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SIU Salutes U.S. Mariners



The union and its affiliated Paul Hall Center for Maritime Training and Education (PHC) observed National Maritime Day ceremonies across the country on May 22, including the traditional event hosted by the U.S. Department of Transportation in the nation's capital. That's where SIU officials and PHC Apprentices are pictured above, shortly before the event. From left in front are VP Pat Vandegrift, President David Heindel, Secretary-Treasurer Tom Orzechowski, Exec. VP Augie Tellez, Asst. VP Michael Russo, and VP George Tricker. At right, DOT Secretary Sean Duffy conveys the administration's support for the U.S. Merchant Marine. *Pages 3-5.*



Sacco Honored With Building Dedication

In a stirring ceremony, family members and former colleagues of the late SIU President Michael Sacco converged in Piney Point, Maryland, June 17 to name a building in his honor (above) as well as unveiling a bronze bust of the union's longest-serving president. Pictured from left at the outdoor segment of the dedication are Valerie Moore (one of Sacco's daughters), SIU Secretary-Treasurer Tom Orzechowski, AMA Chairman Capt. Robert Johnston, Paul Hall Center Trustee Tony Naccarato, SIU President David Heindel, and Sacco's widow, Sophie. *Pages 6-7.*

Seafarers Waterfront Classic Reaches 10 Years of Giving Back

One of the SIU's signature events, in conjunction with its affiliated Paul Hall Center for Maritime Training and Education, the Seafarers Waterfront Classic went through its tenth installment May 20. The yearly happening benefits the Boulder Crest Foundation, which supports U.S. military veterans and first responders. Below, a spectacular sunrise greets some of the first participants as they set sail from the docks in Piney Point, Maryland, at daybreak. *Pages 12-14.*



Progress and Challenges



David Heindel

Among many recent positive developments for the SIU, none may hit closer to home with me than our relocation from the old Philadelphia hall. Having been based there for 12 years while working as a port agent in the mid-1980s until 1996, it's fair to say I accumulated some interesting memories, both professional and family-related.

The SIU had been based at the hall on South Fourth Street since 1960. That location and facility served us well, but it's definitely time for an upgrade. Our new, temporary home (see page 15) is a clear improvement. We are still exploring options for selecting a permanent space; I'm very encouraged by the early stages of that search.

Philly won't be our only advancement. We're also making some longer-range plans for a couple of other relocations, but those are a little further out on the horizon.

The Philly move also isn't the only recent bit of good news for the SIU. In the near future, we're launching an online payment portal that will give Seafarers a new, convenient, alternative way to pay our dues. The online system is being fine-tuned but it's close to being ready.

I believe that these actions reflect the SIU's status as an organization that's fully committed to serving the membership to our absolute best abilities. We are usually cautious and deliberate, but also forward-thinking and dedicated.

Three other fresh news items also underscore what we're all about. As reported elsewhere in this edition, the SIU and our affiliated Paul Hall Center recently teamed up for the tenth annual Seafarers Waterfront Classic, which in part benefits U.S. military veterans and first responders. It would be an understatement to call the Boulder Crest Foundation a great cause.

Additionally, the Seafarers Health and Benefits Plan awarded scholarships to several dependents of rank-and-file members, along with one active Seafarer. This annual initiative continues to prove its value – not only by helping recipients pursue their educational goals, but also by reinforcing our union's longstanding commitment to learning, personal growth, and upward mobility.

Finally, trustees have given the green light for the union and the school to work together on new scholarship programs for mariners who are upgrading to mate or engineer. We're just getting started with the planning, but this is

something I've been urging for a while, and I believe it'll be a proverbial win-win. The scholarships will encourage more people to upgrade, and the industry will benefit from greater retention.

Collectively, these developments all point to our union remaining on the right course, with a bright future.

Encouragement in D.C.

Right after this year's National Maritime Day ceremony at Department of Transportation headquarters, the SIU had a strong turnout for an industry roundtable hosted by Secretary of Transportation Sean Duffy. I led the SIU group and was joined by several other officials and our legislative director. Altogether, approximately 40 people attended, representing labor, industry, and government.

This was a positive experience, and I came away confident that Secretary Duffy and his team are eager to help revitalize our industry.

Speaking of the DOT, the White House recently nominated Steve Carmel to be the next United States Maritime Administrator. This is excellent news for our union and our industry. Steve is a former executive at SIU-contracted Maersk Line, Limited, and currently serves as president of U.S. Marine Management, another one of our contracted operators. Steve already had the backing of maritime labor, and we remain confident he's the right person for the job.

A Well-Earned Welcome Ashore

We will publish a full recap of SIU Vice President Nick Marrone's career in the next *LOG*, but he very recently announced his retirement, and I didn't want to miss this chance to extend my sincere thanks and congratulations on his decades of service. Nick is one of us – a lifelong Seafarer who has given his all for the membership. He has promised to not be a stranger, but he nevertheless will be missed.

Remembering Our Friend and Leader

Last but definitely not least, the dedication of the Paul Hall Center's most modern building in memory of the late SIU President Mike Sacco, along with the unveiling of a bronze bust of him, proved fulfilling but bittersweet.

Mike truly was an all-time great, and I'm fortunate to have worked with him for decades. As I said during the ceremony, I'd much rather have him still with us, but I also appreciated the opportunity to further enshrine his memory at a school that owes much of its success to him.

SIU, ITF Back Investigation into Flags of Convenience

The SIU in late May formally weighed in on a newly announced investigation by the Federal Maritime Commission (FMC) "to examine whether the vessel flagging laws, regulations, or practices of certain foreign governments create unfavorable shipping conditions in the foreign trade of the United States."

There's a 90-day public comment period associated with the investigation, ending Aug. 20. The FMC said it is "seeking examples of unfavorable flagging laws, regulations, and practices that endanger the efficiency and reliability of the ocean shipping supply chain," including so-called flags of convenience (FOC), also known as runaway flags.

An FOC vessel is one that flies the flag of a country other than the nation of ownership.

In its submission to the commission, the SIU expressed its full support of the investigation "into the widespread and harmful use of FOCs in international shipping. As frontline representatives of maritime labor, we have long witnessed the detrimental consequences of the FOC system – ranging from degraded seafarer welfare and compromised safety standards

to weakened environmental protections and distorted market competition."

The union continued, "Critically, FOC registries are enabling the expansion of the so-called dark fleet – a growing network of vessels operating outside regulatory oversight. These ships routinely evade sanctions, safety protocols, and environmental regulations by exploiting permissive flag states and obscured ownership structures. According to maritime analysts including Lloyd's List Intelligence and TankerTrackers, this shadow fleet comprises at least 600 vessels, with some estimates exceeding 1,000 when factoring in aging tankers and bulk carriers engaged in opaque or illicit trade.

"We commend the FMC for taking this essential step toward exposing and addressing systemic abuses in vessel flagging – and urge the broader maritime community and international regulators to take coordinated action to restore integrity to global shipping."

The International Transport Workers' Federation (ITF), to which the SIU is affiliated, also quickly voiced its backing of the investigation. The federation urged that the FMC's efforts "must be backed by International Maritime Organization-led action and industry-wide accountability."

Additionally, the ITF underscored that as part of its announcement, the FMC "cited serious concerns that states operating FOCs are enabling a 'race to the bottom' in global maritime regulations."

In a news release, SIU President David Heindel, who serves as Chair of the ITF Seafarers' Section, said, "The FMC is absolutely right in its assessment of flags of convenience and the permissive environments they create for unscrupulous shipowners and operators. The very existence of the FOC system continues to stain the integrity of the maritime industry.

"This system thrives on weak oversight, allowing bad actors to exploit seafarers and shirk responsibility. We strongly support the FMC's efforts to identify practical steps to introduce greater accountability across the world's ship registries."

The FOC system has been the subject of the ITF's longest-running campaign – launched in 1948 – due to its role in circumventing labor regulations, suppressing wages, and enabling unsafe working conditions. The ITF regularly updates its FOC list, which now includes 45 registries.

Moreover, the federation pointed out that while more than half the world's fleet is flagged under FOC registries, a staggering 80% of abandonment cases in 2024 involved FOC ships. Last year alone, 3,133 seafarers were abandoned across 312 vessels – a sharp increase from 2023. In just the first five months of 2025, the ITF has already recorded 158 abandonment cases, affecting more than 1,500 mariners.

Thanking Pro-Maritime Congressman



U.S. Rep. Rick Larsen (D-Washington) (second from right), a longtime backer of the U.S. Merchant Marine, received this year's International Propeller Club Frank Courtenay Salute to Congress Award on May 14 in Arlington, Virginia. Congratulating him are (from right to left) SIU Exec. VP Augie Tellez, AMO National President Willie Barrere, and MEBA Secretary-Treasurer Rex Rexha. Larsen highlighted the importance of defending the Jones Act and expressed optimism regarding the nomination of Capt. Steve Carmel to lead the Maritime Administration – a selection that signifies strong support for the Jones Act within the administration.

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

SIU, Paul Hall Center Celebrate National Maritime Day

DOT Ceremony Honors Past Service, Emphasizes Need for Revitalization

Along with appreciative acknowledgements for the U.S. Merchant Marine's centuries of reliable service, speakers at this year's National Maritime Day ceremony hosted at U.S. Department of Transportation (DOT) headquarters on May 22 emphasized the importance of living up to the event's theme: Restoring America's Maritime Dominance.

Weighing in with their unwavering backing of American maritime were Transportation Secretary Sean Duffy, U.S. Transportation Command Deputy Commander LTG Jered P. Helwig, and Interlake Steamship Company President Mark Barker.

Eighteen apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) attended the gathering in Washington, D.C., including **Joseph Prather**, who served as the ceremonial bell toller, and **Shandria McClain**, the memorial wreath bearer.

SIU officials in attendance included President David Heindel, Executive Vice President Augie Tellez, Secretary-Treasurer Tom Orzechowski, Vice Presidents George Tricker and Pat Vandegrift, and Assistant Vice President Michael Russo.

World War II mariner **James Quinn** (a former NMU member) and Vietnam mariner Joseph Cox received awards during the event. (Cox worked for decades in shoreside positions supporting the industry, including many years at the Department of Labor and at the Chamber of Shipping of America, respectively.)

Duffy noted that a recent pro-maritime executive order from the White House aims "to fortify maritime infrastructure, including upgrades to our ports, our waterways, to our shipping lanes. It's an investment that's going to be made to help secure our overseas markets for the products that we produce in America. We want to have access to those foreign markets, and it's important that we have a maritime industry that can support American manufacturers."

He said the order also is "going to boost domestic ship production for both commercial and domestic vessels. It's going to expand the [manpower pool] of mariners to effectively command this new American armada, safeguarding the freedom that we have on our seas.... America has never won a war without our merchant mariners. We haven't won a war without being able to build ships."

The secretary recounted the U.S. Merchant Marine's World War II heroism, including that of the more than 6,700 mariners who lost their lives sailing in support of the Allies (more than 1,200 SIU members died in wartime service). He

pointed out that more than 800 U.S. merchant ships were sunk or damaged during the war, and that hundreds of mariners were detained as POWs.

Duffy then turned to current challenges facing the industry. He contrasted America's recent shipbuilding output and its commercial fleet with those of China – a vital topic that has helped generate strong bipartisan support for revitalizing U.S. maritime.

"We used to be the (maritime) powerhouse," Duffy said. "We used to be the best, and we've let this industry peter out and taper off, and we let some of our adversaries take the lead. If you want to be a global superpower, you actually have to build ships in your country, and you have to be able to sail those ships with your mariners."

He then pledged that the government "is going to fix the problems. We're going to make the investments; we're going to offer the support to make sure that we stand up for an industry that's incredibly important for American security and American defense.... We can do this, but it's going to be all of us partnering together and working together to make that happen."

Helwig said he appreciated that his trip to the nation's capital gave him "the opportunity to participate with not just the Department of Defense, but the Department of Transportation and our industry partners and (address) so many things that are vital to our national interests."

The deputy commander thanked "our nation's extraordinary merchant mariners.... We gather to recognize their invaluable contributions and the critical sealift capability that they provide. We honor the civilian mariners who crew the ships that carry the lifeblood of our economy and the strength of our military, and we celebrate the men and women of the U.S. Merchant Marine who bravely navigate the open seas, often in very perilous conditions, transporting vital goods, supplies and equipment across the globe."

He echoed Duffy's appreciation for the U.S. Merchant Marine of World War II (more than 250,000 mariners sailed during the war).

"This time-honored legacy fills us with immense pride and deserves our unwavering remembrance and as we honor the past," Helwig stated. "I'm equally excited about the future.... Merchant mariners remain the cornerstone of global trade, ensuring the seamless flow of goods between nations and fueling the economic engine. Sealift must continue to be the bedrock of transporting large quantities of equipment and supplies by sea. It must remain the logistical foundation that enables us to project power globally and sustain operations for extended periods



PHC Apprentice Joseph Prather serves as the ceremonial bell toller.

of time. While the other modes of transportation, like airlift, provide speed and other options, they all face the limitations of cargo size and weight, and so sealift provides heavy-lift capacity and capability essential for moving the things that the DOD needs to move most, such as armored vehicles, tanks, artillery and other bulky equipment that's critical for combat operations."

He continued, "This capability empowers us to respond effectively to crises worldwide. We must continue to navigate the future by investing in it, by innovating and by sustaining a ready and capable workforce to meet the evolving requirements. USTRANSCOM relies on the combination of government-owned and commercially operated ships to meet these sealift demands. To power these ships, we require strong crews of American merchant mariners. It's great to see our future (the PHC Apprentices) standing behind us here as well."

He concluded, "Let us honor the sacrifices of the mariners who have served our nation so faithfully over the years, and let us commit to supporting the policies and programs that will ensure that the U.S. remains a maritime power for generations to come."

Barker described his company's history and touched on World War II-era shipbuilding and vessel operations, then said, "Today, our fleet is smaller, more domestic than international, but it has the same spirit and dedication as when we played the larger part in the economic prosperity and ensured a critical lifeline for our troops and our allies. The U.S.-flag Jones Act operators are ready to answer the call, given the opportunity. The Jones Act is critical for our national and economic security. We are not the lowest-cost provider, nor should we be. We build our ships under the highest safety and environmental standards. We pay good wages and benefits to the incredible women and men who build and operate these ships. We cannot compete, nor should we try to compete against ships that are built through foreign subsidies by countries that do not hold safety, people, the environment or good wages as a priority."

Referring to the executive order, along with recently reintroduced maritime legislation and planned steps by the U.S. Trade Representative, he encouraged U.S. maritime industry allies to "grab hold of this momentum. We need to execute this strategy for the long term to ensure that our maritime industry not only stays strong, but also builds to ensure our country's economic and national security."

[Additional photos, coverage on Pages 4-5](#)



Hundreds of guests attend the DOT ceremony.

National Maritime Day 2025



The event kicked off May 22 in the nation's capital.



Interlake Steamship Company President Mark Barker urges industry personnel to seize the momentum currently enjoyed by American maritime.



U.S. Transportation Command Deputy Commander LTG Jered P. Helwig thanks mariners for their service.



Transportation Secretary Sean Duffy (left) and SIU President David Heindel chat after the ceremony.



PHC Apprentice Shandria McClain (left), DOT Sec. Sean Duffy

A Proclamation on National Maritime Day 2025

From the White House:

More than 200 years ago, the American steamship *S.S. Savannah* set sail across the Atlantic, becoming the first vessel of its kind to complete the journey. That daring voyage marked the start of American maritime excellence. From that first crossing to the increasingly important shipping lanes of today, America's strength at sea has always been driven by the United States Merchant Marine and the skilled merchant mariners who support our economy and readiness in times of peace, crisis, and war.

Merchant mariners play a vital role in our national defense, standing ready to support military operations whenever they are needed. As civilian seafarers, they deliver troops, weapons, and supplies through dangerous conditions to sustain our Armed Forces in times of conflict. During World War II, more than 243,000 merchant mariners risked their lives to aid the war effort and help secure victory and freedom. Their service came at a price as these merchant mariners suffered a higher casualty rate than all branches of the United States military during the war. Their courage and heroism reflect a deep commitment to the Nation that we hold in the highest honor and shall never forget.

Beyond their role in national defense, merchant mariners help drive American economic strength. They operate the vessels that transport goods, energy, and raw materials to and from our shores, supporting global trade and connecting United States producers with international markets. Their work supports key industries across the American economy, including shipping, shipbuilding, logistics, and energy.

The United States is a proud maritime nation, and as President, I am bringing a renewed focus to reestablishing our dominance at sea. Last month, I signed an Executive Order on Restoring America's Maritime Dominance to spur investment in American shipbuilding, eliminate outdated regulations, and expand merchant mariner training and education. These reforms are critical to securing supply chains, protecting key trade routes, and countering growing threats from foreign adversaries.

Today, we celebrate the men and women of the United States Merchant Marine and all those who support our maritime industry. Their dedication upholds our national defense, fuels our economy, and continues a proud tradition that has shaped our Nation since its earliest days.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day," to commemorate the first transoceanic voyage by a steamship, in 1819 by the *S.S. Savannah*. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America, do hereby proclaim May 22, 2025, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-second day of May, in the year of our Lord two thousand twenty-five, and of the Independence of the United States of America the two hundred and forty-ninth.

DONALD J. TRUMP

SIU Observes National Maritime Day



CELEBRATING IN GUAM – SIU Port Agent Victor Sahagon is at left in the indoor posed photo, with Guam Gov. The Honorable Lourdes “Lou” Aflague Leon Guerrero. In photo above, right, the governor signs a National Maritime Day proclamation. Sahagon is at left in the remaining photo, with U.S. Coast Guard personnel.



COMMEMORATION IN VIRGINIA – Pictured from left in the posed group photo are SIU personnel Port Agent Mario Torrey, Safety Director Anthony Houston, and Asst. VP Government Services Sam Spain. At the podium, delivering keynote remarks in Norfolk, is U.S. Coast Guard Capt. Peggy M. Britton, Commander, Sector Virginia. Torrey is at far right (foreground) in the other indoor photo, reciting the Pledge of Allegiance.



GATHERING IN LONE STAR STATE – Fr. Sinclair Oubre, a longtime SIU member, is at left in the posed photo, with members of the U.S. Coast Guard Marine Safety Unit Port Arthur (Texas) Color Guard. In the other snapshot, Shelby Avant from the Maritime Administration (at podium) reads the White House’s National Maritime Day proclamation.

Building Dedication, Bronze Bust Honor Mike Sacco's Sterling Legacy

The longest-serving president in Seafarers International Union history often described the organization as feeling “more like a family than a union.”

That sentiment seemed palpable June 17 in Piney Point, Maryland, as union officials and employees, Seafarers Plans representatives, Paul Hall Center (PHC) personnel, employer trustees, officials from other maritime unions – and numerous family members – gathered to warmly and respectfully honor Sacco, who passed away in December 2023, at age 86 (nearly a year after retirement). The ceremony featured two main components: naming one of the school's most prominent buildings in his memory, and unveiling a bronze bust universally regarded as a remarkably accurate depiction of him.

As a result, the campus now boasts the Michael J Sacco Media Center, and that building houses the bronze bust. (Sacco's middle name was John.)

Later in the day, family and executive board members travelled to the nearby Seafarers Haven Cemetery for the blessing of a marble monument honoring Sacco.

Altogether, the day went smoothly, and the dedications properly recognized one of the most influential figures in modern U.S. maritime history.

The events kicked off with a gathering outside the media center, a building that houses state-of-the-art classrooms, meeting facilities, touchscreen videos, maritime artifacts, and more. SIU Secretary-Treasurer Tom Orzechowski served as emcee; his opening remarks were followed by brief speeches from SIU President David Heindel, PHC Trustee Tony Naccarato, and American Maritime Association Chairman Capt. Robert Johnston.

Sacco's widow, Sophie, and daughter Valerie Moore then did the honors of removing a cover to unveil the newly affixed moniker Michael J Sacco. Moore wrapped up the outdoor portion of the ceremony with heart-rending remarks.

Immediately thereafter, attendees moved inside the building, where SIU Vice President Pat Vandegrift introduced sculptor Kelly Micca. Sophie Sacco then unveiled the bust, to widespread applause. The family also received a miniature version.

The speakers all worked with Sacco for decades. During the outdoor ceremony, Orzechowski recalled discussions with Sacco many years ago aimed at modernizing what was then the library (now the media center).

“Mike always focused on how we could better equip our mariners to move to the next level, and also on making them comfortable here at the school,” Orzechowski said. “Mike was a huge advocate for education and making sure our members had the right tools to succeed.... Today, this building exemplifies everything that Mike was about.”

Heindel noted that he first met Sacco as a trainee in the early 1970s.

“From the beginning, he was an inspiration to me and of course to countless others,” Heindel said. “Mike had a way of motivating people to learn and grow and to push themselves beyond what they thought they were capable of.”

Reflecting on the planning that led to the building dedication, Heindel said, “When Mike passed back in 2023, one of the first things the executive board and the trustees started talking about was how to honor his legacy. We were eager to demonstrate our appreciation and respect for him, but we also didn't want to rush.

“I think we nailed it with this building dedication. The media center is our most modern facility. It's essential in helping the apprentices and the rank-and-file members continue their education and advance their careers. That's why I think it's fitting that we're naming it after Mike. He was old school in the very best sense of the term, but he also pushed us to plan for the future, to better ourselves, and to be aggressive when it came to staying one step ahead of the industry's needs. He always emphasized that this school is the key to our future, and that's why he spared no effort in making sure it remained state-of-the-art. That's also why he constantly encouraged Seafarers to upgrade.”

Naccarato described Sacco as “a force of nature. When I spoke to him, I always learned something new. Ideas flowed out of him like water out of a faucet. Over time, these ideas, strung together, were instrumental in building one of the strongest unions in America.”

A longtime labor relations specialist in addition to his work as a trustee, Naccarato credited Sacco with “intrinsically understanding that in order for any union to survive and thrive, it was essential that it cultivated a close and mutually respectful relationship with his contracted companies.... Mike was an expert at being at the right place at the right time. He had the foresight to see far into the future to see any storms coming our way and preparing to deal with them. His knowledge of the Washington scene and his personal relationships with influential politicians, all the way to the president, was extremely valuable in keeping our industry well-protected.”

He concluded, “This bust will stand in this beautiful media center as a brilliant reminder to future generations of Seafarers that in life you will not be judged by where you start, but where you finish. Mike will be an inspiration to all – he started as an entry-level sailor in Brooklyn and finished leading one of the most respected unions in America, with a benefit fund that is the envy of all.”

Johnston said that although it's difficult to recap a forty-plus-year relationship in only a few minutes, he would summarize Sacco via three words: pride, integrity, and love.

“It may seem strange to put those three words

together, but to me, they are Mike,” Johnston said. “Mike was proud of his accomplishments both with the SIU and personally. You only need to look at the SIU today to see what Mike built over the last 35 years. His pride in the SIU knew no bounds....

“I have never met a man with more integrity than Mike Sacco,” Johnston continued. “A man honest as the day is long and with a moral compass straight as an arrow.... He did not always make the easy choices or the popular choices. Sometimes the difficult choice was the best choice for the long-term security of his members, and Mike was not afraid to make those tough decisions.”

Johnston concluded, “How do I associate love with Mike? First, his family – he loved them dearly. Secondly, the SIU. He loved the SIU, the officials and most of all its members.... Mike made sure that when he retired, there was a stellar leadership team in place that would ensure the continued success of the SIU. This is Mike's legacy. I sincerely hope that future generations of SIU members walking in this building will see Mike's name and likeness and fully appreciate what he did for them and the SIU.”

Moore captivated the crowd with the last of the formal remarks. She stated, “We gather not merely to reflect on the accomplishments of our late father, but to celebrate the profound impact he had on our lives, the SIU and the maritime industry. We honor his legacy to ensure that his spirit lives on in the union he loved so dearly. We recognize the unwavering commitment, dedication and passion he brought, not just to his role as president of the SIU, but to every single person he interacted with....

“Our father believed in the power of unity,” she continued. “His team was not just a collective voice. They were his family. He worked tirelessly to foster strong employer partnerships. These partnerships have not just benefited our current members, but have also paved the way for future generations of Seafarers, ensuring they are equipped with the skills and knowledge needed to excel in an ever-evolving shipping industry.”

Moore concluded, “Throughout his tenure as president, my father exemplified what it means to be a leader. He faced challenges with courage and resilience, always prioritizing the needs of the SIU and the maritime industry. He touched the lives of countless members.... As you dedicate this building, let it serve as a symbol of my father's enduring legacy. May it stand as a reminder of his commitment to education. Every time students walk through these doors, may they feel the spirit of encouragement and inspiration that my father instilled in all of us.”



SIU President David Heindel



Attendees gather for the June 17 dedication at the Paul Hall Center.



The new lettering is unveiled in Piney Point, Maryland.



SIU Secretary-Treasurer Tom Orzechowski



Valerie Moore speaks on behalf of the Sacco family.



PHC Trustee Tony Naccarato



Michael Sacco's widow, Sophie Sacco, shares a moment with the bronze bust of her late husband, which will remain on the campus of a school he helped establish and lead.



Artist Kelly Micca



AMA Chairman Capt. Robert Johnston



Members of the Sacco family and other guests converge to honor the longest-serving president in SIU history.



SIU VP Pat Vandegrift



The Michael J Sacco Media Center includes classrooms, meeting spaces and more.

Scan Here For More

Scan this code to view a short video of the bronze bust's production



\$120,000 Total Awarded to 2025 Scholarship Winners

Six individuals have a clearer path towards achieving their educational goals, thanks to scholarships recently awarded by the Seafarers Health and Benefits Plan (SHBP).

Grants have been approved for one SIU member and five SIU dependents through the annual program. The SBHP Scholarship Committee, composed of both active and retired educators from colleges and universities across the nation, selected Steward/Baker **Nicoll Quinones Rodriguez** as the Seafarer winner. She will receive a \$20,000 award (\$5,000 for four years).

This year's Seafarer dependent winners – Michelle Eaton, Mason Holmes, Mariam Mohamed, Tyrese Tan, and Gabrielle Glapion – will also receive \$20,000 (\$5,000 for four years).

The following profiles detail the ambitions and achievements of this year's Charlie Logan Scholarship recipients.

Nicoll Quinones Rodriguez

SIU Connection: Quinones Rodriguez joined the union in 2018.

Bio: Quinones Rodriguez hails from Puerto Rico, where beaches were only “a stone's throw away.” Her upbringing inspired her to pursue a career at sea. *LOG* readers may recognize her name from a rescue story that ran on the cover of last year's September edition. She assisted with rescue efforts by translating for the migrants she and her shipmates aboard the *Garden State* helped save from their collapsing raft. Inspired by that experience and by witnessing the devastation of her island home in the aftermath of Hurricane Maria, she aims to pursue law to ensure that people without a voice or resources have ways to protect themselves and get the help they need.

Education: Quinones Rodriguez attended Puerto Rico Advancement College and has applied to earn her bachelor's degree in Entertainment and Marketing at Full Sail University, before eventually going on to attend law school. She has also worked with Condado Broadcasting, an affiliate of CBS Puerto Rico.

Quotable: “Over the years, I have always tried to keep my head clear and my nerves calm during difficult situations and show empathy to others at the same time. I believe these are qualities that will help me become a successful lawyer.”



Michelle Eaton

SIU Connection: Eaton is the daughter of retired Recertified Bosun **Michael Eaton**.

Bio: Described by one of her high school teachers as “empowerment personified,” Eaton is a bilingual first-generation American whose hard work and dedication has afforded her the opportunity to pursue secondary education in college, something neither of her parents had. In school, she devoted herself to several extracurricular activities, societies, and clubs in addition to her rigorous advanced-placement coursework. In her various clubs, Eaton learned about individuals' adversities through competing against schools around Florida, and as she expanded her knowledge of global issues, she also developed a passion for public speaking. Through founding and serving as president of her school's Model UN, she developed a spark for diplomacy. Eaton intends to study International Relations to develop that spark and combine her love of languages and her experiences from Model UN to become an advocate for others.

Education: Eaton attended Edgewood Junior/Senior High School, where she served as a senator for the student government, was a Florida



Girls State Delegate, a competitor for speech and debate, Model UN president, and a member of the Future Educators of America and several honor societies such as National Honor Society, National Spanish Honor Society, Mu Alpha Theta and HOSA. She plans to study International Relations and Finance with a minor in Political Science at the University of Central Florida.

Quotable: “I aspire to continue down the path I paved to continue to be the voice for those in countries where freedom of speech isn't a right, where food security is no guarantee, and where the promise of a better future is not absolute.”

Mason Holmes

SIU Connection: Holmes is the stepson of NY/NJ Rail Locomotive Operator **Richard Pezzano**.

Bio: Holmes felt like the odd one out in his New Jersey hometown, where few people shared his cultural background. He learned to navigate his complex upbringing through self-expression via art and fashion and still maintained a stellar GPA while taking AP courses. Being captain of the track team also helped him develop endurance and perseverance. His love of science and its life applications has inspired him to study chemistry/pre-med in college, in hopes of one day becoming a dermatologist. Holmes aims to launch his own haircare/skincare brand, which will be inclusive of all hair types and textures, and advocate for equality and representation in the beauty industry as well as sustainability.

Education: Holmes attended Raritan High School, where he played football and ran track as a student athlete. He also belonged to the school's Diversity Panel, Science League, and Art Club. He has applied to Fordham University, New Jersey Institute of Technology (NJIT), and Drexel University. He plans to pursue a degree in chemistry/pre-med.

Quotable: “My dreams stem from my lived experiences, learning how to care for my hair on my own, feeling out of place, and not seeing myself in the spaces I wanted to be part of. Now, I want to change that for others. I have a passion for science, social justice, and self-expression, and I'm ready to take everything I learn and turn it into something powerful, something meaningful – for myself, and for future generations.”



Mariam Mohamed

SIU Connection: Mohamed is the daughter of QE4 **Mohsen Mohamed**.

Bio: Mohamed aspires to become a pediatric nurse to help make a difference in the lives of children and families in her community. Through assisting teachers in her local elementary school, taking care of cleaning duties at her mosque, volunteering at Shelter House and the local children's museum, and helping to translate for Arabic services at her mosque as well as for her parents, her efforts to become a pillar of her community are already evident. Mohamed's teachers agree that she is personable, attentive, responsible, and dedicated to doing her best at any assignment she takes on. In fact, her math instructor for the college-level Practical Algebra course says she has earned 99.8%, the highest score of all her peers in the class to date, placing her in the 99th percentile of every student who has taken their course since 2015.

Education: Mohamed attended Coldwater High School. She played soccer, basketball and table tennis and participated in community service classes at her school. Mohamed applied to



Kellogg Community College and Michigan State University to pursue her major in Radiology and Nursing.

Quotable: “My goal in life is to make my family proud, help my community, and help children feel better. This opportunity would not only support me financially but also affirm my commitment to becoming a pediatric nurse who could make a difference in the lives of children and their families.”

Tyrese Tan

SIU Connection: Tan is the son of Bosun **Ken Tan**.

Bio: Tan is passionate about pursuing a career in dentistry with a focus on maxillofacial surgery. A well-rounded student, he has retained a 4.2 GPA while being a member of Operation Smile Club, president of STEM Trifecta Robotics Club, president of his school's chapter of the Technology Student Association (TSA), vice president of his school's Future Business Leaders of America chapter, Academy Council vice president, and vice president of the Japanese Honor Society, all while working part-time as a barista at Joyu Tea & Coffee.

Education: Tan graduated from Landstown High School and was a student leader in the Governor's STEM Academy. He has applied to Virginia Commonwealth University (VCU), Old Dominion University (ODU), the University of Virginia (UVA), and Virginia Wesleyan University (VWU) and plans to study biochemistry, which will lead into his pre-dental path.

Quotable: “In addition to academics and extracurriculars, I have maintained a social and work life... Working has taught me valuable lessons in responsibility and time management, which are qualities I plan to build on and improve on for the future as I pursue the field of dentistry.”



Gabrielle Glapion

SIU Connection: Glapion is the daughter of AB **Alton Glapion**.

Bio: Inspired by her experience volunteering as a nurse's aide over the summer, Glapion is set to attend college in hopes of one day becoming a doctor. Contrary to some less than positive experiences she's had with medical professionals, Glapion aspires to be a hands-on doctor who is caring, kind and able to transcend stereotypes, judgments, and limitations. The leadership and responsibility she saw during her time volunteering in the hospital is something that she embodies in her own life, through her acceptance to the Louisiana State University (LSU) Health Sciences Center Summer Program and her roles as both student council delegate and president of her senior class.

Education: Glapion attended Jefferson Virtual High School. She participated in Jefferson Youth Leadership, Climate Club, Garden Club, Film Club, LSU Summer Science Program, and Harvard at Home Academies. She applied to Spelman College, LSU, Tulane University, and Loyola University of New Orleans to study Pre-medicine/Biology.

Quotable: “I remember the first day I walked through the hospital doors. I made my way to the oncology unit where I would be a nurse's aide. On my first day, someone coded, and I got to see how fast you must react to be in this field, and how much responsibility it takes. I kept seeing examples of this leadership and responsibility every time I volunteered, and it made me want to be a doctor even more.”



At Sea & Ashore with the SIU



MILESTONE IN HOUSTON – AB Allan Cubillas (left) receives his A-seniority book. He's pictured at the hiring hall with SIU Port Agent J.B. Niday.



ABOARD ALLIANCE NORFOLK – Pictured from left in the three-person photo aboard the Maersk Line, Limited ship are SIU Asst. VP Joe Zavala, OMU Justin Brown, and SIU Patrolman Kirk Pegan. At left in the remaining photos are (above, right) Chief Cook Elida Miguel (with Zavala) and ABG Raul Lacayo-Benedith (with Pegan).



ABOARD MAERSK CHICAGO – Chief Cook Wilson Palacios helps keep his shipmates well-fed aboard the Maersk Line, Limited ship.



WELL-EARNED RECOGNITION – This snapshot was taken May 17 in New Orleans, during SIU-contracted Crescent Towing's annual employee appreciation crawfish boil. These Seafarers were recognized by the company for having the "Boat of the Year" (the *David J. Cooper*). Pictured from left are SIU boatmen John Richardson and Kevin McDermott, SIU Asst. VP Chris Westbrook, and members Billy Barletto and Brendan Brown. The award is based on a crew's safety record, overall performance, and vessel maintenance and upkeep.



WELCOME ASHORE IN HOUSTON – ABG Edgardo Plarisan (second from left), who recently concluded a 32-year career, is pictured at the hiring hall with (from left) Patrolman Kelly Krick, Asst. VP Joe Zavala, Patrolman Kirk Pegan, and Safety Director Kevin Sykes.



ABOARD CAPE SAN JUAN – Pictured from left in the group photo, during a union meeting aboard the Intrepid ship on the West Coast, are ABM Alan Boiser, SIU Oakland Port Agent Duane Akers, camera-shy Chief Steward Nakaye White, QEE Alex Canada, Recertified Bosun Ritchie Acuman, and ACU Rodolfo Ludovice. The remaining photos show Acuman on the forklift, and White and Ludovice in the galley.



ABOARD DECISIVE – Pictured aboard the SubCom cable ship during a mid-May servicing in New Hampshire are (from left) Bosun Emilio Abreu and SIU Port Agent Osvaldo Ramos.



ABOARD GREEN OCEAN – Pictured from left in the three-person photo aboard the Waterman vessel are OSA2 Cagy John Senn, WA2 Adarius Simpson, and QMED Mario Santos. Chief Cook Lenford Royes is shown in the galley, while the remaining photo is of Bosun Sergey Roshcin.



At Sea & Ashore with the SIU



ABOARD GREEN BAY – Pictured aboard the Waterman vessel in Newark, New Jersey, are (from left) SIU Port Agent Osvaldo Ramos and Paul Hall Center Apprentice/SA Dorian White (son of SIU Mobile Port Agent Jimmy White).



ABOARD GREEN WAVE – Pictured from left aboard the Waterman ship are Bosun Rudy Harjanto, ABs Paul Nelson, Felix Garcia, and Fredy David, and QE4 Raymond Roldan.



WELCOME ASHORE (X3) IN HAWAII – Picking up their respective first pension checks at the hiring hall in Honolulu are (starting with photo at far left) ABG Andrzej Bronkowski (right, with SIU VP Hazel Galbiso), Bosun Clifford Blackmon (center, with Galbiso and Safety Director Amber Akana), and ABG Joel Saul (center, also with Galbiso and Akana). Collectively, the three Seafarers were active SIU members for more than 100 years.



TAKING THE OATH IN JACKSONVILLE – Pictured at the May membership meeting are (from left, starting second from left) Chief Cook Jawonn Nicholson (receiving his B-seniority book), SA Keyna Dowdell (B), Chief Cook Nicholas Valentin (B), ABM Dalrick Fleming (A), Oiler Breon Boyd (B), and SA Gionet Dennis (B). SIU Port Agent Ashley Nelson is at far left.



MAYORAL MOMENT – SIU Patrolman Kirk Pegan (left) is pictured with Houston Mayor John Whitmire May 30 at the Texas Gulf Coast Area Labor Federation Working Families Awards Celebration.



WELCOME ASHORE IN GARDEN STATE – SIU Asst. VP Ray Henderson (left in both photos) congratulates (photo above, left) ABM Ion Boros and (remaining photo) OS Harold Mercurius as they pick up their respective first pension checks at the hall in Jersey City, New Jersey.



ABOARD OVERSEAS KEY WEST – Pictured from left aboard the Overseas Ship Management vessel are Paul Hall Center Apprentice Evan Valigura, Bosun Ryan Boltz, SIU Asst. VP Kris Hopkins, and Pumpman Charlie Wescott.

At Sea & Ashore with the SIU



ABOARD LIBERTY POWER – These photos were taken May 12 on the Liberty Maritime car carrier in Corpus Christi, Texas. Pictured from left in the larger group photo are (standing) SA Oscar Catabay, Paul Hall Center Apprentice/GUDE Edward Carbaugh, Chief Cook Antwon Norris, GUDE Marc Dadich, ABM Leopoldo Estrada-Martinez, ABM Juan Salgado, and (in front) SIU Port Agent J.B. Niday. In the remaining photo, also from left: Chief Steward Leone Buggage and Bosun Jimmie Moore.



COMMONWEALTH CONNECTION – GUDE Lyndon Ocampo (left) receives his full union book. He's pictured at the Norfolk, Virginia, hall with SIU Patrolman Josh Rawls.



ABOARD PACIFIC COLLECTOR – Pictured from left aboard the TOTE ship are Chief Cook Barbara McDonald, Recertified Bosun Kenneth Steiner, SA Laura Davies, Wiper Carlos Noriega Mancilla, ABM Jack Corn, MDR Ninia Mendoza, QE4 Lamonte McKinnon, and ABM William McIntyre.



SOLIDARITY IN HAWAII – SIU personnel in Honolulu were among the hundreds of workers from 24 local unions, joined by community supporters, who on May 1 marched from the Hawaii State Capitol to the Prince Kuhio Federal Building. They demonstrated in support of federal workers.



FULL BOOK IN SAN JUAN – AB Steven Horta (left) obtains his B-seniority book. He's pictured at the hiring hall with Safety Director Ricky Rivera.



TACOMA HALL WELCOMES CONGRESSWOMAN – Seafarers welcomed U.S. Rep. Marilyn Strickland (D-Washington) to the May membership meeting. She's in the middle in the posed photo, with SIU VP Joe Vincenzo (left) and SIU Asst. VP Warren Asp. In the remaining snapshot, the congresswoman chats with Chief Cook Leslie McGirt (GUDE Reynaldo Mambulao is at left).



ABOARD WEST VIRGINIA – Seafarers gather aboard the Fairwater vessel for a union meeting. Pictured from left are (standing) Chief Cook Gedrick Reyes, Chief Steward Sulay Martinez, Pumpman Scott Fuller, Bosun Martin Baker, (seated) OMU Dana Thomas, ABM Donald Valencia, ABM Tenereo Cappel, ABG Enrique Ampil, and Oiler Enrique Martinez.



2025 Seafarers Waterfront Classic: 130 Team Up for a Philanthropy, Fellowship Underscore ‘Wonderful Event’

The Seafarers Waterfront Classic reached double digits in style.

This year marked the tenth iteration of the charitable fundraiser; it's an annual event during non-pandemic times, launched from the SIU-affiliated Paul Hall Center for Maritime Training and Education (PHC) in Piney Point, Maryland.

On May 20, 130 friends and colleagues of the SIU gathered in 16 boats to fish and raise funds for a philanthropic mission benefiting the Boulder Crest Foundation and the PHC. (Boulder Crest supports U.S. military veterans and first responders.) Anglers caught 122 rockfish during the tournament (other fish did not count toward the total), which weighed in at 452.30 pounds of fish altogether.

After the tournament itself concluded and all boats had returned, SIU steward department upgraders and PHC culinary staff (under the direction of Chef John Dobson) prepped the catches of the day for a river-to-table meal. A few hours later, participants and others staying at the PHC gathered for a ceremony and awards presentation announcing the winners of the tournament (preceding the dinner).

“This year was a little different,” said SIU Vice President George Tricker, who founded the event and who continues directing it each year. “Fish caught had to be between 19 and 24 inches, and we were off to a slow start. It was a little chilly in the morning, a little windy. We had to go way up the river.”

While the fishing expedition was a focal point, many participants also took part in extensive meetings on campus May 19 and May 21. Those gatherings (the latter was a formal meeting of the PHC Advisory Board) covered wide-ranging topics including the latest technology utilized by the union and the PHC; current and projected training needs of Seafarers and SIU-contracted vessel operators; several potentially impactful maritime bills that have been introduced in Congress; and much more.

During the awards dinner, Boulder Crest Foundation CEO Josh Goldberg spoke about post-traumatic growth and how the purpose of the organization is to provide resources and assistance to those who suffer from PTSD, and to encourage them to move toward healing.

The Boulder Crest Foundation started building programs based on the science of post-traumatic growth in 2014. “In 12 years, thanks to the generosity of folks like yourself, we've trained 162,000 people in the science of post-traumatic growth,” said Goldberg. “The reality is, we're not just trying to help people live ‘less bad’ lives. We're not trying to help people cope with the symptoms of their struggle. We're trying to help people live great lives. And as I got the chance to talk to the men and women

who came through the program, you hear about people living lives of service and purpose and meaning, and I'll be damned if that's not what all veterans, all first responders in this country deserve to experience once they get done and put down the uniform – that they get the opportunity to continue to be of service.”

Following Goldberg's speech, other officials and representatives from Boulder Crest who attended the Waterfront Classic also received tokens of appreciation from the SIU.

Nick Grassia, an artist and retired member of the SIU, donated one of his paintings, named the *North Star*, for an auction. The proceeds went to the Boulder Crest Foundation. The winner of the auction was Ed Hanley, vice president of Seafarers-contracted Maersk Line, Limited (MLL).

After the auction, awards were distributed to people who caught the largest fish aboard each boat that participated in the tournament.

MLL President and CEO Bill Woodhour caught the largest fish of all, weighing 6.7 pounds. Woodhour, who sailed on the *North Star*, received part of the total jackpot. The remaining amount was divided between the Boulder Crest Foundation, and the Paul Hall Center (where it will be used for improvements benefiting students).

The next two largest catches were from Nick Franzetti of ASB Capital, who was aboard the *Heritage*, and caught a rockfish weighing in at 6.1 lbs., followed by Danny Robichaux of the American Maritime Officers on the *Gerry C.* (5.7 lbs.).

Woodhour stated, “The Waterfront Classic is a wonderful event where you get everybody together as a community, as an industry, including the folks at Boulder Crest and those at the school.”

SIU President David Heindel made the closing remarks for the dinner ceremony, during which he invited SIU Executive Vice President Augie Tellez to help him present an honorary SIU membership book to maritime labor industry icon Tony Naccarato, who has been an industry stalwart for nearly 60 years.

Naccarato, a PHC trustee, received a framed SIU union book and corresponding certificate.

Heindel said, “Anybody that sails in the SIU knows that you go into a hiring hall, you go to register for a job, you throw your book up on the counter. Basically, it's your identification, it's who you are in the union. We occasionally give these books out to very special people, and tonight, we're going to do that and bestow it to a great friend of ours.”

Tellez recited the union oath, which Naccarato repeated as he was sworn in as an honorary Seafarer.

As he made the presentation, Tellez noted,



Maersk Line Limited President and CEO Bill Woodhour

“During his decades-long tenure as a company executive, plans trustee and plans chairman, Fortunado ‘Tony’ Naccarato has served the maritime industry. He has worked with numerous SIU members and officials and had the pleasure of knowing and working with four SIU presidents: Paul Hall, Frank Drozak, Mike Sacco and now President Dave Heindel.

“Seamen past and present benefit from his dedicated service,” Tellez continued. “We appreciate Tony's great contributions as a company official and as chairman of various industry groups and wish to recognize and salute him. Now therefore, be it resolved the industry would like to recognize Tony Naccarato, as you leave the SIU and the maritime industry much stronger than you found it 60 years ago.”

A misty-eyed Naccarato went to the podium to receive his honorary book and said, “I'm not going to talk about my time in this industry. I received a lot of awards in this industry and in my private life, but I'm going to tell you, nothing that means more to me than this – nothing at all. I've never cried when I've been honored, but I cry for this because it means so much to me.”

Summarizing the overall Seafarers Waterfront Classic 2025 experience, U.S. Marine Management General Manager of Risk Management and Business Planning Henley Ervin said, “There's nothing better than a day on the water. Thank you, SIU.”

Additional photos on Page 14



Sixteen boats sit at the docks, awaiting their passengers.

Cause as Tournament Reaches 10-Year Milestone



The crew of the *Bay Quest*: Eunice Cadorette-Young, Kelly Scott, Mariel Vander Linden, Ken Hehir, Kenny Hehir, Mark Lotruglio and Brian LaChance.



The crew of the *Gerry C*: Willie Barrere, Alaina Basciano, Trevor Carouge, Basil Castrovinci, Alan Denz, Nicholas Forsey, Chris Garrett, Chris Holmes, Jessica Moyers, Robert Rice and SIU VP Pat Vandegrift.



The crew of the *Kelly D*: Dean Charbonnet, Sadhana Duncan, John Haller, Nick Grassia, Janet Reid, JT Williams and Andrea Williams.



The crew of the *Fin Finder II*: Kerri Bancroft, Alexander DeGracia, Jane Jacobs, Brittany Lazzaro, Deanna Marshall, Dennis O'Neill, Joan Rothermel, Bill Schmedlin, Alex Steiner, David Steiner, Phil Steiner and Deanna Wolf.



The crew of the *Loose Knot*: Ed Dos Santos, Andrea Gianni, David Pacheco and Juan Rodriguez.



The crew of the *All-In*: Ryan Covert, Amanda Delphia, Henly Ervin, Linda Lavender, Kyra Pooley, David Sloane, Leslie Tarantola, Simeon Taylor and Gretchen Theriot.



The crew of the *Shea-D-Lady*: Leo Bonser, Robert Hicks, Dale Hoover, SIU Asst. VP Kris Hopkins, Patrick Schoeberger, Chris Sedlack, Jonathan Singleton and Maureen Unabia.



The crew of the *North Star*: Angel Cruz, Paul Giovino, Ed Hanley, Jean Harrington, Dennis Houghton, Pat McCaffery, Ed Powers, Jerry Thunilus, SIU VP George Tricker and Bill Woodhour.



The crew of the *Kit II*: Dana Antretter, Jim Bender, Ira Douglas, Rashard Howe, Jennifer Leonard, Chelse Rose O'Connor, Shaikh Rana, Cris Serrano, Melissa Serridge, SIU VP Joseph Soresi and Thomas Soresi.



The crew of the *Three Sons*: Kari Coffelt, Amy Kennemer, Greta Kridler, John Peppe and Ellen Silver.



The crew of the *Heritage*: Emily Black, Trevor Buck, Nick Franzetti, Fritz Golding, Michael Kraljevic, Stephen Poindexter, Mike Stafford, George Strawn and Gunilla Watts.



The crew of the *Joyce Dixie*: William Campbell, Kirby Johnson, Michael Landry, Stephen Piazza, SIU Port Agent Mark Von Siegel, Jaiby Thomas.



2025 Seafarers Waterfront Classic



The crew of the *Lisa S*: Michaela Barker, Ruthie Baker, Sue Campbell, Adrian Fraccaroli, Ed Hagan, Manolis Kakomanolis and Noa Slater.



The crew of the *Marica II*: Ben Morvant, SIU AVP Michael Russo, Michael Vineyard, SIU AVP Chris Westbrook and Andrew White.



The crew of the *Red Osprey*: Tia Anthony, Faith Aurret, James Murphy Jr., Montana Smith, SIU VP Joe Vincenzo and Edward Washburn.



Rana Shaikh, posing with the biggest catch from the *McKenzie Leigh*.



From left to right: SIU President David Heindel, SIU Executive Vice President Augustin Tellez, SIU Trustee and Honorary Book Recipient Anthony Naccarato, Mary Naccarato, SIU Secretary-Treasurer Thomas Orzechowski and SIU Vice President George Tricker.



Boulder Crest Foundation CEO Josh Goldberg (left) and SIU VP George Tricker.



The hardworking dock crew (from left to right): Beverly Watkins, SIU Plans Administrator Margaret Bowen, Brittany Joson and Danielle Szepesi.



The event concluded with a dinner and award ceremony.



Notice

SIU’s Philly Operations Temporarily Relocate

As of June 13, the new address for the Philadelphia hiring hall is:

2800 S. 20th Street
Building 12B, Suite A
Philadelphia, PA 19145

The phone and fax numbers remain the same (phone 215-336-3818, fax 215-271-5121).

The union anticipates utilizing the new office space for a year or so, while plans are finalized for permanent relocation. The building at 2800 S. 20th Street – depending on the route chosen – is located approximately 1.6 to 2 miles from the old hall. The new facility is in a complex featuring plentiful parking.

“This is an upgrade in every way,” said SIU Philadelphia Port Agent Joe Baselice. “I’m confident the new location will serve the membership well, while we continue investigating our options for a permanent home.”



Port Agent Joe Baselice (right) and Safety Director Andre MacCray catch their breath as the move winds down on June 13.

July & August Membership Meetings

Piney Point	Monday: July 7, August 4
Algonac	Thursday: July 17, August 14
Baltimore	Thursday: July 10, August 7
Guam	Thursday: July 24, August 21
Honolulu	Friday: July 18, August 15
Houston	Monday: July 14, August 11
Jacksonville	Thursday: July 10, August 7
Joliet	Thursday: July 17, August 14
Mobile	Wednesday: July 16, August 13
New Orleans	Tuesday: July 15, August 12
Jersey City	Tuesday: July 8, August 5
Norfolk	Friday: July 11, August 8
Oakland	Thursday: July 17, August 14
Philadelphia	Wednesday: July 9, August 6
Port Everglades	Thursday: July 17, August 14
San Juan	Thursday: July 10, August 7
St. Louis	Friday: July 18, August 15
Tacoma	Friday: July 25, August 22
Wilmington	Monday: July 21, August 18

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

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from May 12 - June 13, 2025.
“Registered on the Beach” data is as of June 13, 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	15	10	5	8	8	5	10	22	10	3
Anchorage	3	3	1	2	0	0	0	4	5	1
Baltimore	4	0	3	6	4	3	2	1	0	1
Fort Lauderdale	18	6	11	16	3	7	7	25	12	11
Guam	3	2	1	3	1	0	0	4	3	1
Harvey	10	3	4	7	2	3	2	13	4	4
Honolulu	7	2	2	7	1	0	3	9	4	2
Houston	34	25	10	22	16	8	15	51	29	17
Jacksonville	28	24	12	24	26	10	27	50	31	8
Jersey City	22	5	5	12	6	2	7	37	7	6
Joliet	3	1	1	2	3	2	2	4	6	0
Mobile	12	4	4	7	1	2	2	13	6	6
Norfolk	29	10	5	22	9	10	13	31	16	8
Oakland	5	2	1	4	1	0	2	8	8	1
Philadelphia	2	2	1	2	1	0	0	2	1	2
Piney Point	0	1	1	0	3	1	0	1	2	0
Puerto Rico	4	4	1	2	1	1	1	8	5	1
St. Louis	0	2	0	0	1	0	0	1	2	1
Tacoma	14	5	2	13	3	0	8	22	10	4
Wilmington	21	12	5	21	3	2	12	44	12	12
TOTAL	234	123	75	180	93	56	113	350	173	89
Engine Department										
Algonac	4	2	2	2	3	0	2	5	2	2
Anchorage	0	1	0	0	0	0	0	1	1	0
Baltimore	1	1	3	3	3	0	4	3	1	4
Fort Lauderdale	9	2	3	10	6	3	9	8	5	1
Guam	0	0	0	1	1	0	0	1	0	0
Harvey	0	2	2	0	4	0	2	2	1	2
Honolulu	7	3	1	5	0	0	0	6	5	1
Houston	8	8	7	3	6	1	4	20	12	11
Jacksonville	20	15	6	17	14	2	10	28	18	7
Jersey City	10	4	1	7	2	1	4	13	6	1
Joliet	2	1	0	2	0	0	0	1	0	0
Mobile	2	2	1	1	0	2	0	4	2	0
Norfolk	14	11	4	16	13	2	10	14	14	7
Oakland	4	4	3	4	2	1	0	4	3	4
Philadelphia	0	1	1	1	0	0	0	0	1	1
Piney Point	4	4	3	1	0	1	0	3	3	0
Puerto Rico	5	3	0	2	1	0	3	9	3	1
St. Louis	1	1	0	0	0	0	0	2	1	0
Tacoma	6	5	2	3	4	0	2	11	6	3
Wilmington	4	2	4	7	2	0	4	6	5	7
TOTAL	101	72	43	85	61	13	54	141	89	52
Steward Department										
Algonac	3	0	0	3	0	1	1	5	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	3	1	0	1	1	1	0	2	0
Fort Lauderdale	7	3	1	7	7	1	8	9	3	3
Guam	2	1	1	2	0	0	0	1	1	1
Harvey	1	2	0	1	5	0	3	4	6	0
Honolulu	4	1	0	2	1	1	1	4	3	0
Houston	15	8	3	8	8	4	7	23	8	6
Jacksonville	18	16	4	20	13	3	12	27	20	4
Jersey City	3	6	0	0	4	0	1	12	6	0
Joliet	0	1	0	0	0	0	0	1	2	0
Mobile	5	2	2	2	1	1	3	7	1	0
Norfolk	17	13	6	13	10	5	13	22	16	9
Oakland	12	4	2	6	1	0	1	16	5	3
Philadelphia	3	0	1	2	0	0	1	2	1	1
Piney Point	2	3	0	2	2	0	2	2	4	0
Puerto Rico	2	5	0	4	5	0	3	5	11	2
St. Louis	3	3	0	1	2	0	1	2	1	0
Tacoma	8	3	1	5	3	2	6	9	2	2
Wilmington	16	9	4	18	7	3	10	30	6	3
TOTAL	121	83	26	96	70	22	74	181	98	34
Entry Department										
Algonac	0	5	13	0	2	4	1	2	5	18
Anchorage	0	2	0	0	2	0	2	0	2	1
Baltimore	0	4	1	0	3	0	1	0	1	1
Fort Lauderdale	0	5	14	0	3	8	4	0	6	15
Guam	0	1	4	0	0	0	0	0	1	3
Harvey	0	1	7	0	0	2	1	0	2	8
Honolulu	0	2	5	0	1	1	0	0	3	8
Houston	4	16	15	2	15	9	7	8	24	24
Jacksonville	1	39	52	1	25	34	8	1	55	87
Jersey City	0	12	12	0	6	8	4	1	23	22
Joliet	0	0	4	0	0	1	1	0	0	4
Mobile	0	2	0	0	0	0	0	0	3	2
Norfolk	0	14	38	0	11	21	8	0	13	55
Oakland	1	5	14	1	4	8	2	0	11	27
Philadelphia	0	0	2	0	0	1	0	0	0	1
Piney Point	0	1	2	0	0	1	2	0	2	2
Puerto Rico	1	0	1	0	0	0	0	1	0	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Tacoma	1	10	12	1	8	5	4	2	11	14
Wilmington	0	15	18	1	11	10	1	0	17	37
TOTAL	8	134	214	6	91	113	46	15	179	330
GRAND TOTAL	464	412	358	367	315	204	287	687	539	505

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Inquiring Seafarer

This month's question was answered by members of the most recent SIU Tallying Committee.

Question: Thinking back to when you started sailing and comparing it to now, what's something about the job that has improved?



John Hale
Chief Steward

The money has improved a lot. It's also more laid-back than what it was over the years, and I've learned more about my job. It's a good life-style.



Tyrell Thabit
Recertified Steward

The surroundings and the safety have gotten a lot better over time. The professionalism has grown. Overall, there's a glaring difference.



Cleofe Bernardez Castro
Recertified Bosun

The internet. I think it's better today for the new generation. When I started, I had to have a bunch of quarters, go to the phone booth, and get in line. Someone is probably behind you; you have five minutes to make your phone call. You have to get your work done first, but in your free time, you can now take advantage of the technology.



Jack McElveen
Recertified Steward

The wages are one thing. The ships' ability to allow the seamen to have access to Wi-Fi is another. With the union and the companies coming to an agreement, that's allowed us to communicate face-to-face (with family) as close as we can without touching. Also, the benefits overall have gotten better over the years.



Stephen Hoskins
AB

Honestly, the Wi-Fi on ships has definitely gotten better. There are more ships with Wi-Fi. For people from my generation who are getting into shipping, we're always on our phone – that's a known fact. I'm glad they're recognizing that putting Wi-Fi on ships is a must.



Gerard Costello
Recertified Bosun

We've got engines on the ships now, so I don't hurt my hands sewing up sails anymore. Certainly the pay and the quality of life. The pension benefits have been raised.



Thalís Ealy
Recertified Steward

The quality of life and the ships themselves. The training has improved, as have the overall benefits with the Seafarers Plans.



Drushelia Finney
Chief Steward

Sailing has always been good to me, but the contracts are better and the money has gone up. The work itself is the work.

Pic from the Past



This snapshot of the SIU crewed *Sea-Land Anchorage* in Bristol Bay, Alaska, is believed to have been taken in 1971.

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

ANDRZEJ BRONKOWSKI

Brother Andrzej Bronkowski, 65, became an SIU member in 2000. A deck department member, he first sailed aboard the *Independence*. Brother Bronkowski upgraded at the Piney Point school on several occasions. He most recently shipped on the *USNS Henson* and settled in Honolulu.



REUBEN GREND AHL

Brother Reuben Grendahl, 65, began his career with the Seafarers International Union in 1979, when he sailed aboard an Anchorage Tankship vessel. He was a member of the engine department and upgraded on numerous occasions at the Paul Hall Center. Brother Grendahl last shipped on the *Baldomero Lopez* and lives in Longview, Washington.

BARRY HEMPSTEAD

Brother Barry Hempstead, 65, started sailing with the SIU in 2003. He sailed in the engine department and first shipped on the *Cape Race*. Brother Hempstead concluded his career aboard the *Samuel L. Cobb*. He makes his home in Jemez Springs, New Mexico.



ABDOU JOBE

Brother Abdou Jobe, 65, signed on with the union in 2014 and first shipped on the *Resolve*. A steward department member, he upgraded on multiple occasions at the Paul Hall Center. Brother Jobe most recently sailed aboard the *Bernard F. Fisher*. He is a resident of Raleigh, North Carolina.



BILLY LOVE

Brother Billy Love, 59, joined the SIU in 2000. He first sailed aboard the *Cape Texas* and shipped in both the deck and engine departments. Brother Love upgraded on several occasions at the Paul Hall Center. He last shipped on the *USNS Regulus* and makes his home in Houston.



JOHN NUNEZ

Brother John Nunez, 65, became a member of the union in 1990. He shipped in the steward department and first sailed on the *Independence*. Brother Nunez upgraded at the Piney Point school on multiple occasions. He most recently sailed on the *APL Eagle* and settled in New York.



CHARLES RYAN

Brother Charles Ryan, 65, joined the Seafarers in 2003 and first sailed aboard the *Cornhusker State*. A steward department member, he concluded his career aboard the *USNS Watson*. Brother Ryan resides in Middleburg, Florida.



SCOTT SALO

Brother Scott Salo, 70, embarked on his career with the Seafarers in 2002, initially working with Great Lakes Dredge and Dock. A deck department member, he upgraded on several occasions at the Piney Point school. Brother Salo's final vessel was the *Maersk Atlanta*. He lives in Bainbridge Island, Washington.



JOEL SAUL

Brother Joel Saul, 74, signed on with the SIU in 1982 when he worked on the *Independence*. He upgraded at the Paul Hall Center on multiple occasions and sailed in the deck department. Brother Saul most recently shipped on the *Dependable* and settled in Waipahu, Hawaii.



EDGAR TOWNSEND

Brother Edgar Townsend, 66, began his career with the Seafarers International Union in 1986, when he sailed on the *USNS Contender*. He was a member of the deck department and upgraded on numerous occasions at the Paul Hall Center. Brother Townsend last shipped on the *Gem State* and lives in Portland, Oregon.



GREAT LAKES

ROBERT DERKE

Brother Robert Derke, 65, donned the SIU colors in 1978. A deck department member, he upgraded his skills at the Piney Point school on multiple occasions. Brother Derke's first vessel was the *JA Kling*; his last, the *Burns Harbor*. He calls Duluth, Minnesota, home.



DAVID GAPSKE

Brother David Gapske, 65, signed on with the union in 1990 and first sailed aboard the *William Roesch*. A deck department member, he upgraded his skills at the Paul Hall Center in 1995. Brother Gapske most recently sailed aboard the *Sam Laud*. He is a resident of Alpena, Michigan.

JEFFERY LALANDE

Brother Jeffery LaLande, 65, began sailing with the Seafarers in 1986, initially working with *Bob-Lo Island*. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother LaLande last shipped on the *American Spirit*. He lives in Lincoln Park, Michigan.



DAVID WARNER

Brother David Warner, 65, started sailing with the SIU in 2000. He sailed in the steward department and first shipped on the *Walter J. McCarthy*. Brother Warner upgraded at the Piney Point school on several occasions. He concluded his career aboard the *Admiral William Callaghan* and settled in Conneaut Lake, Pennsylvania.



INLAND

ANGELO ACOSTA-MORALES

Brother Angelo Acosta-Morales, 65, joined the SIU in 1995. Sailing as a deck department member, he initially worked aboard the *William R. Button*. Brother Acosta-Morales most recently sailed with Crowley Towing and Transportation. He lives in Ceiba, Puerto Rico.



ERIK FABIAN

Brother Erik Fabian, 62, started sailing with the Seafarers in 1989. He shipped in the engine department and upgraded at the Piney Point school on multiple occasions. Brother Fabian first worked with Great Lakes Dredge and Dock. He last shipped on the *Coastal Reliance* and settled in Venice, California.



GARY GATEAU

Brother Gary Gateau, 68, signed on with the SIU in 1978. Sailing as a deck department member, he was initially employed with Northern Towing Company. Brother Gateau upgraded at the Paul Hall Center on multiple occasions. He last shipped with Steuart Transportation and makes his home in California, Maryland.

MICHAEL MCGEE

Brother Michael McGee, 70, joined the union in 1986. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother McGee was employed by G&H Towing for the duration of his career. He lives in Spicewood, Texas.

HAROLD MERCURIUS

Brother Harold Mercurius, 69, became a member of the Seafarers Union in 2006. He upgraded at the Paul Hall Center on numerous occasions and worked in the deck department. Brother Mercurius sailed with OSG Ship Management for his entire career. He makes his home in Brooklyn, New York.



MARK TAYLOR

Brother Mark Taylor, 62, joined the Seafarers in 1983. He was a deck department member and upgraded at the Piney Point school on multiple occasions. Brother Taylor was employed by Moran Towing of Texas for the duration of his career. He calls Orange, Texas, home.

MIKE WASHBURN

Brother Mike Washburn, 62, donned the SIU colors in 2005. He upgraded at the Paul Hall Center on multiple occasions and was a member of the deck department. Brother Washburn worked for Penn Maritime for his entire career. He resides in Somerset, Kentucky.



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

EUGENE BEVERLY

Pensioner Eugene Beverly, 90, passed away April 28. He began his career with the Seafarers in 1953. Brother Beverly first shipped on the *Alcoa Pilgrim* and was a member of the deck department. He last sailed aboard the *Willamette*, before retiring in 1995. Brother Beverly resided in Santa Fe, Texas.

ENRIQUE GONZALEZ

Pensioner Enrique Gonzalez, 93, died March 28. He donned the SIU colors in 1973 and first worked with Interocean American Shipping Corporation. A member of the engine department, Brother Gonzalez concluded his career aboard the *Producer*. He went on pension in 1996 and settled in Phoenix.

SUEY LEE

Brother Suey Lee, 94, has passed away. He joined the Seafarers International Union in 1978. Brother Suey initially sailed aboard the *President Eisenhower*. A member of the steward department, he last shipped on the *President Jefferson*. Brother Lee was a San Francisco resident.

LARRY LIGHTFOOT

Pensioner Larry Lightfoot, 81, died March 16. He became a member of the union in 1970 when he sailed aboard the *Warrior*. Brother Lightfoot worked in the steward department and last sailed aboard the *North Star*. He retired in 2009 and made his home in Seattle.



MICHAEL MAHONEY

Pensioner Michael Mahoney, 71, died April 11. Sailing first aboard the *Baltimore*, he donned the SIU colors in 1977. Brother Mahoney worked in the deck department and most recently shipped aboard the *Resolve*. He became a pensioner in 2019 and resided in Philadelphia.



HILDEBRANDO MENDOZA

Pensioner Hildebrando Mendoza, 94, passed away April 26. He signed on with the Seafarers in 1968. An engine department member, he first shipped with Victory Carriers Inc. Brother Mendoza last sailed on the *Discovery* and became a pensioner in 1995. He was a resident of Kenner, Louisiana.



WILLIAM NATHAN

Pensioner William Nathan, 63, died April 24. He embarked on his career with the SIU in 1979, initially sailing aboard the *Brooklyn*. Brother Nathan worked in both the deck and engine departments. He concluded his career aboard the *USNS Capella* in 1992. He began collecting his pension in 2011 and lived in Jacksonville, Florida.



ARTHUR QUINNEY

Brother Arthur Quinney, 53, died March 16. He joined the Seafarers International Union in 2000. Brother Quinney first shipped on the *USNS Persistent*. He worked in the deck department and most recently sailed aboard the *Overseas Cascade*. Brother Quinney called Mobile, Alabama, home.

JULIO REYES

Pensioner Julio Reyes, 90, passed away April 6. An engine department member, he signed on with the SIU in 1961. Brother Reyes first worked with Waterman Steamship Corporation. He last shipped aboard the *Spirit* and became a pensioner in 2000. Brother Reyes made his home in Canovanas, Puerto Rico.



RICKIE ZELAYA

Brother Rickie Zelaya, 54, died March 1. He became a member of the Seafarers International Union in 1991. Brother Zelaya first sailed aboard the *Independence*. He was a deck department member and last shipped on the *Brownsville*. Brother Zelaya was a Houston resident.



INLAND

WILLIAM DIZE

Brother William Dize, 55, passed away December 27. He embarked on his career with the Seafarers in 1992, initially sailing on the *Sealift Caribbean*. Brother Dize worked in the deck department. He last sailed on the *Padre Island* and resided in Cape Charles, Virginia.



JOSEPH GIACOLONE

Pensioner Joseph Giacolone, 91, passed away April 10. He joined the SIU in 1980, first working with the Gloucester Fishermen. Brother Giacolone was last employed with Boat St. Peter and began collecting his pension in 1998. He resided in Gloucester, Massachusetts.

ELLIS HUDGINS

Pensioner Ellis Hudgins, 93, died May 1. He started his SIU career in 1964 when he sailed with M Lee Hudgins Associates. Brother Hudgins shipped in the deck department and concluded his career with OSG Ship Management. He became a pensioner in 1993 and settled in Mathews, Virginia.

THOMAS HUMPHRY

Pensioner Thomas Humphry, 86, passed away May 1. He began sailing with the Seafarers International Union in 1972. Brother Humphry was first employed with States Steamship Corporation and sailed in both the deck and steward departments. He was last employed by Crowley Towing and Transportation and became a pensioner in 2007. Brother Humphry resided in Compton, California.



ROBERT LEE

Pensioner Robert Lee, 88, died April 18. He signed on with the SIU in 1963 and shipped in the deck department. Brother Lee initially sailed with Dixie Carriers. He last sailed with Moran Towing of Texas and began collecting his pension in 1997. Brother Lee lived in Vidor, Texas.



JEFFREY SWAIN

Pensioner Jeffrey Swain, 72, passed away April 27. He embarked on his career with the Seafarers International Union in 1990. A deck department member, Brother Swain was employed with OSG Ship Management for the duration of his career. He went on pension in 2014 and made his home in Newport, North Carolina.

NMU

RANDOLPH BLANCHETTE

Pensioner Randolph Blanchette, 79, passed away April 19. Brother Blanchette was a deck department member. He concluded his career aboard the *Cape Horn* and became a pensioner in 2010. Brother Blanchette lived in Spokane, Washington.



MARCO CARCAMO

Pensioner Marco Carcamo, 88, died April 17. Brother Carcamo was an engine department member. He last sailed on the *American Osprey* before retiring in 1992. Brother Carcamo lived in Bridge City, Texas.

CICERO DOOLEY

Pensioner Cicero Dooley, 81, passed away March 21. Brother Dooley shipped in the steward department. He last sailed on the *Cape Victory* and began collecting his pension in 2006. Brother Dooley resided in Missouri City, Texas.



RICHMON EDWARDS

Pensioner Richmon Edwards, 94, died October 28. Brother Edwards worked in the steward department. He became a pensioner in 1991 after sailing on his final vessel, the *Letitia Lykes*. Brother Edwards resided in Tuscaloosa, Alabama.

LOUIS JONES

Pensioner Louis Jones, 89, passed away March 7. Brother Jones sailed in the steward department and concluded his career aboard the *Stella Lykes*. He began collecting his pension in 1995 and settled in New Orleans.

HUMBERTO MORALES

Pensioner Humberto Morales, 97, died March 22. He sailed in the deck department and concluded his career aboard the *Genevieve Lykes*. Brother Morales retired in 1995 and settled in Pasadena, Texas.

Continued from Page 24

People are very supportive of me. They help me if I need help carrying things or taking the trash out. They also love being guinea pigs and trying all the good food and desserts I make, which I enjoy.

If I'm working on a tugboat, I usually get my own room because [I'm usually the only woman aboard], which is very peaceful. The tugboats I've been on are pretty much 10 or 11 people, and there usually won't be any other women. No issues, everybody's happy.

Question: Do you feel like they do a good job of making sure that you're safe and comfortable when you get on the vessel or boat?

Absolutely, always. From the captain to the crew. They come and check on me to see if I need anything. It's always helpful. If I could just stay in the kitchen and cook and bake, I'll be happy. ... If I need something that's too heavy, the guys are pretty much on it.

Comment: That's good that they offer you assistance with those kinds of things because then you can focus on actually cooking and making sure everything's running in the galley.

When the food is good, you could pretty much have them help you at the snap of your fingers. Even if I have to go to the market, if I'm on a vessel, like a tugboat or just an ROS vessel, if I have to make my way to the market or Sam's Club and do all the shopping, all I have to do is come back and the guys usually handle the rest.

Comment: It seems like you guys work very well together as a team.

There's definitely a lot of teamwork. I'm very family-oriented, so [having a close-knit team] goes a long way, especially when everybody you know is away from home. That keeps morale up, for me.

Question: Do you feel that there are any unique challenges you face as a female Seafarer? And if you do feel that way, what are they?

There are challenges. Once again, it is a male-dominated field. Two, it has been challenging

because I'm a very complex individual. I think I've grown tremendously, working in this career field as far as being my own person and being able to speak up for myself. That's very important. When certain situations or challenges pop up, you have to be willing to put your ten toes down to the ground in a professional manner. Sometimes, you may have to see things from a different perspective but also be willing to have solutions for those problems [that do arise]. That has been very challenging, because I haven't always been that strong individual who speaks up for myself. I've been learning how to do that.... I try to talk through these things and see what we need to do to be able to work together or around each other for a greater cause.

It's not always an altercation. We have to talk things out and be able to understand one another, especially sailing as the chief steward, because you are the supervisor of your department, so you need to be able to come up with solutions and know that this journey, this mission, is bigger than oneself. I hadn't always been a great communicator, so this has helped me tremendously. This career in sailing has shaped me into the woman that I am today.

Question: I know sometimes you might be the only woman that sails on a vessel, but do you feel that women mariners are treated well and with respect overall?

Yes. A lot of the crew members are used to being around their mom, sisters, cousins, or other female family members, so they understand how to work with women and are very respectful. Most people are very respectful. You have your bad eggs in the basket, but it's normal. Every day is not going to be a good day. Everyone does not have the same positive mindset. Everyone is not in the same place mentally or physically. You will deal with certain situations. For the most part, if I have an issue that I need help handling, the bosun or captain or upper management people are always there. And if they're not supportive, then we do have information around the vessel about people that we can reach out to, such as the DPA, if things aren't being handled correctly....

The chain of command is always there, on the

vessel and off the vessel, which makes me pretty comfortable. And speaking on that, let's not move past it – sexual harassment can be an issue. We do have SASH meetings, which are specifically for sexual harassment and discrimination. We have those meetings all the time, but issues do arise.... But again, it goes back to how I've been challenged to speak up for myself. No matter how uncomfortable that is, you have to speak up before things get out of hand.

Comment: I appreciate that you've been able to share your experiences with us, which have overall been positive, but I feel like it's better to be honest like you were with that answer just now, and to know that in a male-dominated field, you might face these issues and to know what to do if it happens. Rather than shy away from it, this lets people know that they are well resourced.

Yes, there's help available, and I say that with laughter. Because I'm very well-known because of my social media presence, and because people know me in general, I do talk to a lot of people. I have a lot of close friends, associates, and coworkers in this industry and we pretty much all have the same stories.

Another reason why I [shared my experience] is because there are a lot of younger people starting this career, especially women, that probably haven't left home before in their life. They probably haven't had a career or worked around so many different personalities and ages. I want them to know that there are resources out there for them and that they are not alone.

Question: Would you encourage other women to follow in your footsteps as a Seafarer. Why?

Of course, especially if you're just wanting a change or to just give something to try. I gave it a try. I knew from the jump this was going to be life changing, so I recommend anybody that's willing and wanting to give it a try, to try it out.... Everybody has their own experience. I can give you my experience, but that might not be the next person's experience, right? You have to find that and manage that on your own time when you cross that bridge.

Another reason why is, of course, travel. If you wanted to travel on somebody else's dime, if you wanted to see things. And you know, especially in 2025 of course, the financial stability, right? That's definitely important. You have a lot of downtime when you are home, to spend time with your loved ones, your friends. You might also be able to pursue something else on the side, such as another trade, or start your own business, or a side hustle if you want to. Whatever you're into, this can be the tool to support that. Those are my reasons. Everybody is different, but for me it's the traveling, the money, how I'm able to use this [career] to fund other things. And I just love that the lifestyle is very flexible. Again, when I'm home, I'm home – every day is a vacation. Plus, I can cuss somebody out and still keep my job.

Comment: Many cannot say the same, trust me.

[Laughs] Many cannot say the same. I don't think I'm cut out for corporate America. I salute anyone that is, but this is more my speed. This is my personality. The lifestyle overall is just captivating, and it's right for me personally.

Question: What's one thing that you would like to share with any women who may be interested or on the fence about starting a career in sailing?

If you never give it a try, you'll never know where this will take you. Some people want to research, research, research, or know all the answers beforehand. It's not going to work out like that. You can research, you can ask all the questions you want, but if you never take action for yourself, then you're just stuck. You don't want to be stuck, so the best thing to do is just, just do it.



Seafarer Brittany Steward (center) is recognized by the Maryland Department of Labor in late 2023, for her professional and inspirational dedication. She's pictured with SIU VP George Tricker (left) and SIU Port Agent John Hoskins.

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.

MAERSK KENSINGTON (Maersk Line, Limited), March 2 – Chairman **Carlos Gibbons**, Secretary **Charles Brooks**, Educational Director **Rustin Calame**, Engine Delegate **Christopher Brown**, Steward Delegate **Cody Younghans**. Educational director advised members to take advantage of the upgrading opportunities offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Crew requested drinking cups, TVs for each member's room and for more bleach. Members asked for more information about ship fund.

ARC COMMITMENT (TOTE Services, LLC), April 14 – Chairman **David Brady**. Pillowcases and comforters still need to be ordered. No beefs or disputed OT reported. Crew referred to recent president's column in *Seafarers LOG*. Next port: Brunswick, Georgia.

MAERSK SELETAR (Maersk Line, Limited), April 19 – Chairman **Cleofe Castro**, Secretary **Noel Segovia**, Deck Delegate **Kenny Galeno**, Steward Delegate **Brian Rojas Perez**. Chairman discussed upcoming ship schedule. Secretary reminded everyone to keep

credentials updated and advised members to upgrade at the Paul Hall Center. Members discussed ship funds. No beefs or disputed OT reported. New refrigerator for crew mess received along with new smoker machine and salad container for steward department. Crew would like increased pay for transportation from ship to airport as well as increased pension pay and vacation time. Vote of thanks given to steward department for providing good meals.

WEST VIRGINIA (Fairwater Crew Management, LLC), May 9 – Chairman **Martin Baker**, Secretary **Sulay Martinez**, Educational Director **Scott Fuller**, Deck Delegate **Tenereo Cacpal**, Steward Delegate **Gedrick Inre Reyes**. Ship run to include Alaska, Portland and Seattle. All is well aboard vessel – crew in good spirits and health, per secretary's report. Educational director encouraged crew to check documents at least 90 days prior to renewal date and to upgrade at the Piney Point school. No beefs or disputed OT reported. Crew discussed various articles from most recent edition of *Seafarers LOG*, including the president's report. Members requested 20 for 30 vacation, cost-of-living wage increases and for gas reimbursement for traveling to and from vessels. Crew

needs refrigerators in state rooms for medication, along with new pillowcases, new comforters and a new microwave in crew lounge. Next port: Portland, Oregon.

ALLIANCE FAIRFAX (Maersk Line, Limited), May 11 – Chairman **Michael Stein**, Secretary **Rocky Dupraw**, Educational Director **Kyle Williamson**, Deck Delegate **Darvin Brown**, Engine Delegate **John Bayonne**. Chairman thanked everyone for a smooth trip and reviewed ship's schedule. Secretary discussed instructions for crew turnover. Educational director urged crew to keep documents up to date and to upgrade at the union-affiliated Paul Hall Center as often as possible. No beefs or disputed OT reported. Crew requested increases in vacation benefits and would like company to match 401k contributions.

MAERSK CHICAGO (Maersk Line, Limited), May 12 – Chairman **Mario Ordonez**, Secretary **Pauline Crespo Guillen**, Steward Delegate **Melvin Ellis**. Chairman discussed upcoming payoff schedule. Educational director encouraged members to upgrade at the Piney Point school and explained the online application process on the union's website. Physicals must be up to date for upgrading eligibility.

Members would like increases in both vacation and overtime and less sea time required to qualify for pension. They encouraged fellow Seafarers to stay informed by reading the *LOG*, which is available in print and online. Bosun answered questions about sea time requirements for A-seniority books. New pillows and personal items ordered for crew rooms. Crew talked about importance of shore leave.

MAERSK KINLOSS (Maersk Line, Limited), May 25 – Chairman **Ben Skuban**, Secretary **George Farala**, Educational Director **Cirico Geonanga**. Chairman announced upcoming payoff in Los Angeles and reminded everyone to remain current on union dues. He talked about overtime distribution and the importance of reading all contracts before taking jobs. Educational director advised members to update their documents and to upgrade at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members would like increases in vacation benefits, less sea time required to qualify for retirement, and for physicals to be required annually. Wi-Fi connectivity aboard vessel is inconsistent.

Know Your Rights

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

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

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

The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

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

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

Paul Hall Center Upgrading Course Dates

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

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		
Lifeboatman/Water Survival	Sept. 29	Oct. 10
Able Seafarer - Deck	Sept. 1 Oct. 13 Dec. 1	Sept. 19 Oct. 31 Dec. 19
ENGINE DEPARTMENT UPGRADING COURSES		
FOWT	Sept. 15 Nov. 17	Oct. 10 Dec. 12
Junior Engineer	Aug. 4 Sept. 29	Sept. 26 Nov. 21
Welding	Aug. 25 Oct. 6	Sept. 12 Oct. 24
STEWARD DEPARTMENT UPGRADING COURSES		
Certified Chief Cook	Sept. 15	Nov. 21
Galley Operations	Aug. 4 Sept. 1 Sept. 22 Oct. 13 Nov. 10 Dec. 1	Aug. 29 Sept. 26 Oct. 17 Nov. 7 Dec. 5 Dec. 26
ServSafe Management	Sept. 8 Nov. 17	Sept. 12 Nov. 21
Advanced Galley Operations	Aug. 18 Sept. 15 Nov. 10	Sept. 12 Oct. 10 Dec. 5
Chief Steward	Oct. 13 Dec. 8	Nov. 7 Jan. 2, 2026
OPEN/SAFETY UPGRADING COURSES		
Basic Training	Sept. 22	Sept. 26
Basic Training Revalidation	Aug. 15 Nov. 3 Nov. 7	Aug. 15 Nov. 3 Nov. 7

Government Vessels	Aug. 11 Sept. 1 Sept. 29 Oct. 20 Nov. 17 Dec. 8	Aug. 15 Sept. 5 Oct. 3 Oct. 24 Nov. 21 Dec. 12
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

<i>COURSE</i>	<i>START DATE</i>	<i>DATE OF COMPLETION</i>

LAST VESSEL: _____ Rating: _____
 Date On: _____ Date Off: _____
 Signature: _____ Date: _____

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

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.

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

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #920 – Recently graduated: Frank Balitewicz, Avery Branch, Hunter Buster, Jadreanna Charleston, Jayvon Clayborn, Abdelhamid Dika, Charles Evans Jr., Cayden Foster, Austin Gottschlich, David Hebb, Nasir Hinton, Savonce Jackson, Christopher Johnston, Joshua Jordan, Tristan Kinsella, David Levin, Michael Saputo, Tyrone Scott Jr., Terrell Slater, Natalia Smith, Jermerish Standberry, Alayla Tilley and Darius Washington.



ABLE SEAFARER DECK – Graduated May 23: Bryden Beadle, Jordan Beaty, Brandon Bradley, Israel Christian-Grace, Nathaniel Gancarz, Carl Griffin III, Ryan Heimberger, Antoine Kozel, Da'quan Moreland, Noah Neal, James Randall III, Alyssa Ray, Xavier Roberts, Gary Rushing Jr., Vensen Suguitan, Ty-rrell Washington, Marshall Whitcraft and Tyler Williams.



COMBINED BASIC/ADVANCED FIREFIGHTING – Graduated May 16 (not all are pictured): Rodney Cole, Yamira Colon Del Moral, Terren Fields, Raphael Henson, Sean Jones, Ivan Kondakov, Arron Millar, Daniel Moran, Willie Myrick Jr., Dwuan Reed, Omar Rodgers, Venise Spears, Arielle White and Mackenzie Wincelowicz.



FOWT – Not all are pictured: John Bowen Jr., Jamel Brown-Faulkner, Terren Carlton, Brandon Cavitt, Walter Figueroa, Christopher Holmes, Tariq Mamudu, Kevin Menendez Barrales, Robiana Murphy, Javon Norris Jr., Denise Parker, Chelan Peterson, Corey Porter, Aaron Quainoo, Emmanuel Santos Capulong, Jyheir Thompson, Alfred Washington and Xavion Young-Key.



GOVERNMENT VESSELS – Graduated May 9: Lavontat Anderson, Jasmine Butler, Dora Carranza, Micah Champion, Wahid Dickey, Oscar Garcia, James Hall, Raynard Hall, Rosalinda Lorenzo, Mark Malicki, Yakima Napier, Margie Naval, John Price, Chanta Rattler, Elvin Rijos-Perez, Kevin Robinson, Daron Tinney and Curtis Williams.



JR. ENGINEER – Graduated May 30 (not all are pictured): Jose Borrero Rodriguez, Anjwar Brooks, Jason Bullen, Jahnia Cain, Peter Espinosa, William Kilbuck, Sara Mesa, Evan Murff, Zachary Parker, Pedro Rivera Hernandez, Alexia Villaescusa and Nashell Williams.



MEDICAL CARE PROVIDER – Not all are pictured: Ashely Burke, Rodney Cole, Terren Fields, Matthew Hargrove, Raphael Henson, Sean Jones, Arron Millar, Daniel Moran, Willie Myrick Jr., Dwuan Reed, Nicholas Simoneaux, Venise Spears, Arielle White and Mackenzie Wincelowicz.

Paul Hall Center Class Photos



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



PUMPMAN – Graduated May 23: Larry Calixto, Mohammed Elazzouzi, Maria Escobar, Mohammed Gir, Ivan Kondakov, Joshua Kraynak, Yahya Mohamed, Michael Papaioannou, Kelly Percy and Julian Rubbo. Instructor Patrick Coppola is at the far left.



WELDING – Graduated May 9: D'Angelo Brown, Larry Calixto, Luke Eastman, Brandon Jordan, Ivan Kondakov, Harry McKeever II, Daniel Mensah and Tyson Richardson. Instructor Chris Raley is at the far right.



RFPEW – Graduated May 23: Ja'Von Harvey.



RFPNW – Graduated May 16, from left to right: Justin Shepler and Marlon Gayle. Instructor Peter Luhn is at the far right.



CHIEF STEWARD – Graduated May 23, from left to right: Dee Anne Merriman, Anthony Roman and Evelyn Cruz.



TANK SHIP FAMILIARIZATION – Graduated May 23: Owen Carpenter, David Clark, Corey Covington Jr., Sirvod Davis, Linzi Dyer, David Escobar, Stevenjohn Eustaquio, Bradley Franti, Cole Hofstrand, Mathew Holloman, Jerionna Joyner, Amahd Manigault, Bryan Marty Barrera, Kevin Marty Barrera, Angel Ojeda-Galindo, Sava Rodriguez, James Slue, Jonas Smith, Moncho Soriano Martinez, Cody Tenney, Laurel Treguboff and Mariah Worsley.

SEAFARERS LOG

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

In Their Own Words: SIU Women at Sea

‘I Would Do It All Over Again’

*Editor’s note: This article is the second in an occasional series spotlighting female mariners. Our aim is to increase awareness about maritime career opportunities, and in particular to underscore the fact that the U.S. Merchant Marine is a viable path for women and men alike. The questions and boldfaced comments that are included in the article were asked and said by LOG staff. Steward/Baker **Brittany Steward** has been sailing since graduating from the apprenticeship program in Piney Point in 2017. Last year, she was featured in a LOG article for receiving the Apprenticeship Champion Award, given by the Maryland Department of Labor.*

Question: What has your overall experience as a female seafarer been like?

Overall, my experience has been very enjoyable. It can be demanding or challenging at times. It’s been a roller coaster, but overall, the good always outweighs the bad. Joining the SIU has definitely been a life-changing event, and this is a life-changing career.

I’m just happy that my past decisions have guided me here. I’m still doing what I love to do: cooking and traveling, which I discovered years ago – well before I started sailing. [Back then, traveling] probably was just catching a bus or a train to D.C., or catching a bus to Philly and just exploring.

This has definitely been a great tool to use to finance other adventures. Now, I have been backpacking around the world and I’m traveling the world on a bigger scale than what I came from.

I couldn’t have done it alone, so I’ll always credit my friend Brandon, who shared the information about becoming a Seafarer with me back in 2016. All of this information, all the people helping me out, and the choices that I made definitely aligned for me to be where I am today. It’s been freaking amazing. I would do it all over again. The only problem I have is I wish I could have started sooner!

Question: What is a normal day for you like when you are at sea?

A typical day for me as a steward/baker will consist of waking up super early, and that’s only because I like to get a head start on my day. I don’t like to be behind schedule. Being a steward/baker means that I am responsible for the supervision of my department. I work with the chief cook, who prepares lunch and dinner. They might need my help throughout the day, or they may have questions

or concerns, or just may need some guidance with cooking or the menu.

Steward assistants, who do a lot of the cleaning and stocking, might need some help throughout the day as well, or they may need help with the trash, or may want to have a conversation about something or might want help with the menu. I get up in enough time to mentally prepare and get my day started. It’s mostly cooking, but I also like to wake up with enough time to handle any unknown obstacles that might come my way. After taking care of my personal hygiene, which is very important, I start with coffee or tea, depending on how I’m feeling that morning. I’ll come down, turn on the ovens, light the stovetop and then I get my bacon ready. You know, as soon as that bacon is in the oven to start cooking, it’s a beautiful morning because everybody is smelling it. Then I continue prepping my breakfast which could be home fries, French toast, getting the omelet station ready with fresh vegetables, cheese, garnish like cilantro, some parsley. I get all of that ready and out the way. I’m pretty quick, too. It depends on how many crew members I have. If I have at least 20 to 30, you know, I’m pretty fast. If I’m working on a vessel with close to 50 people, then I’ll do a lot of my prepping, like panning the bacon, the day before.

After that, I’ll be setting things up to take everyone’s orders when they come in. Before that though, my chief cook and my other steward assistants will come in to start their days, so it’s very important for me to do what I need to do so I can be out of their way, and they can have the space and prep accordingly.

While breakfast is going on, usually I’m cooking fresh eggs to order. I might do a specialty that morning; it might be a crab omelet or French toast to order; I switch it up daily. It’s usually the same breakfast, but I always try to put a little razzle dazzle in there. I might do a French toast casserole to mix it up, instead of doing just regular French toast. It depends on my crew, too. If I know their eating habits, and I know they’re open to trying something different, then I’m all ears. I’m a traveler and I’m a foodie, so I love to bring the outside world to the vessel. Instead of having the same thing, on Sundays, I try to make it like a home-cooked meal, with more comfort foods like biscuits and gravy, or shrimp and grits.

Sometimes they want to get a quick sandwich, and that’s cool too, but the sandwich might be elevated. It might be a French toast sandwich. It might be a toasted bagel on some



Steward/Baker Brittany Steward

lox. It honestly depends what we have on hand to use, but I like to do specialty omelets. I’m from Baltimore, Maryland, so I love using a lot of crab meat.

After breakfast is done and after everybody eats, sometimes I might or might not eat, depending on how I’m feeling that day. I clean up my station and put everything away. While that is going on, my chief cook is usually having breakfast, so that gives me enough time to be in the galley cleaning up, and resetting everything so that when they finish eating, they can come back in and start cooking. After that I sometimes take a morning break or check in with my department to see if everyone is okay or start baking, which I usually like to get done in the morning.

After breakfast, my day is usually pretty flexible. It just depends on whether I’m baking or if I’m doing inventory, or ordering, or doing supervising duties. If the captain needs me to do something, that pretty much describes my whole day.

There’s always something to do, so it can be demanding at times, depending on how prepared one is. I always try to be a step ahead.

Lunch starts about quarter after 11 to maybe 12:30 or so. I usually help serve lunch, if needed. If not, I usually go do my own thing, which could be baking something or just prepping the bay, getting everything in order, ordering supplies, or I’ll organize something. After lunch, we pretty much either eat, take our break, and then come back and start doing our

overtime, which usually consists of cleaning or baking, and then dinner starts at around 4 p.m. and ends around 5:30-6, so we’ll prep and cook and then clean and set up for the next day afterward. After dinner is done and I get off work at around 6:30, the rest of the day is fair game.

I’m off of work by 6:30, and I usually hit the gym. If I’m too lazy and want to sleep, I’ll go back to my cabin, probably shower, read a little bit, and go on the internet, watch some Netflix, browse social media or check in with my family. Sometimes, if there’s something to do on board, like if there are activities or a pool, I’ll go check that out. That’s pretty much the day. We wake up and do it every single day for 120 days, or 70 days, but they’re still very flexible. If we pull into port, I can also get off the ship and go out to eat, go have some fun or go shopping, which I love to do. If we’re in the middle of the sea, then it’s best to go to sleep.

Question: Do you feel that being a woman at sea offers you any unique opportunities? And if so, what are they?

Absolutely! There are a lot of unique opportunities because, as you know, we’re in a male-dominated industry, so there’s not too many women out here. Some unique opportunities might be, for example, I get to do cool interviews with you. The more that people can see themselves out here, the better. If I can be a catalyst for that change, that’d be awesome.

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