala, 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 Vessels. He retired in 2000 and settled in Hyannis, Massachusetts.

### STAVROS MANOUSARIDIS

Pensioner Stavros Manousaridis, 86, died December 31. Brother Manousaridis began sailing in 1979, initially aboard the *Marine Electric*. He worked in the deck department and last sailed aboard the *Chilbar* in 2003. Brother Manousaridis became a pensioner the following year and resided in Portland, Oregon.

### WAYNE REIS

Pensioner Wayne Reis, 77, died January 17. Brother Reis sailed in the steward department and last shipped on the *Marine Duval*. He went on pension in 2012 and settled in New Bedford, Massachusetts.

### VINCENT WESLEY

Pensioner Vincent Wesley, 102, passed away January 24. Brother Wesley shipped in the steward department. He concluded his career aboard the *American Trader* and began collecting his pension in 1987. Brother Wesley was a New York City resident.



Notice

CBD, Medical Marijuana Still Banned By DOT

Despite changes to certain state regulations, the use of marijuana and cannabidiol (CBD) products is still disallowed by the Department of Transportation (DOT), and will cause a positive result when taking any mandatory drug test.

As stated by the DOT: “We have had inquiries about whether the Department of Transportation-regulated safety-sensitive employees can use CBD products. Safety-sensitive employees who are subject to drug testing specified under 49 CFR part 40 (Part 40) include: pilots, school bus drivers, truck drivers, train engineers, transit vehicle operators, aircraft maintenance personnel, fire-armed transit security personnel, ship captains, and pipeline emergency response personnel, among others.

“The Department of Transportation’s Drug and Alcohol Testing Regulation, Part 40, does not authorize the use of Schedule I drugs, including marijuana, for any reason. Furthermore, CBD use is not a legitimate medical explanation for a laboratory-confirmed marijuana positive result. Therefore, Medical Review Officers will verify a drug test confirmed at the appropriate cutoffs as positive, even if an employee claims they only used a CBD product.”

The DOT has stated: “It remains unacceptable for any safety-sensitive employee subject to the Department of Transportation’s drug testing regulations to use marijuana. Since the use of CBD products could lead to a positive drug test result, Department of Transportation-regulated safety-sensitive employees should exercise caution when considering whether to use CBD products.”

Additionally, even if a mariner lives in a state which has passed recreational use laws, the DOT has expressed the following: “Medical Review Officers (MROs) will not verify a drug test as negative based upon learning that the employee used ‘recreational marijuana’ when states have passed ‘recreational marijuana’ initiatives. We also firmly reiterate that an MRO will not verify a drug test negative based upon information that a physician recommended that the employee use ‘medical marijuana’ when states have passed ‘medical marijuana’ initiatives.”

April & May Membership Meetings

Piney Point	Monday: April 7, May 5
Algonac	Thursday: April 17, May 15
Baltimore	Thursday: April 10, May 8
Guam	Thursday: April 24, May 22
Honolulu	Friday: April 18, May 16
Houston	Monday: April 14 , May 12
Jacksonville	Thursday: April 10, May 8
Joliet	Thursday: April 17, May 15
Mobile	Wednesday: April 16 , May 14
New Orleans	Tuesday: April 15, May 13
Jersey City	Tuesday: April 8, May 6
Norfolk	Friday: April 11, May 9
Oakland	Thursday: April 17, May 15
Philadelphia	Wednesday: April 9, May 7
Port Everglades	Thursday: April 17, May 15
San Juan	Thursday: April 10, May 8
St. Louis	Friday: April 18, May 16
Tacoma	Friday: April 25, May 23
Wilmington	Monday: April 21 , May 19

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from Feb. 17 - March 17, 2025. “Registered on the Beach” data is as of March 18, 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	23	8	3	5	2	0	1	45	10	4
Anchorage	3	2	0	1	4	0	3	5	0	0
Baltimore	6	2	0	4	2	1	1	4	2	1
Fort Lauderdale	16	3	9	18	7	7	11	22	4	9
Guam	3	1	2	1	3	0	0	4	1	2
Harvey	9	10	1	7	3	1	2	10	11	4
Honolulu	5	1	0	1	1	0	1	7	3	0
Houston	25	15	13	25	8	4	13	49	29	15
Jacksonville	30	18	10	26	20	7	20	46	24	8
Jersey City	15	7	4	11	2	2	3	31	16	3
Joliet	6	1	1	2	1	1	1	4	0	2
Mobile	8	5	4	4	4	0	3	12	7	9
Norfolk	20	17	6	10	9	4	6	23	26	10
Oakland	11	3	2	7	1	0	2	13	3	3
Philadelphia	3	2	0	1	2	1	1	3	1	0
Piney Point	3	8	0	2	4	0	2	1	4	0
Puerto Rico	6	1	0	1	1	0	0	10	2	0
St. Louis	3	1	1	1	1	0	0	1	3	1
Tacoma	21	5	0	12	3	0	7	32	9	1
Wilmington	25	6	4	18	2	1	8	50	12	5
TOTAL	241	116	60	157	80	29	85	372	167	77
Engine Department										
Algonac	6	1	1	4	2	0	2	9	3	2
Anchorage	0	1	2	1	0	1	0	1	2	1
Baltimore	3	3	1	1	1	1	0	3	2	0
Fort Lauderdale	8	4	0	6	5	1	3	10	6	0
Guam	0	1	0	0	0	1	0	3	1	1
Harvey	3	2	2	2	3	0	1	3	2	3
Honolulu	5	0	0	6	0	0	1	7	2	2
Houston	2	7	3	5	3	2	4	7	13	2
Jacksonville	12	8	5	10	13	3	9	26	18	6
Jersey City	5	6	1	5	4	1	3	10	8	0
Joliet	1	0	0	1	1	1	1	3	2	0
Mobile	1	1	1	2	2	0	0	3	3	1
Norfolk	9	7	6	7	10	3	5	13	12	7
Oakland	2	5	2	1	4	1	2	5	3	1
Philadelphia	3	1	2	3	0	1	0	2	1	0
Piney Point	1	0	1	1	0	0	1	2	2	0
Puerto Rico	3	1	1	4	1	0	2	4	1	1
St. Louis	1	1	0	0	0	0	0	1	1	0
Tacoma	6	3	1	4	1	1	2	11	6	1
Wilmington	15	2	6	8	5	1	2	25	7	8
TOTAL	86	54	35	71	55	18	38	148	95	36
Steward Department										
Algonac	5	0	0	2	0	0	0	6	2	0
Anchorage	0	1	1	0	2	0	1	0	0	1
Baltimore	1	2	0	1	2	0	2	2	0	0
Fort Lauderdale	7	2	0	8	3	1	2	6	5	1
Guam	2	1	0	1	0	0	0	3	2	0
Harvey	4	3	0	0	2	0	0	5	3	0
Honolulu	7	0	0	4	1	0	2	12	2	0
Houston	10	7	2	7	6	2	5	16	8	4
Jacksonville	21	16	6	11	12	3	9	32	23	9
Jersey City	11	2	0	4	1	0	2	17	4	1
Joliet	1	2	0	0	2	0	3	2	2	0
Mobile	1	0	0	1	1	0	1	3	1	0
Norfolk	14	14	2	10	7	4	6	24	18	3
Oakland	10	3	0	6	4	0	0	17	2	1
Philadelphia	1	1	1	2	1	0	2	3	0	1
Piney Point	2	1	1	1	1	1	1	5	0	0
Puerto Rico	2	5	0	5	3	1	1	3	9	2
St. Louis	1	1	0	0	0	0	0	2	1	0
Tacoma	5	3	1	3	3	0	1	12	6	1
Wilmington	15	8	2	13	6	1	7	37	9	6
TOTAL	120	72	16	79	57	13	45	207	97	30
Entry Department										
Algonac	1	6	11	0	4	1	1	2	17	29
Anchorage	0	3	2	0	3	0	0	0	1	2
Baltimore	0	4	1	0	2	1	0	0	4	1
Fort Lauderdale	1	8	5	2	8	9	2	0	7	5
Guam	0	0	0	0	0	1	0	0	1	2
Harvey	1	2	4	2	1	1	0	0	2	5
Honolulu	1	1	6	0	0	3	0	0	2	9
Houston	2	12	19	0	16	7	2	3	19	26
Jacksonville	1	24	54	1	17	20	4	1	50	104
Jersey City	2	12	15	0	6	6	1	2	21	31
Joliet	0	3	2	0	1	2	2	0	3	1
Mobile	0	1	4	0	1	0	1	0	0	3
Norfolk	0	10	26	1	11	17	4	0	15	47
Oakland	0	5	10	0	7	4	2	1	12	13
Philadelphia	0	1	2	0	2	1	0	0	0	1
Piney Point	0	1	6	0	2	1	5	0	3	4
Puerto Rico	0	0	1	0	0	0	0	1	0	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	3	10	9	3	4	5	2	4	11	10
Wilmington	0	4	9	1	3	11	0	2	10	22
TOTAL	12	107	186	10	88	90	26	16	178	316
GRAND TOTAL	459	349	297	317	280	150	194	743	537	459



# Digest of Shipboard Union Meetings

*The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted. Ships' minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.*

**LIBERTY** (TOTE Services), November 17 – Chairman **Kenney Gaston**, Secretary **Marguerite Diggs**. Chairman praised crew for working well together. He encouraged members to be familiar with company policies and reminded them to use job-appropriate tools. Educational director advised crew to keep documents up-to-date and to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Steward department needs protective gear to avoid oven burns. Crew discussed forklift training and talked about changing holiday pay to overtime rate versus a day's pay. Members asked for missing-man wages, a higher vacation accrual rate, a day off every 30 days, and to increase safety pay. Steward department was thanked for providing excellent meals.

**MAJ RICHARD WINTERS** (Sealift, Inc.), November 24 – Chairman **James McAtee**, Secretary **Francisco David-Guity Arzu**, Deck Delegate **Fidel Devilleres**, Engine Delegate **Riel Vizcarra**. Educational director encouraged members to take advantage of the upgrading opportunities at the Paul Hall Center. No beefs or disputed OT reported. Members requested matched 401k contributions, a uniform allowance for returning crew members, reimbursement for travel both to and from ship, wage increases, retention bonuses, tour of duty for vacation and for better internet connectivity aboard ship. Crew discussed medical assistance on board.

**ALLIANCE FAIRFAX** (Maersk Line, Limited), December 1 – Chairman **James Bishop**, Secretary **Rocky Dupraw**, Deck Delegate **Darrell Crim**, Steward Delegate **Gregory Brown**. Chairman thanked everyone for a smooth and accident-free trip. He went over the upcoming schedule and explained the importance and convenience of using the member portal. Secretary reminded everyone to leave clean rooms for oncoming crew and directed them to the SA for new linens. Educational director urged members to upgrade as often as possible and to report any lights that need to be replaced before turnover. No beefs or disputed OT reported. Patrolman to possibly visit ship in Texas to have members vote in union election, per steward delegate. Crew asked for more vacation days and for retirement age to be lowered. Members requested more Wi-Fi routers.

**LIBERTY** (TOTE Services), December 16 – Chairman **Kenney Gaston**, Secretary **Marguerite Diggs**, Steward Delegate **Dequan Smith**. SIU headquarters personnel have acknowledged previous comments regarding overtime and penalty pay, per chairman. Secretary promised to keep crew aware of any changes to company policy. Educational director reminded members to upgrade at the Piney Point school and to keep credentials current. No beefs or disputed OT reported. Members requested weekend over-

time pay, a day off every 30 days and penalty pay for trash and stores. Chairman reported a very good trip overall. Next port: Galveston, Texas.

**MAJ RICHARD WINTERS** (Sealift, Inc), December 22 – Chairman **Juliette Mandal**, Deck Delegate **Wade Henry**, Engine Delegate **Kamaria LaPread**, Steward Delegate **LaToya Sanford-Leggs**. Crew suggested various changes to retirement benefits including lowering sea service requirements to qualify, a 6% match on 401k contributions and lifelong health insurance coverage upon retirement. Crew requested 20 for 30 vacation, a \$1,000 retention bonus to members returning to ship, a boot allowance and for penalty pay to deck department crew who perform additional job tasks while on also on watch. Members would like prescription coverage to fill a higher supply of medication at once to allow them to return to sea more quickly. Crew asked for unlimited internet access and for gas expense reimbursement for onboarding members who have to drive to the airport. Next port: Grande-Anse, Canada.

**LIBERTY** (TOTE Services), December 24 – Chairman **Kenney Gaston**, Secretary **Marguerite Diggs**. Chairman promised to keep members updated on any changes to company policies. Educational director advised crew to pay attention to document expiration dates and to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Members motioned to increase va-

cation days, add weekend overtime and to add penalty pay for handling hazardous materials. Crew reported a very productive voyage without any injuries.

**SEABULK PRIDE** (Eco-Tankers Crew Management, LLC), December 30 – Chairman **Ryan Legario**, Secretary **Anthony Rutland**, Educational Director **Andre Mitchell**, Deck Delegate **James Luttrell**, Engine Delegate **Cristian Salazar**, Steward Delegate **Christian Daguo**. Vote of thanks was given to steward department for going above and beyond to accommodate crew. Members were extra grateful for holiday meals and gave a special thanks to Anthony Rutland, who led the steward department. Educational director urged members to upgrade at the Piney Point school. He reminded everyone to check online for available class dates and to register for classes early. No beefs or disputed OT reported. Crew praised SIU-elected officials for diligently fighting to protect the Jones Act and other maritime job security programs. New refrigerator ordered. Members discussed Eco Tankers contract and standard tanker agreement and motioned to raise vacation pay based on group rating. Crew asked for preferential seating on airline flights and the ability to fly from airports closest to home. Members would like childcare benefits, online access to SIU jobs, and increases to medical and pension benefits. Next port: Long Beach, California.

## Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested.

The proper address for this is:

George Tricker, Chairman  
Seafarers Appeals Board  
5201 Capital Gateway Drive  
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

**EDITORIAL POLICY — THE SEAFARERS LOG.** The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official

union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION (SPAD).** SPAD is a separate segregated fund. Its proceeds are used to

further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

**NOTIFYING THE UNION —** If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President David Heindel at headquarters by certified mail, return receipt requested. The address is:

David Heindel, President  
Seafarers International Union  
5201 Capital Gateway Drive  
Camp Springs, MD 20746



# 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](mailto:admissions@seafarers.org)

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Lifeboatman/Water Survival	June 30 Sept. 29	July 11 Oct. 10
Able Seafarer - Deck	May 5 June 9 Sept. 1 Oct. 13 Dec. 1	May 23 June 27 Sept. 19 Oct. 31 Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
Junior Engineer Program	May 5	June 27
Machinist	May 26	June 13
Pumpman	May 19	May 23
Welding	June 2 July 14 Aug. 25 Oct. 6	June 20 Aug. 1 Sept. 12 Oct. 24
STEWARD DEPARTMENT UPGRADING COURSES		
Galley Operations	April 28 May 26	May 23 June 20
Certified Chief Cook	April 28 July 7 Sept. 15	July 4 Sept. 12 Nov. 21
ServSafe Management	June 30 Sept. 8 Nov. 17	July 4 Sept. 12 Nov. 21
Advanced Galley Operations	May 26 July 21 Aug. 18 Sept. 15 Nov. 10	June 20 Aug. 15 Sept. 12 Oct. 10 Dec. 5
Chief Steward	April 28 June 23 Oct. 13 Dec. 8	May 23 July 18 Nov. 7 Jan. 2, 2026

OPEN/SAFETY UPGRADING COURSES		
Basic Training	June 23 Sept. 22	June 27 Sept. 26
Basic Training Revalidation	May 5 May 9 June 30 July 25 Aug. 15 Nov. 3 Nov. 7	May 5 May 9 June 30 July 25 Aug. 15 Nov. 3 Nov. 7
Government Vessels	May 5 June 2	May 9 June 6
Combined Basic/Adv, Fire Fighting	May 12	May 16
Medical Care Provider	May 19	May 23
Tank Ship - DL (PIC)	July 14	July 18
Tank Ship Fam. - DL	Aug. 11 Sept. 29 Oct. 20	Aug. 15 Oct. 3 Oct. 24
Tank Ship Fam./LG	Aug. 4 Sept. 22 Oct. 27	Aug. 8 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](mailto:upgrading@seafarers.org) Mail: 45353 St. George's Ave., Piney Point, MD 20674 Fax: 301-994-2189.**

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# Paul Hall Center Class Photos



**APPRENTICE WATER SURVIVAL CLASS #917** – Among those pictured: Rahiem Brown, Raheem Clay, Terrell Coleman, Dwayne French, Jose Hernandez Cuevas, Reed Hoffman, Dereon Ivory, Nicholas Livingston, Anthony Marchanti, Nathan Martinez, Michael Murray, Michael Noyd, Tyrone Ousley Jr., Shania Panton, De'mon Quarles, Timothy Raddetz, Cagy Senn, Adarius Simpson, Isaiah Smith, Escrovan Tisdale-Anderson, Josiah Tunkey, Evan Valigura, Ronnie Ward Jr. and Dorian White.



**FOWT** – Graduated Feb. 21: Wilson Bernardez, Justin Brown, Trinity Carter, David Chatoff, Marc Dadich, Jacob Devers, Brenda Gonzalez Potash, Jonathan Graham, Naylor Griffin-Taylor, Alexis Martinez, Harry McKeever II, Matthew Quinones, Tavon Spence, Cedric Wallace Jr. and Emma Wang.



**TANK SHIP FAMILIARIZATION (DL)** – Graduated Feb. 7 (not all are pictured): Fuad Ali, Avery Branch, Sincere Davenport, Dominick Davis, Ralpheal Evans, Travis Flippin, Devan Gadson, Daniel Gonzalez Jr., Kemar Grant, Harry Hurley, Reon James, Tomeria Kendrick, Eric Nieves Jr., Lamillian Phillips, James Regan Jr., Demetrius Soto, Ishay Thomas, Trey Traugher, Noah Welch and Timothy Wheeler.



**ADVANCED GALLEY OPS** – Graduated Feb. 28: Maximo Bencosme, Carlos Gomez Hernandez, Faith Gonse, Elvin Rijos-Perez and Johnny Smith.



**ABLE SEAMAN - DECK** – Graduated Feb. 7 (not all are pictured): Taher Albaneh, Andrew Brown, Rickay Channer, Eden Dulin, Christopher Flood, Nathan Goodhart, Scott Haselbauer, Jacob Isaacs, Delmus James, Madison Krue, Clint Langford Jr., Victor Mak, Arkadiusz Mochocki-Klusik, Jabar Mohamad, Dominic Pena, Brian Ransom Jr., Jacob Rhoney and David Rojas.



**RFPEW (UPGRADERS)** – Graduated Feb. 7: Carlos Arzu, James Boatner, Ashley Cole, Mario Dolmo Nunez, Cotisha Long-Green, Yeilyn Martinez, Altoria McKinney, Saupo Milikini, Jacolby Robinson and Cruz Valentin Garcia.



**RFPEW (PHASE 1)** – Graduated Feb. 7: Cedricka Banks, Michael Johnson, Tylan Meekins, Nathaniel Orff, Juan Ortiz Reyes and Talib Weatherspoon.



# Paul Hall Center Class Photos



**GOVERNMENT VESSELS** – Graduated Feb. 28 (not all are pictured): Hussein Ahmad, Shakib Al-Nasafi, Scott Brainard, Scott Carter Jr., Eric Casas, George Creekmore, Jonte Crenshaw, Gabriel De Leon Holguin, Samuel Fagerness, Olivia Fisher-Macafe, Deondre Gardner, Joseph Gierbolini Aponte, Anthony Gierbolini, James Gray, Michael Harris Jr., Raphael Henson, Marcus Hugee, Ethan Love, Latisha Manns-Paige, Jan Mayoll, Gabriel Rivera, Roneisha Thomas and Jordan Williams.



**BASIC FIREFIGHTING (UPGRADERS)** – Graduated Feb. 13, from left to right: Pattalossa-Patrice Kenner and Eric Casas.



**GALLEY OPS** – Graduated Feb. 7, from left to right: Suzanne Herrera, Anthony Monroe and Jamequia Cherry.



**GALLEY OPS** – Graduated Feb. 7, left to right: Jessica Neil Guzman, Jeremias Luenzo and Shavonne Nixon.



**RFPNW** – Graduated Feb. 28: Terrell Coleman, Jose Hernandez Cuevas, Reed Hoffman, Anthony Marchanti, Nathan Martinez, Michael Murray, Tyrone Ousley Jr., De'mon Quarles, Timothy Raddetz, Cagy Senn, Isaiah Smith, Josiah Tunkey and Evan Valigura.



**WATER SURVIVAL** – Graduated Feb. 21: Anneliza Brown, Kyra Buggs, Scott Carter Jr., Robert Davis Jr., Brian Downey, Blaise Fiola, Dale Henry Jr., Torence Henry, Arthur Kinsman, Nash Lariosa, Toriano Lawson Jr., Trevon McCauley, Jocelyn Merino, Wilson Montero Centeno, Cory Riley, Nirale Rolle and Michael Williams.



# SEAFARERS LOG

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

## Seafarers Complete Operation Deep Freeze 2025

Two ships chartered by Military Sealift Command (MSC) - the *MV Ocean Giant* and the *MV Ocean Gladiator*, both crewed by SIU members and both operated by Waterman - recently helped to complete Operation Deep Freeze 2025.

The crew of the *Ocean Giant* included: Bosun **Richard Hamilton**; ABs **Warren Armstead** and **William Kovacs**; QMED **Nicholas Simoneaux**; QE4s **Jr Lee Eludo** and **Lorenza Session**; Steward **Olive Stewart-Paul**; and ACU **Juan Oliva**.

The crew of the *Ocean Gladiator* included: Bosun **Timothy Daniel**; ABs **Alexis Figueroa**, **Nicholas Markowitz** and **Tyler Thompson**; QMED **Isaac Nugen**; QE4 **Robert Farley**; STOS **Reyes Gonzalez Jr.**; Steward **Nathan Williams**; and ACU **Lauren Buggs**.

According to MSC, "Operation Deep Freeze is a joint service, ongoing Defense Support to Civilian Authorities mission in support of the National Science Foundation (NSF). NSF is the lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. MSC-chartered ships have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955."

The *Ocean Giant* arrived at McMurdo Station on Jan. 26, delivering a floating Marine Causeway System, along with 380 pieces of



AB Alexis Figueroa poses for a photo while ashore during Operation Deep Freeze 2025. The photos at right and below (excluding the ship photo) were also submitted by Figueroa.

cargo; the *Ocean Gladiator* arrived at McMurdo Station on Feb. 20, delivering 321 pieces of cargo. The two vessels were delivering supplies, consisting of containers filled with mechanical parts, vehicles, construction materials including cement pilings for a pier project, food, electronics equipment and comfort items. That cargo will help sustain the operations at McMurdo Station for

another year.

Following the offload, both vessels were loaded with containers of retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required on the station, as well as the 65-ton floating Modular Causeway System, which was used in lieu of the ice-pier for cargo operations.



U.S. Coast Guard Cutter *Polar Star*'s landing craft transits Winter Quarters Bay during the escort of the *M/V Ocean Giant* to NSF McMurdo Station during Operation Deep Freeze, Jan. 29, 2025. (U.S. Coast Guard photo by Petty Officer 2nd Class Briana Carter)