



The double-hulled tanker Seabulk Pride once again carries an SIU crew, following the vessel's Sept. 23 delivery to Seafarers-contracted Seabulk (a SEACOR subsidiary) in Pascagoula, Mississippi. The vessel is expected to operate coastwise between Houston and Fort Lauderdale, Florida. It had been operated by Chevron under a bareboat charter. SIU Port Agent Jimmy White (left in photo directly above) met with the crew shortly after they signed on. The initial crew included Bosun Brian Gauntt, ABs Jerald Welcome, Joshua Welcome, Victor Nunez, David Chance and Richard Oliver, QEP Derrick Sullivan, Wiper Austin Smith, GUDE Jaden Radcliff, OMU John Cacella, Steward/Baker Jasmine Garrett, Chief Cook Robert Hunter and GVA Saleh Almurisi. Built in 1998 in Newport News, Virginia, the Seabulk Pride previously carried an SIU crew for many years before the aforementioned charter.

Union Answers Gall For Hurricane Relief

The SIU wasted no time springing into action to help victims of Hurricane Fiona and Hurricane Ian, which caused extensive damage in Puerto Rico and Florida, respectively, in September. The wideranging relief efforts included gathering supplies in San Juan, Puerto Rico (among several other locations), and then distributing them to some of the hardest-hit areas. A few of the SIU volunteers are pictured at right, at the San Juan hiring hall, with SIU Asst. VP Amancio Crespo (left). Donations also were taken at the halls in Houston; Jacksonville, Florida; Fort Lauderdale, Florida; Philadelphia; and Tacoma, Washington. Numerous labor organizations, including the AFL-CIO, plus Seafarerscontracted vessel operators have helped with the outreach. *Page 3*.



Bosuns Credit Union, School For Life-Changing Opportunities

Members of the union's newest class of recertified bosuns shared riveting individual stories when they graduated Oct. 3. They credited the SIU and its affiliated Paul Hall Center for Maritime Training and Education with offering excellent career and upgrading opportunities. Following the monthly membership meeting in Piney Point gaine ficials for this photo. Pictured from left (front row) are VP Contracts George Tricker, VP Tom Orzechowski, Recertified Bosuns Neftali Erausquin and Ron-ald Poole Sr., Exec. VP Augie Tellez and Recertified Bosuns James Hall, Nasser Hafid and Larry Dizon. Pictured from left in the back row are Patrolman Josh Rawls, Port Agents James Bast and Ray Henderson, Recertified Bosuns Carlos Gibbons and Richard Molina Blackman, Secretary-Treasurer David Heindel, Asst. VP Pat Vandegrift and Port Agent Mario Torrey. Page 5.



President's Report

'See the Whole Wide World'

Around the world, the maritime industry battled a manpower shortage even before the COVID-19 pandemic. That challenge has only become more pronounced in the last couple of years, and it certainly extends into many other occupations across the globe.



Nevertheless, our union, along with our affiliated school and many of our contracted vessel operators have invested substantial resources to attract people either specifically to the SIU or at least to the broader U.S. Merchant Marine. I'm confident that, once they're here, newcomers will find lots of reasons to either stick around with us or move on to licensed positions elsewhere in the industry.

American maritime – and the SIU in particular - has much to offer. As one of our newest recertified bosuns recently put it, 'While my friends back home were discovering the world wide web, I got to see the

whole wide world: all seven continents, both

Michael Sacco

while employed aboard ships and during my vacation time. I've earned good wages and benefits for me and my family, while funding my retirement plan.'

I'd call that a powerful endorsement from someone with firsthand experience. And, there are so many additional stories and viewpoints just like that one. There's a reason why we've been around since 1938.

If you know any prospective Seafarers, by all means send them our way. Encourage them to visit a hiring hall and/or check out our website. This is still a profession in which you can go as far as you want to go, and our union offers excellent contracts with top-of-the-line benefits, not to mention flexibility and opportunities to see the world.

Importance of Political Action

While we've probably exhausted the topic of the Jones Act in this space in recent years, the most recent attacks against our country's freight cabotage law once again underscore why the SIU remains politically active. By having well-informed backers both in Congress and in the administration, we are able to help turn back these misguided attempts to weaken or eliminate a policy that has served the United States and its citizens for more than a century.

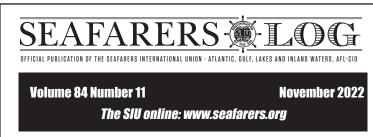
Sitting around and hoping someone else will deliver our message on Capitol Hill (and at every level of government, for that matter) never has been our approach and never will be. There's turnover in literally every election cycle, and that means we're constantly making introductions and explaining our value to legislators and to others who regulate American maritime.

These types of actions are vital to protecting your jobs, and that's why we don't take shortcuts. It's also why we support candidates who support maritime along with workers' rights, regardless of political party. Heck, it's why we relocated headquarters from New York to suburban D.C. 40 years ago. Our industry's fate is mainly decided in Washington, and we'll continue wearing a path between Camp Springs and the nation's capital for as long as that's the case.

Thank You

I'll close this month's message with heartfelt thanks to everyone who has stepped up for hurricane relief efforts in the aftermath of Fiona and Ian. It's difficult to even watch news footage of the destruction to people's homes, not to mention thinking about the loss of life. But I'm proud of our union, our members and our labor movement for immediately pulling together and helping however we can, wherever we can.

This is also nothing new for the SIU, and while it's a classic case of hoping we'll never need to do it again, we know better. There will be other storms. And the SIU will be there for our brothers and sisters, like always



Maritime Labor Blasts Unnecessary Waiver

Industry Calls Out Absurd Criticism of Jones Act

The winds from Hurricane Fiona had barely moved past Puerto Rico before misguided critics of America's freight cabotage law began asking for unnecessary waivers.

At one point a Category 4 storm, Fiona made landfall in Puerto Rico Sept. 18, knocking out electrical power across the entire territory. Parts of the island were hit with nearly three feet of rain.

Nevertheless, U.S.-flag vessels continued delivering supplies to Puerto Rico almost uninterrupted. As was the case five years ago, in the aftermath of Hurricane Maria, distribution on the island itself was challenging (due to infrastructure damage), but those issues had nothing to do with the Jones Act.

Reality didn't stop several members of Congress from seeking a blanket, year-long waiver, nor did it prevent a single foreign-flag ship from showing up unannounced and securing a single waiver after initially being denied.

Responding to the waiver, the SIU, AMO, MEBA and MM&P sent a joint statement to the U.S. Department of Homeland Security that read in part, "Our unions represent American Merchant Mariners who sail aboard Jones Act vessels, including those that serve Puerto Rico. Every day, our mariners go to work to ensure that Puerto Rico and the rest of the United States have safe and dependable domestic shipping, helping to move all the goods they need to live, work, and raise their families....

"The Jones Act is critical to our continued ability to maintain a domestic U.S.-flag merchant marine. As such, we take protecting it seriously. That's why we are shocked and outraged at the U.S. Department of Homeland Security's decision to issue an illegal, unjustified and unnecessary Jones Act waiver for a British Petroleum tanker that took active steps to ignore and then circumvent fundamental American law.'

The statement continued, "This waiver is a betrayal of the principles of federal maritime law dating back centuries, made worse by the facts of the case. A foreign ship with a foreign crew loaded fuel in an American port and diverted to Puerto Rico to take advantage of increased fuel prices after the island was hit by Hurricane Fiona. There was no national security crisis. There were American ships available - indeed, the ship was at sea four days before a waiver was even applied for. This cargo was not humanitarian aid. It was a blatant cash grab and a bald-faced political stunt. The companies behind this vessel gambled that they could pressure the U.S. government into ignoring our laws and policy because of the hurricane and they were correct.

"Let us repeat – this waiver was unnecessary," the unions added. "U.S.-flagged vessels and foreign flagged vessels carrying legal cargoes of fuel, either from American ports or from foreign ports, had safely discharged their cargoes in Puerto Rico after the storm. American ships were available. American crews were available. But none of that mattered, because the political optics of a ship waiting to bring fuel to the island apparently matters more than a century of bedrock American law."

The statement concluded, "This waiver is an undeserved slap in the face to American mariners and U.S.-flag vessel operators. It potentially opens the door for future incursions by foreign-flag interests by giving them a roadmap of what they need to do in order to bully our government into giving them what they want – just show up on our doorstep and call the press. It sets a dangerous precedent, and it threatens the domestic industry at a time when we - like many other sectors of the economy - are challenged with worker shortages. In the strongest possible terms, we condemn the issuance of this waiver, and we urge the Department of Homeland Security to never approve a waiver like this again."

The coalition American Maritime Partnership (AMP), to which the SIU is affiliated, also objected to the waiver. In a letter to DHS Secretary Alejandro Mayorkas, AMP President Ku'uhaku Park stated, "The waiver is unlawful.... DHS has rewarded a foreign operator who has been widely criticized, both in Washington, D.C. and in Puerto Rico, for its behavior."

Similarly, Puerto Rico Resident Commissioner Jenniffer González Colón noted, ""At each and every meeting, I have been assured by federal agencies, including the Department of Energy, FEMA, and the Corps of Engineers that there is an adequate supply of fuel on the island that is available to consumers and that subsequent delivery is planned of more fuel in the short, medium and long term.... The vast majority of the fuel that Puerto Rico consumes comes from outside the United States, which is why it is transported on foreign-flagged ships from foreign ports. Therefore, the Jones Act does not apply and a waiver would not change the way fuel is transported at all."

The Jones Act has protected U.S. national, economic and homeland security for more than a century. It requires that goods transported from one domestic port to another be carried aboard vessels that are crewed, built, flagged and owned U.S. Upwards of 90 countries across the globe maintain some form of cabotage law.

Earlier this year, a new study by Ernst & Young examined the Jones Act's effects on Puerto Rico and concluded, "Across multiple metrics, shippers overwhelmingly associated better carrier performance with Jones Act carriers than non-Jones Act ones. In addition to providing stability and security in the region, the Jones Act shipping industry continues to provide substantial economic benefits to Puerto Rico."

The study also found that the law has created and helps maintain more than 2,000 jobs in the territory; contributes \$96 million in wages; and is responsible for \$221 million in economic output.

Proposed Labor Rule

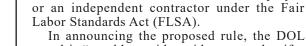
Victory for Workers'

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noted it "would provide guidance on classifying workers and seeks to combat employee misclassification. Misclassification is a serious issue that denies workers' rights and protections under federal labor standards, promotes wage theft, allows certain employers to gain an unfair advantage over law-abiding businesses, and

The U.S. Department of Labor (DOL) on Oct.

13 published a Notice of Proposed Rulemaking

(NPRM) aimed at helping employers and work-

ers determine whether a worker is an employee

hurts the economy at-large."

The department further pointed out, "The NPRM proposes a framework more consistent with longstanding judicial precedent on which employers have relied to classify workers as employees or independent contractors under the FLSA. The department believes the new rule would preserve essential worker rights and provide consistency for regulated entities."

AFL-CIO President Liz Shuler applauded the announcement.

"The Biden administration once again delivered

Continued on Page 7

2 Seafarers LOG



SIU VP Gulf Coast Dean Corgey (standing) is pictured outside the Houston hall. On Sept. 30, the union teamed up with personnel from the Port of Houston, National Shipping of America, LLC and the office of Houston Mayor Sylvester Turner for a donation drive gathering relief supplies for those affected by Hurricane Ian in Florida.



A container of relief supplies is hauled from the Fort Lauderdale, Florida, hall on Oct. 1 to Fort Myers, Florida.

Seafarers Assist Hurricane Victims **Union Helps With Donations, Distribution after Fiona, Ian**

The SIU is teaming up with national and local labor organizations, Seafarers-contracted vessel operators and other supporters to collect and deliver storm-relief supplies following Hurricanes Fiona and Ian - primarily to Puerto Rico and Florida, but also to the U.S. Virgin Islands and Alaska.

Collection points include the hiring halls in Houston; Philadelphia; Jacksonville, Florida; Fort Lauderdale, Florida; Tacoma, Washington; and San Juan, Puerto Rico. While donations are welcome at those locations, Seafarers are encouraged to check with their local halls and also keep an eye on the SIU website for related updates.

Fiona, at one point a Category 4 storm, hit southwestern Puerto Rico with 85 mph winds on Sept. 18. Parts of the island were flooded, and all of Puerto Rico's estimated 1.47 million power customers initially were left without electricity. Perhaps of greater immediate concern, around a quarter-million water customers initially had no service.

By early October, power and water services had been restored to the vast majority of residents.

Ten days after Fiona struck Puerto Rico, Ian devasted Florida on Sept. 28 and then made landfall again two days later in South Carolina. Official estimates are ongoing, but at press time in mid-October, Ian reportedly had caused more than 130 deaths in Florida along with billions of dollars in damages.

The labor movement stepped up in support within hours of Fiona striking Puerto Rico and again after Ian. Among the organizations pitching in are the SIU, Maritime Trades Department (MTD), IBEW, AMO, MEBA, MM&P, Longshoremen, Teachers, Machinists, AFGE, AFSCME, Carpenters, AFL-CIO and others.

According to the American Maritime Partnership in a Sept. 23 letter to Homeland Security Secretary Alejandro Mayorkas, 2,000 containers were positioned in the port of San Juan prior to the storm to provide supplies. When all the island's ports reopened following the hurricane, U.S.-flag vessels resumed operations on their dedicated U.S.-Puerto Rico terminals, with six Jones Act ships either already offloaded or preparing to dock by the end of that day.

Meanwhile, a large-scale relief effort led by the SIU took place Oct. 8 in Puerto Rico. Seafarers and others from the labor movement had prepared supplies for a few days earlier. They then delivered more than 1,000 individual grocery bags, bottled water and other supplies to residents in Hormigueros and Penuelas.

During preparations at the hiring hall on Oct. 6, Chief Steward Ingrid Ortiz noted, "We're going to the south of the island, where everybody was very affected by the hurricane, and we're planning to help with food and anything else they might need.'

Recertified Steward Bam Bam Aguilera added, "We're working to help everybody who needs it."

"We're putting everything together for our brothers and sisters in Puerto Rico," said **Michael Jacob**, who sails in the steward department.

SIU Assistant Vice President Amancio Crespo, based in San Juan, stated, "While it's nothing new for SIU members to step up and help their fellow citizens, I'm grateful for their generous response to Hurricane Fiona. They've put in a lot of work and have always done so with a great attitude and a can-do spirit. It's what the SIU is all about."

President Biden visited Ponce, Puerto Rico, on Oct. 3. He touched on the financial support the federal government is providing to residents, and saluted them for their "resilience and determination. Quite frankly, it's pretty extraordinary, when you look at it from afar. And you deserve every bit of help your country can give you. That's what I'm determined to do, and that's what I promise you.... We're going to make sure you get every single dollar promised. And I'm determined to help Puerto Rico

build faster than in the past and stronger and (be) better prepared for the future.'

Two days later, the president spoke in Fort Myers, Florida. He said, "I've instructed my administration to bring every element of the federal government together to help with the immediate needs and long-term rebuilding. You have my commitment and America's commitment that we're not going to leave. We're going to see you through this entire process."



Chief Cook Wilson Peniston and QEP Yuri Oliveros help load pallets of water outside the hiring hall in Fort Lauderdale. Florida



SIU members and other volunteers sort and stack supplies at the hall in San Juan, Puerto Rico (photo at right), then briefly pause for a snapshot while holding some of the assembled bags that were delivered in the following days (above).

November 2022



Recertified Bosun Thomas MacGregor (far left) and other crew members are pictured with local fire department personnel

All Hands Safe Following Midnight Sun Fire

No injuries and no damage were reported following a small fire aboard the Seafarers-crewed *Midnight Sun* (TOTE Services).

SIU members including Recertified Bosun **Thomas MacGregor** quickly extinguished the fire on the front deck of the ship, which was docked in Tacoma, Washington. Local fire department personnel arrived on scene, but the fire already had been put out.

According to the vessel operator, no cargo was aboard the vessel. A published report in-

dicated the incident "was likely caused by an electrical fire in a piece of (a vendor's) maintenance equipment on the upper deck, the Tacoma Fire Department told the local *News Tribune*."

MacGregor had just arrived to the ship, on Sept. 23.

"I was still in my leathers from riding my bike," he said. "But I was part of the quick response team, me and the chief mate. It took three minutes, if that, for our two teams to get suited up, and about 20 minutes to knock down the fire."

The bosun added that prior safety training definitely paid off, prominently including the related courses that are staples at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

"This (effective response) is all because of the basic training that we get at Piney Point and the drills we do on board," Mac-Gregor stated. "It went smoothly and everybody did what they were supposed to do." Other SIU members aboard the ship include ABG Gamal Muflahi, ABB Artemio Galaura, ABM Saleh Alsinai, ABG Samed Kassem, ABM Raymond Green, ABM Scott Ryan, AB Daniel Mensah, QEE Gajatri Normatova, OMU Rohmy Butler, OMU Mohamed Alghazali, OMU Majed Alsharif, GUDE Mohamed Kassem, Recertified Steward Dennis Skretta, Chief Cook Robert Haggerty and SA Khaled Yahia.

U.S. Rep. Garamendi Introduces New Pro-Maritime Legislation

A longtime backer of the U.S. Merchant Marine isn't letting up in his efforts to promote the industry.

On Oct. 3, U.S. Rep. John Garamendi (D-California) introduced the bipartisan "Rebuilding the United States-Flag International Fleet Act" (H.R.9102), along with cosponsors U.S. Rep. Bob Gibbs (R-Ohio) and U.S. Rep. Alan S. Lowenthal (D-California). Among other advancements, the legislation would strengthen federal cargo preference laws to increase the number of U.S.-flagged commercial vessels delivering cargo to foreign ports.

The bill is backed by the SIU, as well as the Maritime Trades Department, Transportation Trades Department, Liberty Maritime, Marine Engineers' Beneficial Association (MEBA), International Organization of Masters, Mates & Pilots (MM&P), and the Maritime Institute for Research and Industrial Development (MI-RAID), among other organizations.

Garamendi, who chairs the House Armed Services Subcommittee on Readiness and serves as a senior member of the Transportation and Infrastructure Committee, said, "For too long, Congress and both Democratic and Republican presidents have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle. The global supply chain crunch during the height of the COVID-19 pandemic, the Russian invasion and blockade of Ukraine, and the People's Republic of China's island building in the South China Sea and saber-rattling in the Taiwan Strait have shown that the United States cannot remain reliant on foreign vessels flying flags of convenience. "My comprehensive, bipartisan legislation would help to recapitalize the U.S.-flag fleet of ocean-going, commercial vessels by guaranteeing government cargo during peacetime so that U.S.-flag vessels are available during wartime or emergencies," he continued. "The United States has the world's most capable Navy, and we need an equally impressive fleet of commercial cargo vessels crewed by Ameri-

can mariners," concluded Garamendi. According to Garamendi's office, the bill would:

■ Restore the requirement in place from 1985 to 2012 that at least 75% of gross tonnage of seaborne cargo for international food aid programs be carried on U.S.-flagged vessels. Current law only requires 50% minimum gross tonnage, following a sneaky cut to the program.

• Restore the requirement in place from 1985 to 2012 that the U.S. Department of Transportation reimburse international food aid programs for any cost premium under the U.S.-flagged vessel cargo preference, to protect the overall budget for food aid exports from increased shipping costs.

• Reaffirm the Maritime Administration (MARAD) as the only federal agency able to waive the U.S.-flag requirement for government cargo, in the rare instances when such commercial vessels are unavailable at fair and reasonable rates.

■ Strengthen transparency and oversight by requiring public notice online of all waivers of the U.S.-flag requirement and timely notification to Congress. Current law holds similar requirements for waiving the Jones Act. Allow vessels seeking federal cargo contracts to be re-flagged into the United States registry for less than three years, provided they satisfy similar requirements as vessels enrolled in the existing Maritime Security Program. ■ Clarify that the current U.S.-flag vessel requirement for international food aid applies to all agricultural products, not just commodity crops. Implement the reforms to cargo preference laws recommended by the Government Accountability Office's report on "Actions Needed to Enhance Cargo Preference Oversight," published on Sept. 12, 2022. The full text of the "Rebuilding the United States-Flag International Fleet Act" is available online.

MARAD Announces Two New Initiatives Backing Cargo Preference Compliance

A key agency recently announced it is taking steps aimed at enforcing regulations that benefit the country as a whole, including the maritime industry.

On Šept. 16, during testimony before the U.S. House Subcommittee on Coast Guard and Maritime Transportation, Maritime Administrator Ann Phillips (Rear Admiral, USN, Ret.) announced two efforts intended to support federal compliance with cargo preference requirements.

"Cargoes paid for by American taxpayers belong on American ships," she said. "Cargo preference requirements are not just 'Buy America' requirements, they are requirements that also help to strengthen America."

The hearing was titled, "Cargo Preference: Compliance with and Enforcement of Maritime's Buy American Laws."

Phillips announced that the Maritime Administration (MARAD) will issue a formal "Request for Information" to solicit input from all stakeholders on cargo preference requirements. Under the nation's federal cargo preference laws, the Department of Defense must move 100 percent of its cargoes on U.S.crewed, U.S.-flagged vessels. Outside of the Department of Defense, at least 50 percent of other governmentimpelled cargoes must ship on U.S.flagged vessels. Additionally, Phillips announced that MARAD will resume publish-ing comprehensive federal cargo preference data. Ensuring that such information is publicly accessible is intended to increase interagency efficiency and to provide transparency regarding the movement of government-impelled cargo on both U.S.-flagged and foreign-flagged vessels. Beyond these announcements,



Ann Phillips U.S. Maritime Administrator

MARAD is also working with the White House's "Made in America Office" to help agencies understand cargo preference requirements, the administrator explained. In conjunction, MARAD is in the process of communicating with all related federal departments and agencies to remind them of their obligations and to request that they each identify a single point of contact, with whom MARAD can work to implement and ensure cargo preference requirements are being met. As defined by MARAD, "Cargo Preference is the general term used to describe the U.S. laws, regulations and policies that require the use of U.S.-flag vessels in the movement of cargo that is owned, procured, furnished, or financed by the U.S. Government. It also includes cargo that is being shipped under an agreement of the U.S. Government, or as part of a Government program."

4 Seafarers LOG

'SIU Gave My Family a Better Life' Bosuns Reflect on Successful Careers, Opportunities

The seven Seafarers who recently completed bosun recertification training at the SIU-affiliated school in Piney Point, Maryland, had no shortage of interesting insights when they delivered graduation speeches Oct.

Completing the Paul Hall Center's (PHC) top curriculum for deck department mariners were Neftali Erausquin, Richard Molina Blackman, Ronald Poole Sr., Carlos Gibbons, Larry Dizon, James Hall and Nasser Hafid. The two-week course covered numerous topics including leadership, teamwork, social responsibilities and safe workplaces, contracts, benefits plans, politics as it pertains to the maritime industry, simulator training, vessel operations and more. Most of it took place on the PHC's southern Maryland campus, though the class also included a day at the union's headquarters building, located in Camp Springs, Maryland.

Following are some highlights of the respective graduation remarks, given during the monthly membership meeting at the PHC.

Neftali Erausquin

A Seafarer since 2003, Erausquin said his overall experience during the class was "amazing. All of the content was useful, and my eyes were opened to things I'd never known about. The school itself also looks great. I'm proud to be an SIU member.'

He thanked SIU officials, PHC personnel, and everyone who works at the Jersey City, New Jersey, hall for their guidance and efforts, and also credited his family for being supportive.

After encouraging fellow Seafarers to support the union's voluntary political action fund (SPAD), Erausquin urged the apprentices to "upgrade and stay focused. The sky is the limit for you.'

Richard Molina Blackman

Previously a member of the National Maritime Union (NMU), Blackman became a Seafarer when the NMU merged into the SIU in 2001.

"It has been a great experience," he said. "I came to the school in 2004 to upgrade for my AB ticket, and have sailed as a bosun since 2012. Finally, after 21 years as an SIU member, through hard work and dedication I am a recertified bosun. It means a lot to me.'

He thanked all of the personnel at the Houston hiring hall along with the staff and instructors at the PHC.

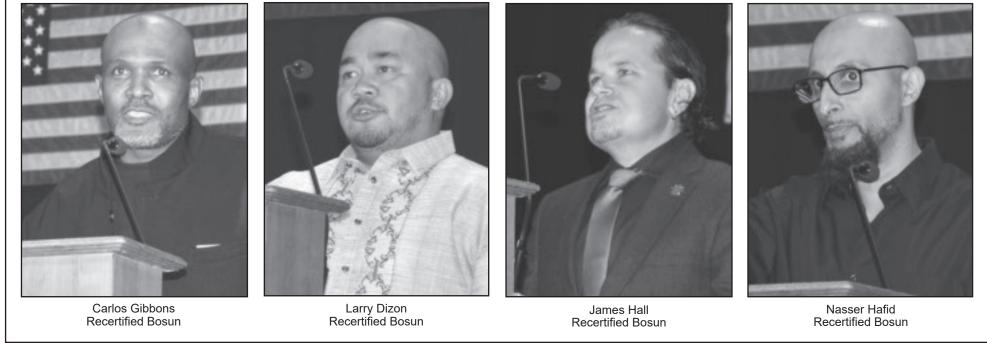
Blackman continued, "I thank all the union officials for your good leadership and hard work, fighting every day for all of us. Without you, we wouldn't be here.'

He said the SIU remains "a fundamental part of my life. It has given me many opportunities to provide a great living for me and my family

Addressing the apprentices, he concluded, "You are the future of this great union. Learn and listen to your instructors; work hard and upgrade."

Ronald Poole Sr.

Poole joined the SIU in Mobile, Alabama, in 1999. He said his most recent experience at





Neftali Erausquin Recertified Bosun

the PHC was "outstanding," and that he particularly appreciated learning about the various components of the Seafarers Plans. He described becoming a recertified bosun

as the culmination of a career-long dream. "With hard work and dedication, each and

every one of you out there (in the auditorium) can be on this stage, too," he said to his fellow members and apprentices. "The sky is the limit for you – all you have to do is want it."

Poole, who still sails from Mobile, wrapped up his speech by saying, "Life in the union has been good for me and my family. I have two daughters in college and one more to go.'

Carlos Gibbons

Like has classmates, Gibbons, an SIU member since 2001, said that completing recertification carried great significance.

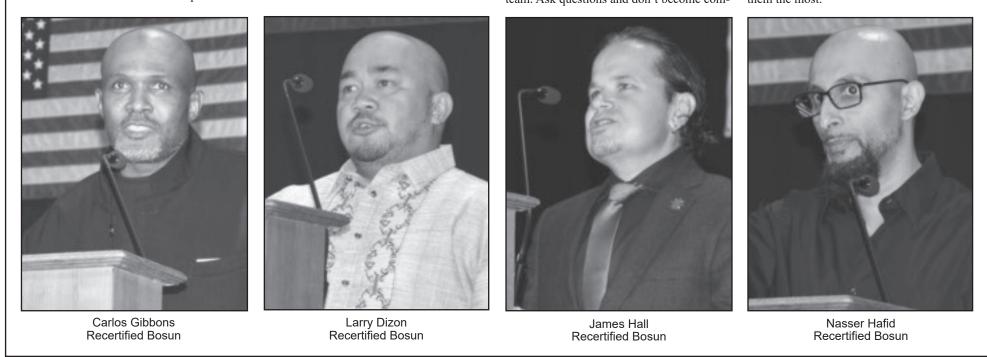
"I feel overwhelmed with pride, and I am very thankful and blessed for this wonderful achievement," he said. "It wouldn't have been possible without the help and support from the officials in New Jersey, and I thank them."

He said that the combination of union membership and clear chances for career advancement have served him well "in many aspects of my life - too many to mention in this short speech. But the most important one is the opportunities to continually upgrade. I'm grateful for that. It has helped me improve my skills and also helped me financially, there's no doubt about it.

After thanking the union's officials for their work in protecting members' job secu-rity, Gibbons told the apprentices, "When you are at sea, listen to your superiors. Follow orders and always do your best. Always show up with a positive attitude, and don't hesitate to ask questions.'

Larry Dizon

With his wife and two daughters in the





Richard Molina Blackman Recertified Bosun

audience, Dizon said the recertification class helped him "gain more knowledge about leadership and the operations and benefits the SIU offers us.'

He said that when he joined the union in 2005 in Norfolk, Virginia, "it changed my life. Opportunities came my way. I developed and enhanced my skills and was able to travel to many places. I experienced different cultures and met people from all walks of life.'

He continued, "The SIU gave my family a better life.... I'm so grateful to be part of the Brotherhood of the Sea."

He thanked the instructors, encouraged support of SPAD, and said the school made him feel at home.

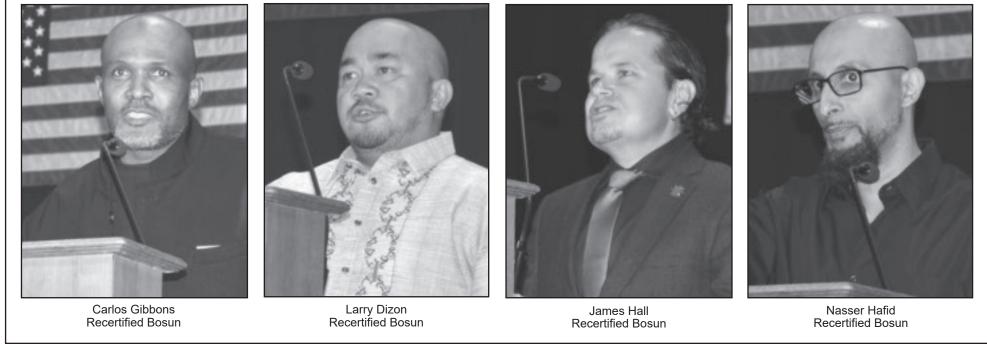
James Hall

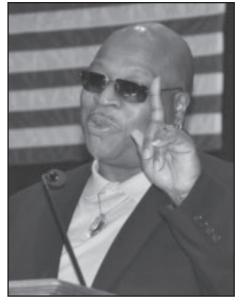
Shortly after finishing his enlistment in the Navy in 2000, Hall "realized how much I missed going to sea," he said. Before the year ended, he'd enrolled in the apprentice program.

Since then, he stated, "While my friends back home were discovering the world wide web, I got to see the whole wide world: all seven continents, both while employed aboard ships and during my vacation time. I've earned good wages and benefits for me and my family, while funding my retirement plan."

Hall thanked his family, PHC personnel, and SIU officials and staff at headquarters, in New Orleans and in Houston for their efforts and supportiveness. He said of the union's top officials: "They are uniquely well-versed in the intricacies of all facets governing our livelihood. Their combined experience, knowledge and established relationships are not easily replicated. It is incumbent on us to donate to SPAD so that they can continue this vital work on our behalf."

Lastly, he said to the apprentices, "When you get to sea, make yourselves part of the team. Ask questions and don't become com-





Ronald Poole Sr. **Recertified Bosun**

placent. This is your best shot at a bright future.³

Nasser Hafid

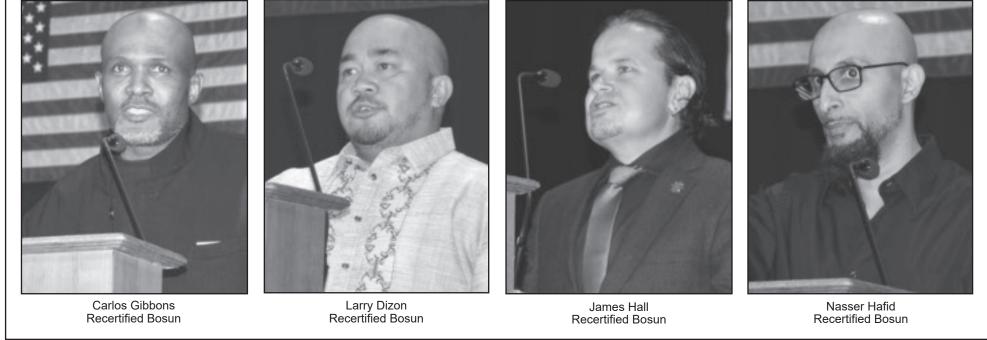
A frequent upgrader and a Seafarer since 1994, Hafid said he would "go a different route" with his graduation speech - and he delivered with a captivating, firsthand account that illustrated why he holds the union in high regard.

"Only a few people know what happened," said Hafid (who is readily amenable to the details being published). "There's always a day in your life that you never forget, and that day is Feb. 23, 2013 for me. I was overseas, visiting my family (in Yemen) after a long trip. I was driving along, and had my mother and cousin (in the vehicle). A bullet came through the car door, into the side of my chest, went all the way through and lodged into my right bicep.... It hurt, but I did not cry. I'm a bosun."

All indications are that he hadn't been specifically targeted, but survival wasn't certain. Nevertheless, he recovered enough to return to the U.S., where he visited the hiring hall in Tacoma, Washington.

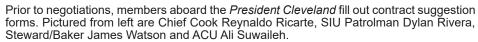
'I got to the counter and started telling the patrolman what had happened," Hafid said. "He stopped me and we went to talk in the back. He got the port agent, the other patrolman and the secretary.... I was requesting to see a doctor. When I was telling them what happened to me, you could see the empathy in their eyes. They dropped everything they were doing and focused on me. They treated me like their family member, and not just a member of a union.

He then noted that when "headquarters found out, you know what they said? 'Get that man whatever he needs.' Like a bosun would say to his deck department, just get it done. The SIU was there when I needed them the most."



November 2022







Pictured aboard the *President Kennedy* in Oakland, California, are (from left) ACU Moosa Mohamed, SIU Patrolman Dylan Rivera, Steward/Baker Aurelio Esperanza, Chief Cook Jonathan Yates and SIU Port Agent J.B. Niday. The members had just reviewed and voted on a new contract.

Seafarers Ratify Additional Work Accords

Seafarers recently ratified two more contracts featuring assorted gains and appeared well on their way to approving a third pact as well. Those agreements cover members sailing with Pasha Hawaii, APL Marine Services, and Subcom, respectively.

According to SIU Vice President Contracts George Tricker, "These agreements essentially wrap up what has been a very busy and successful year for the contracts department and the membership. The new contracts raise wages, either maintain or increase benefits, and include other gains. This wouldn't have been possible without the excellent work of rank-and-file Seafarers and the outstanding efforts of our negotiating committees."

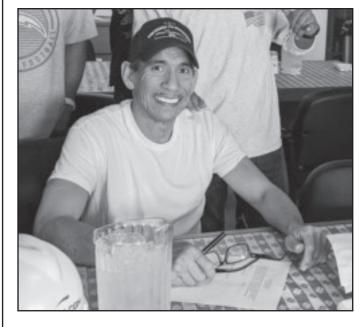
The agreement with Pasha Hawaii, which largely mirrors the standard freightship contract, was negotiated by Tricker and SIU West Coast Vice President Nick Marrone, while Pasha was represented by Ed Washburn. It was ratified by an overwhelming majority. The fiveyear pact includes annual wage increases and maintains benefits.

Meanwhile, the new two-year agreement with Subcom includes wage increases above and beyond the standard contract, while maintaining the current Core-Plus level of benefits. The contract was negotiated by Tricker, with Scott Winfield representing Subcom. Voting continued at press time, but the initial feedback was very positive.

Finally, the new two-year agreement with APL includes wage increases in both years, and adds the Juneteenth holiday. It also includes a clothing reimbursement, an increase to pension benefits, and maintains the current benefits plan at the Core-Plus level.

This contract was negotiated by Marrone and SIU Port Agent J.B. Niday, and was ratified by the membership upon the successful completion of bargaining.

"This new contract is an outright win for the members and certainly a good agreement for the company as well," said Marrone.



Recertified Steward Sergio Castellanos (photo above) checks contract suggestions aboard the *President Roosevelt* in southern California. Pictured aboard the *President Wilson* in the photo at right are SIU Port Agent Gerret Jarman, ACU Kevin Robinson, Chief Cook Nicoll Quinones-Rodriguez and Recertified Steward Frank Malahi. The members reviewed the proposed new contract and voted to ratify it.



Members, Guests Must Make Arrangements Prior to Showing Up



For Stay at Paul Hall Center Hotel

Seafarers are welcome to stay at the Paul Hall Center in Piney Point, Maryland, even if they're not enrolled in a class there - if space is available and a reservation has been made.

Members are encouraged to work with their respective port agents or email Jay Wiegman at jaywiegman@seafarers.org regarding reservations for themselves and any family members who want to stay with them at the school. The cost for room and board for members is \$40 per night (plus tax), and \$10 apiece for each guest. Again, this applies to individuals who are not enrolled in a course. <u>Anyone showing up to the base</u> <u>unannounced will not be allowed on campus</u>.

In addition to verifying arrival and departure dates, members will be required to submit proof of vaccination (or exemption from the requirement) from COVID-19 both for themselves and any guests.

6 Seafarers LOG

Worker Categories Based on Legal Precedent

Continued from Page 2

on its promise to put working people first," Shuler stated. "By restoring commonsense rules to determine who is an employee, and making it harder for employers to intentionally misclassify their employees as independent contractors, the DOL's announcement will increase protections and expand benefits to so many working people who have been subjected to corporate work-arounds. Too many companies put profits over people, intentionally misclassifying their workers as contractors to avoid providing the pay, overtime, workplace rights and benefits that employees are due under labor and employment laws. This proposed rule will ensure DOL has the tools to protect employees against the current and escalating problem of misclassification."

Shuler added, "While today's announcement is a major step forward, we know there is still so much more to do to make our economy more fair and equitable. The AFL-CIO and its allies will continue to push for legislation and regulations to give workers the rights they deserve.'

Secretary of Labor Marty Walsh said, "While independent contractors have an important role in our economy, we have seen in many cases that employers misclassify their employees as independent contractors, particularly among our nation's most vulnerable workers. Misclassification deprives workers of their federal labor protections, including their right to be paid their full, legally earned wages. The Department of Labor remains committed to addressing the issue of misclassification."

Specifically, the proposed rule would do the following, the DOL reported:

 Align the department's approach with courts' FLSA interpretation and the economic reality test.

Restore the multifactor, totality-ofthe-circumstances analysis to determine whether a worker is an employee or an independent contractor under the FLSA.

Ensure that all factors are analyzed without assigning a predetermined weight to a particular factor or set of factors.

Revert to the longstanding interpretation of the economic reality factors. These factors include the investment, control and opportunity for profit or loss factors. The integral factor, which considers whether the work is integral to the employer's business, is also included.

 Assist with the proper classification of employees and independent contractors under the FLSA.

 Rescind the 2021 Independent Contractor Rule.

When announcing the NPRM, the DOL further noted that it is "responsible





(Photo courtesy AFL-CIO)

Liz Shuler President, AFL-CIO

for ensuring that employers do not misclassify FLSA-covered workers as independent contractors and deprive them of their legal wage and hour protections. Misclassification denies basic worker protections such as minimum wage and overtime pay and affects a wide range of workers in the home care, janitorial services, trucking, delivery, construction, personal services, and hospitality and restaurant industries, among others. Before publication of today's proposed rulemaking, the department's Wage and Hour Division considered feedback

Marty Walsh

Secretary of Labor

shared by stakeholders in forums during the summer of 2022 and will now solicit comments on the proposed rule from interested parties. The division encourages all stakeholders to participate in the regulatory process. Comments, which must be submitted from Oct. 13 to Nov. 28, 2022, should be submitted online or in writing to the Division of Regulations, Legislation and Interpretation, Wage and Hour Division, U.S. Department of Labor, Room S-3502, 200 Constitution Ave. NW, Washington, DC 20210."



Upwards of 600 people attended the ceremony; a few of them are pictured above, while the statue is shown in the image below. (Photos by Jack Routhier)

El Faro Memorial Dedicated in Maine

A newly dedicated statue in Rockland, Maine, will help preserve the memories of the El Faro's final crew.

The creative work – formally dubbed "El Faro Salute!" – was unveiled Sept. 24 before hundreds of attendees. SIU Port Agents Ray Henderson and James Bast

Sawyer, Rockland Mayor Ed Glaser, officials from two local museums, and oth-

As described in the ceremony's printed program, "This memorial features two maritime officer uniforms in salute position to signify the honor that the maritime family in this region, and around the world, desire to express to the El Faro crew, and the respect and compassion offered to the families and loved ones of the crew that continue to endure this tragedy." The names of all 33 individuals from the ship are etched on the front of the statue, which is made of steel.

cause this is Rockland, the art capital of Maine.... It's because of the lighthouse that's out there at the end of the Breakwa-

ter, and El Faro is Spanish for lighthouse. It's for the sunrise; it's one of the most beautiful sunrises I've ever seen."



represented the union at the gathering; the SIU also co-sponsored the event.

"Both the ceremony itself and the sculpture were really well done," said Henderson, who regularly sailed aboard the El Faro before coming ashore to work for the union. "It was an honor to be there."

All 33 individuals aboard the El Faro perished when the vessel sank in a hurricane near the Bahamas on Oct. 1, 2015. The crew included 17 SIU members.

Two of the ship's officers hailed from Maine, as does Jay Sawyer, who designed the new memorial and graduated from Maine Maritime Academy.

The ceremony, which lasted approximately one hour, featured remarks by

"I was brought to tears. Pictures don't do it justice," said Rochelle Hamm, widow of SIU member Frank Hamm, who was part of the last crew.

"We are handing this over to the local community to be the host," said Sawyer. "You've been selected. This community, because there are two crew members on this ship that lived in this community. Be-

November 2022

Seafarer by Day, Tattoo Artist by Night

Continued from Page 20

dreds of dollars, but can reach well into the thousands.

"When you go back to, say, the 1950s, someone who had tattoos was kind of a rebel," Musick says. "It seemed like in the 1990s, it became a little more socially accepted. A lot of the skateboard kids were getting into tattoos, and TV shows like Ink Masters brought it into everyday life. People saw that tattoos could be something beautiful, and weren't just for military members and motorcycle riders."

Nevertheless, learning the trade wasn't straightforward or quick for Musick.

"When I got into it, there weren't a lot of shops around," he recalls. "Back in the day, you really had to prove your worth. The old-timers weren't giving up any tricks of the trade, so you had to hope one of them would take you under their wing. Working as a mechanic was sort of the same thing. Eventually, if the old-timers felt you were really interested, they'd show you."

As his interest in tattooing grew, Musick "said to myself, this can't be that hard. There was one company you could buy equipment from. I bought it and basically taught myself" during a span of several years.

Decades later, after applying more tattoos than he can count, Musick still appreciates the ongoing experience as an avocation. He's a part-timer in a regional chain (Body Graphics) where he has worked for the last 22 years. Previously, he'd run a business from his home.

"My union job obviously comes first, and accounts for my benefits and (eventual) pension," Musick says. "My tattoo job is fun money and just enjoying the art."

'Team Player'

Those familiar with Musick's work – as a Seafarer and as an artist – say plenty of good things about both areas.

Musick graduated from high school in 1985 and immediately followed in the footsteps of his father, **Jim**, also a longtime SIU member (who passed away in 2018).

SIU Secretary-Treasurer David Heindel, then working as the union's port agent in Philadelphia, met Scott when he signed on at Crowley's terminal in Pennsauken, New Jersey.

"Scott has always been a team player and a hard worker," Heindel notes. "I eventually became familiar with Scott's artwork through his Facebook postings. His art is nothing short of extraordinary and unique. I've used his talents several times to create T-shirts for [motorcycle] charity runs, and he's never disappointed."

Musick also created the art for shirts that were highlighted at an *El Faro* memorial dedication in 2016 at the hiring hall in Jacksonville, Florida.

"Knowing how good Scott's work is, I wanted to use his talents to create something for that ceremony," Heindel recalls. "His ability to capture the essence of the moment and use it to remember our brother and sister Seafarers in a memorial T-shirt for those attending, was nothing short of brilliant."

Retired Seafarer **Mike Fay** worked with both Jim and Scott Musick for many years.

"Scott and I shared the same passion for motorcycles and did a lot of rides together," Fay says. "As far as being a co-worker, I wish we had more like him. He's very skilled, and always rolled up his sleeves and tackled assignments while staying clear of the nonsense.

"I remember when he decided to learn tattooing and would practice on raw turkeys," Fay continues. "Scott's tattoos speak for themselves. I have quite a few from him myself."

Early Start

Tattoos grabbed Musick's attention from early childhood. His father had several tattoos; Musick regularly drew copies and other images.

Musick got his first ink at age 14, at a now-defunct shop in Camden, New Jersey.

"My dad took me and lied about my age," Musick recalls. "I just got a name on my arm, but from that day on, it was pretty much off to the races. I stopped counting my own tattoos when I got to 30 of them."

Nowadays, Musick is pleased by the industry's growth, though he is puzzled by some of the seemingly random images that people select.



Musick reports for work at the power shop in Pennsauken, New Jersey.

"A tattoo is supposed to be something personal that tells a story about your life," he says. "The ones that I really get the most joy from (applying) is when someone comes in for a memorial tattoo for someone who's passed away. When I get done and they look in the mirror and tears of joy come to their eyes, I know I've done my job."

Fortunately, those are usually the only types of tears he sees as an artist. Asked in general how much it hurts to receive a tattoo, Musick replies, "I won't say it's painless, but nine times out of 10, people say it's not bad at all. If someone doesn't know what to expect, I'll dip my needle into some water (for a trial run). The outline seems to be a little more painful, only because of the configuration of the needles" (more than a half-dozen different ones typically are used on a tattoo).

Musick can finish a basic tattoo (such as a name) in a few minutes, whereas, for complex designs such as full sleeves, "I'll work until they tap out. Most people last four or five hours."

He plans to stick with both of his professions for the foreseeable future, and says he remains grateful for his circumstances: "I'm very blessed to be a member of the SIU and to have a job with Crowley."

International Solidarity

SIU Secretary-Treasurer David Heindel (at podium and also visible on monitor) on Sept. 29 was a featured speaker at the Norwegian Seafarers Union Congress (convention), which took



place in Tromsø. He updated attendees on various work done by the SIU and the International Transport Workers' Federation, for whom he serves as Seafarers' Section chair. He also congratulated Johnny Hansen, who's retiring, on his years of service as president of the host organization.

8 Seafarers LOG

Notice:

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BaltimoreThursday:November10, December 9	Oakland	6	4	2	6	3	2	2	16	6	2
Guam*Friday: November 25, Thursday: December 22	Philadelphia	1	1	0	1	0	0	0	0	1	0
HonoluluFriday: November 18, December16	Piney Point	2	4	2	0	5	1	l	8	3	
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JacksonvilleThursday: November 10, December 8	St. Louis	0	0	0	0	0	0	0	1	0	0
JolietThursday: November 17, December 15	Wilmington TOTALS	14 88	10 65	3 19	10 82	5 37	0 7	37	28 174	17 105	3 22
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* Algonac and Norfolk changes in November due to Vet-	Piney Point	0	2	8	0	10	5	6	0	2	7
eran's Day observance	Puerto Rico	0	0	1	0	0	1	1	0	0	0
* Guam change in November due to Thanksgiving Day obser-	Tacoma St. Louis	2	8	3	0	5	1	0	4	17	12
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Each port's meeting starts at 10:30 a.m	GRAND TOTAL:	365	305	185	306	227	122	189	712	529	308

Dispatchers' Report for Deep Sea

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November 2022



UNIONS ON PARADE – Maritime labor had a strong turnout for the 43rd Annual Los Angeles/Long Beach Harbor Labor Coalition Labor Day Parade, as evidenced by this photo.

At Sea and Ashore with the SIU



PROMOTING MARITIME CAREERS – The union and its affiliated school in Maryland shared a booth at the St. Mary's County Fair in late September. Pictured from left are Paul Hall Center (PHC) Apprentice Tyrell Mitchell, Kalycia Banks from the PHC Student Services office, SIU Port Agent Mario Torrey and PHC Apprentice Stephanie Vidrio.



A-BOOK IN JERSEY – QEE Derek Chestnut (left) receives his A-seniority book at the hiring hall. SIU Port Agent Ray Henderson is at right.



WITH SEAFARERS IN HOUSTON – Bosun Hernando Bansuelo (left in photo at left), who started sailing with the union in 1990, picks up his first pension check, while GUDE Wuelner Arzu (left in photo at right) receives his full B-book before heading to Piney Point to upgrade. They're both pictured with SIU Patrolman Kelly Krick.

10 Seafarers LOG

At Sea and Ashore with the SIU





BOOKS GALORE IN ALGONAC – OS Jamal Saleh (left in photo at left, with SIU Port Agent Todd Brdak) displays his newly acquired B-book, while ABs Taha Al Amri (center) and Ahmed Al-Arashi (photo at right) hold their respective A-books at the hiring hall





FULL BOOK IN SAN JUAN – OMU Julian Misla (right) receives his full B-book. He's pictured at the hiring hall with SIU Asst. VP

Amancio Crespo.



FULL BOOK IN MOBILE – AB Michael Robinson (left) picks up his full B-book at the hiring hall in Mobile, Alabama. SIU Port Agent Jimmy White is at right.



ABOARD CHABRIA SEA – SIU member Nathaniel Fair Jr. (left) and SIU Jersey City Patrolman Jose Argueta are pictured aboard the Centerline Logistics vessel in Bayonne, New Jersey.



SUPPORT FROM LABOR – Several Houston-area Seafarers volunteered for block walking earlier this year in support of Harris County Judge Lina Hidalgo, who's up for re-election. Pictured from left are Steward/Baker Rene Gil, AB Washington Williams, AB Reynaldo Bernardez and SIU Houston Safety Director Kevin Sykes.



ABOARD USNS ALGOL – This Seafaring Selfie is courtesy of Recertified Bosun Ritche Acuman (right), pictured with GUDEs Ruel Decrepito and Rodolfo Ludovice while working aboard the Ocean Duchess-operated vessel on the West Coast.



AT WILMINGTON HALL – GVA Shayef Shayef (left in photo at immediate right, with SIU Port Agent Gerret Jarman) picks up his A-seniority book in southern California, while AB Patrick Wheat (left in photo in center, also with Jarman) receives his full B-book. The remaining photo at the far right includes SA Benny Feria (left) and SIU Patrolman Jesse Sunga. Feria is displaying his newly acquired full B-book.



Seafarers International **Union Directory**

Michael Sacco, President Augustin Tellez, Executive Vice President David Heindel, Secretary-Treasurer George Tricker, Vice President Contracts Tom Orzechowski, Vice President Lakes and Inland Waters Dean Corgey, Vice President Gulf Coast Nicholas J. Marrone, Vice President West Coast Joseph T. Soresi, Vice President Atlantic Coast Nicholas Celona, Vice President Government Services

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

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

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

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

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

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

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

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

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

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

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

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

NORFOLK 111 Mill Creek Parkway, Suite 100, Chesapeake, VA 23323 (757) 622-1892

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

PHILADELPHIA 2604 S. 4 St., Philadelphia, PA 19148 (215) 336-3818

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

Inquiring Seafarer

This month's question was answered by apprentices at the union-affiliated Paul Hall Center for Maritime Traiming and Education in Piney Point, Maryland.

Question: What are you most excited for on your first ship?



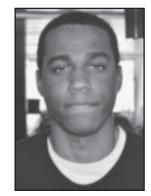
Christian Marty Apprentice Seeing the world. I'm pretty excited to go to many European countries, but in general I'm excited to travel to foreign lands and experience new cultures.



Raheem Harris Apprentice The money, to be honest. But I'm also looking forward to gaining job experience, and experience new foods. The food is a big one for me.

Jevon David Apprentice I'm excited to start a new career, and see where my path leads. I'm looking forward to a job where I'm not stationary, and this career is certainly not your typical 9 to 5.

aboard a ship.



Masaddiq Walton Apprentice Travelling the world, and experiencing different cultures. I've never been outside the country. I'm also looking forward to experiencing the sense of community



Justin Manley Apprentice I've always been into engines, and I figure it can't be too different to work on a ship's engine. Bigger turbos, bigger injectors, it's just a big diesel engine. The money doesn't hurt, either.

Deshon Hagans Apprentice I'm really just looking forward to a career I can get comfortable in. I'm in it for the long haul, so the job stability offered in the SIU is really key for me. I'm ready for a long career as a mariner.

November 2022

PTC From The Past

The SIU launched its headquarters operations in Camp Springs, Maryland, 40 years ago – of-ficially on Oct. 18, 1982, following a relocation from New York. This snapshot



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

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

ST. LOUIS/ALTON 4581 Gravois Ave., St. Louis, MO 63116 (314) 752-6500

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

WILMINGTON 510 N. Broad Ave., Wilmington, CA 90744 (310) 549-4001/4002

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from the union's archives shows the building as it neared the final stages of construction.



If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org



Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



MOHAMED AHMED

Brother Mohamed Ahmed, 53, signed on with

the Seafarers International Union in 1990, initially sailing aboard the Independence. He worked in the deck department, most recently aboard the Midnight Sun. Brother

Ahmed settled in Melvindale, Michigan.

HERNANDO BANSUELO

Brother Hernando Bansuelo, 67,



donned the SIU colors in 1990 when he shipped on the Sealift Caribbean. He sailed in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Bansuelo's final

vessel was the National Glory. He calls Spring, Texas, home.

GEORGE BIESELIN

Brother George Bieselin, 72, started his career with the SIU in 2001. He first sailed aboard the Liberator and

upgraded at the Paul Hall Center within his first year of membership. Brother Bieselin worked in the engine department. He last shipped on the Maersk Kensington and is a resi-

dent of Boynton Beach, Florida.

SUSANO CORTEZ

Brother Susano Cortez, 67, joined



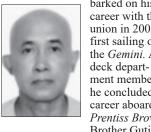
most recently



last sailed aboard the President Jackson and resides in Houston.

LEONEL GUTIERREZ

Brother Leonel Gutierrez, 65, embarked on his



career aboard the Prentiss Brown. Brother Gutierrez makes his home in Riverview, Michigan.

MICHAEL KOZAK

Brother Michael Kozak, 52, signed on with the SIU

in 1992 when he sailed aboard the Franklin J. Phillips. He shipped in the steward department and upgraded at the Paul Hall Center on numerous oc-

casions. Brother Kozak last shipped on the Alaskan Explorer. He resides in Cape Coral, Florida

KRISTIN KRAUSE

Sister Kristin Krause, 56, became a member of the Seafarers International Union



ple occasions. She concluded her career on the Overseas New York and settled in Atlantic Beach,

WALTER OTT

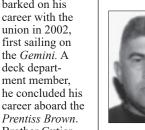
Brother Walter Ott, 69, began sailing with the union in 1976 when he



Maersk Seletar: He lives in Colonial Heights, Virginia.

JIMMIE ROBLES

Brother Jimmie Robles, 65, joined the SIU in 1992 when he sailed on the Flickertail



State. He worked in the engine department and upgraded at the Paul Hall Center on several occasions. Brother Robles concluded his career on the Maersk California and makes his home in Golden

Valley, Arizona.

PHYLLIS JUSTINE SORESI

Sister Phyllis Justine Soresi, 56, signed on with the union in 1990,

initially sailing aboard the Independence. She shipped in both the steward and deck departments and also worked on shore gangs. Sister Soresi was last employed with American Service



Technology and resides in Pocono Lake, Pennsylvania.

GREAT LAKES

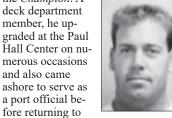
sailing with the union in 1977. He first worked with Peter Kiewit Sons and upgraded at the Paul Hall Center in 1996. Brother Goetz concluded his career with Great Lakes Towing.



JOHN COX

and also came

Brother John Cox, 61, joined the SIU in 1979 when he sailed aboard the Champion. A



sea. Brother Cox last worked with G&H Towing. He lives in Kingwood, Texas.

MITCHELL FOWLER

Brother Mitchell Fowler, 66, donned the SIU colors in 1983. He was a

deck department member and first worked for Allied Transportation. Brother Fowler upgraded his skills at the Piney Point school in 2020. He was

Penn Maritime and is a resident of Wilmington, North Carolina.

MICHAEL HARVEY

Brother Michael Harvey, 55, embarked on his career with the Seafarers in 1999 when he shipped with Penn Maritime. He was a member of the deck department and continued working for the same company for the duration of his career. Brother Harvey makes his home in Concord, North Carolina.

ISOLINE MAJOR

Sister Isoline Major, 66, signed on with the union in

1998. She sailed in the steward department and upgraded often at the Piney Point school. Sister Major's first vessel was the Sumner; her last, the Legend. She is a resi-

dent of Lauderhill, Florida.

ROBERT MORGAN

Brother Robert Morgan, 73, started sailing with the SIU in 1994 when he worked for McAllister Towing of Virginia. He was an engine department member and remained with the same company for the duration of his career. Brother Morgan resides in Port Haywood, Virginia.

sel was the Delta Mariner. He is a resident of Pensacola, Florida.

BRUCE ROBRECHT

Brother Bruce Robrecht, 62, joined the Seafarers International Union in 1979 when he

sailed with Higman Barge Lines. He was a member of the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Robrecht last worked



for OSG Ship Management. He resides in Great Mills, Maryland.

ROBERT STEARNS

Brother Robert Stearns, 62, signed on with the Seafarers in 1978. A deck department member, he upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Stearns worked for Crowley Towing and Transportation for theduration of his career. He makes his home in Neptune Beach, Florida.

DENIS SWANSON

Brother Denis Swanson, 62, donned



the SIU colors in 1994. He upgraded at the Paul Hall Center on multiple occasions and sailed in the deck department. Brother Swanson worked for Penn Maritime for the dura-

tion of his career. He settled in Mt. Dora, Florida

TIMOTHY TRAYNOR

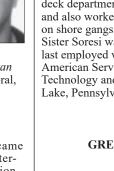
Brother Timothy Traynor, 62, started his career with the union in 1979

when he worked with Crowley. He shipped in the deck department and upgraded at the union-affiliated Piney Point school on numerous occasions. Brother Traynor last worked with

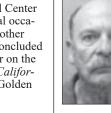


Ameristar Casino. He is a resident of Munster, Indiana.





HAROLD GOETZ Brother Harold Goetz, 63, started



last employed by

sailed on the Horizon Pacific and makes his home in Wahiawa, Hawaii.

JOSE DE SOUZA

Brother Jose de Souza, 67, began sailing with the union in 2001, initially on the USNS Mount Washington. He shipped in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother de Souza concluded his career on the SBX. He lives in Miami Beach, Florida.

Florida.

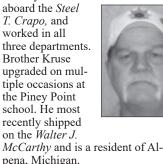
THOMAS MOORE

Brother Thomas Moore, 55, embarked on his career with the Seafarers in 1989, initially sailing aboard the USNS Harkness. He was a member of the deck department and upgraded often at the Paul Hall Center. Brother Moore most recently shipped on the USNS Denebola and lives in Queen Anne, Maryland.

He makes his home in Sault Sainte Marie, Michigan.

MICHAEL KRUSE

Brother Michael Kruse, 65, signed on with the union in 1988. He initially sailed



RONALD POOLE

Brother Ronald Poole, 62, signed on with the union in 2005, initially sailing on the MahiMahi. He upgraded on multiple occasions at the Paul Hall Center and shipped in the steward department. Brother Poole's final ves-

Brother Joseph Violante, 63, joined the SIU in 1976, initially shipping with G&H Tow-



Hall Center. He was last employed with American Service Technology and resides in Bacliff. Texas.



Seafarers LOG 13



Final Departures

American Ship-

DEEP SEA

YAHYA ALHAJ

Pensioner Yahya Alhaj, 85, died August 17. He joined the SIU in 1972 and first sailed aboard the Saginaw Bay. Brother Alhaj worked in both the deck and en-

gine departments and concluded his career aboard the El Faro in 2001. He began collecting his pension in 2003 and called Dearborn, Michigan, home.

RAMON ALI

Pensioner Ramon Ali, 74, passed away August 31. He embarked



on his career with the union in 1967 when he sailed on the Steel Design. An engine department member, Brother Ali last shipped on the Virgo. He retired

in 2016 and lived in Scarsdale, New York.

ANGEL CAMACHO

Pensioner Angel Camacho, 72, died September 16. He began his career with the SIU in 1968 when he shipped with Interocean | Pensioner James Otani, 83, has



becoming a pensioner in 2005. Brother Camacho resided in Carolina, Puerto Rico.

SIGRID CONNARD

Sister Sigrid Connard, 92, died September 8. Born in Germany, she began sailing with the SIU in 1978. Sister Connard was a steward department member and first shipped on the Santa Magdelena. She last sailed on the President Jackson and made her home in Medford, Oregon.

ROBERT DIAZ

Pensioner Robert Diaz, 77. passed away September 22. He signed on with the Seafarers International Union in 1969, initially sailing aboard the Sagamore Hill. Brother Diaz was an engine department member and last shipped aboard the Eugene A. Obregon in 1988. He went on pension in 2010 and settled in Brandon, Florida.

JAMES OTANI



member and last shipped on the *Independence* in 1993. He went on pension in 2009 and called Hilo, Hawaii, home.

ANDRE SMITH

department

Pensioner Andre Smith, 71, died September 8. He joined the

union in 1975 and first sailed on the G Walton. Brother Smith primarily sailed in the engine department. He concluded his career aboard

the Sea Fox in 1998. Brother Smith became a pensioner in 2016 and was a resident of Portsmouth, Virginia.

GREAT LAKES

WILLIAM LEHTO

Pensioner William Lehto, 80, passed away September 28. He joined the SIU in 1966 and was an engine department member. Brother Lehto was first

employed by Buckeye Steamship Company. He last sailed aboard the Kinsman Independent before retiring in 1995. Brother Lehto lived in Ironwood, Michigan.



Pensioner William Mulcahy, 62, died October 1. He donned the SIU colors in 1977 when he shipped aboard



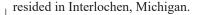
Cornelius. He worked in the deck department and most recently sailed on the Walter J. McCar-

the Adam E.

thy. Brother Mulcahy began collecting his pension in 2019 and lived in Orange Park, Florida.

GERALD RIFENBARK

Pensioner Gerald Rifenbark, 80, passed away September 13. He signed on with the Seafarers International Union in 1988 when he shipped on the Paul H. Townsend. Brother Rifenbark sailed in the steward department. He last shipped on the *Susan* Hannah in 2007 before retiring the same year. Brother Rifenbark



INLAND

RICHARD GORDON

Pensioner Richard Gordon, 90, died September 26. He joined the SIU in 1963, initially sailing with American Steamship Company. An engine department member, Brother Gordon was last employed by Bob-Lo Island. He became a pensioner in 2003 and lived in Northville, Michigan.

NMU

In addition to the foregoing individuals, the following union members have also passed away. Insufficient information was available to develop summaries of their respective careers.

NAME	AGE	DOD
Johnson, Leonard	85	09/03/2022
Kenoyer, Frederick	96	09/14/2021
Linch, Eugene	98	10/10/2022
McCoy, Nelson	91	09/29/2022
Olivo, Ignacio	98	09/06/2022
Powers, Auriel	78	09/28/2022
Powery, Barricks	90	10/07/2022
Scott, Elbert	89	08/20/2022
Simpson, Robert	76	09/19/2022
Stigler, Joseph	80	09/27/2022











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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 DETROIT (Maersk Line, Limited) July 31 – Chairman John O'Shaughnessy, Secretary Joshua Heath, Educational Director Mark Campbell. Good trip reported by chairman. He stressed the importance of safety and urged members to keep documents up to date. Crew requested increases to dental, vacation, and retirement benefits. No beefs or disputed OT reported.

MAERSK CHICAGO (Maersk Line, Limited), August 13 - Chairman Gerald Alford, Secretary Thomas Johnson, Educational Director David Watkins, Steward Delegate Kacey Hare. Educational director encouraged crew to upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members reviewed latest communications, including a letter from the SIU VP Contracts George Tricker. Crew requested to increase vacation accrual to 25 for 30. Next port: New York.

AMERICAN FREEDOM (Intrepid Personnel & Provisioning), August 16 – Chairman Joshua Mensah, Secretary Sedell Mitchell-Reynolds, Engine Delegate Oscar Lacayo Ruiz. Educational director reminded members to upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Crew still waiting for Wi-Fi and refrigerators in rooms. Members voiced concerns about laundry room and need more coffee and coffee cups.

WASHINGTON (Intrepid Personnel & Provisioning), Sep-

tember 1 – Chairman Modesto Rabena, Secretary Samuel Harris, Educational Director Lonny Scott, Engine Delegate Tyesha Boyd. Chairman reviewed details of new contract. Secretary read the President's Report from the latest edition of the Seafarers LOG. Educational director discussed latest union meeting at Piney Point, new jobs and ways to help recruit new members. No beefs or disputed OT reported. Members asked for clarity regarding overtime issues and more information about ship fund. Crew requested refrigerators in rooms and asked about cashing in vacation.

JEAN ANNE (Pasha), September 3 - Chairman Thomas Johnson, Secretary Samuel Sinclair. Chairman gave suggestions for modifying the job hiring process, including online registration and job bidding. Members weighed in on latest contract negotiations. Treasurer discussed plans for unused money from ship's fund. No beefs or disputed OT reported. Crew would like retirement age to be lowered, additional supplements to insurance benefits, and physicals to be required annually for those with no health issues. Vote of thanks given to the steward department for helping with new hire and for the nutritious and varied menus. Crew especially enjoyed the outdoor barbecues.

MAERSK KENSINGTON

(Maersk Line, Limited), September 4 – Chairman Hussein Mohamed, Secretary Daniel Culhane, Educational Director Florentino Arriola. Crew still waiting on TVs, linens and for repairs to washing machine. Members discussed details of new contract. Educational director advised crew to upgrade at the Paul Hall Center. No beefs or disputed OT reported. Crew requested better internet and an extra day off every 30 days.

LIBERTY PASSION (Liberty Maritime), September 10 – Chairman Val Custis, Secretary Cole Briggs. Crew still in need of refrigerators. New grill purchased via ship's fund. Members are owed unpaid wages for performing trash handling and separation tasks, per engine delegate report. Crew proposed using union time towards pension, rather than sea time. Two mattresses have been received and more are on the way.

HUDSON EXPRESS (Marine Personnel & Provisioning), September 11 – Chairman James Gregory, Secretary Frank Starling, Educational Director Francois Doucet, Deck Delegate Jonathan Eitz, Engine Delegate Damien Law. Educational director advised crew to read the Seafarers LOG for updates and encouraged everyone to upgrade at the union-affiliated Piney Point school. Treasurer noted the value of ship fund and slop chest purchases. Both help improve the quality of life aboard ship. Deck delegate recommended getting new and improved equipment to fight any fires that may occur. Engine delegate discussed penalty pay and clothing allowance. No beefs or disputed OT reported. Ice machine in need of repair. Members requested better Wi-Fi and TVs in rooms.

Honoring WWII Mariners



On Sept. 24, WWII Merchant Mariner Dave Yoho (left) presents the crew of the SS John W. Brown with a replica of the Congres-

sional Gold Medal first awarded to the merchant mariners of WWII earlier this year. Accepting the award on behalf of the crew, past and present, are Project Liberty Ship member Brian Hope (middle) and Hugh Cadzow, chairman of Project Liberty Ship.



Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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 agree-

requested. The proper address for this is:

Augustin Tellez, 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 **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.

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.

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

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 SEA-FARERS 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.

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. **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 Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

> Michael Sacco, President Seafarers International Union 5201 Capital Gateway Drive Camp Springs, MD 20746

November 2022

Paul Hall Center Upgrading Course Dates

The following is a list of courses that currently are scheduled to be held at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland during the next several months. More courses may be added. Course additions and cancellations are subject to change due to COVID-19 protocols. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

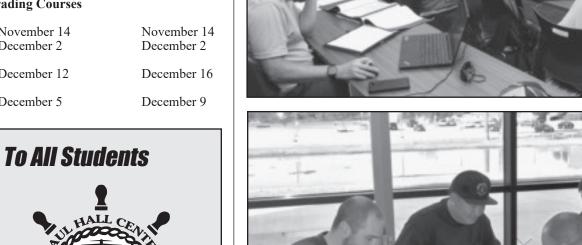
Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

Title of Course	Start Date	Date of Completion					
Deck Department Upgrading Courses							
Able Seafarer-Deck	November 28	December 16					
Lifeboat/Water Survival	November 21	December 2					
Engine Department Upgrading Courses							
RFPEW	November 14	December 9					
Steward Department Upgrading Courses							
Certified Chief Cook	December 5	January 5					
Chief Steward	November 14	December 9					
Safety/Open Upgrading Courses							
Basic Training Revalidation	November 14 December 2	November 14 December 2					
Basic Training/Adv. FF Revalidation	December 12	December 16					
Government Vessels	December 5	December 9					

Important Notice To All Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places







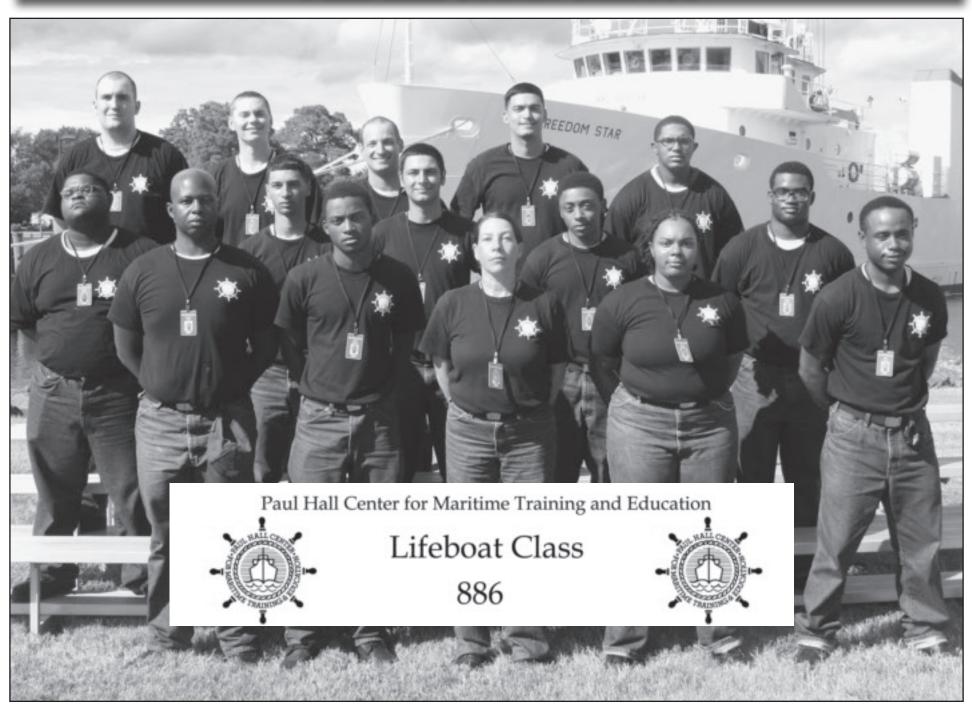




UPGRADING APPLICATION	COURSE	START DATE	DATE OF COMPLETION
Name			
Address			
Telephone (Home) (Cell) Date of Birth			
Deep Sea Member Lakes Member Inland Waters Member			
If the following information is not filled out completely, your application will not be processed.			

Social Security # Book #	
Seniority Department	LAST VESSEL: Rating:
Home Port	
E-mail	Date On: Date Off:
Endorsement(s) or License(s) now held	
	SIGNATURE DATE
Are you a graduate of the SHLSS/PHC trainee program? □ Yes □ No If yes, class # and dates attended	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 reim-
With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime 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.	bursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, Email:upgrading@seafarers.org Mail: 45353 St. George's Ave., Piney Point, MD 20674 Fax: 301-994-2189. The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits stu- dents, 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. 11/22
16 Seafarers LOG	November 2022

Paul Hall Center Classes



Apprentice Water Survival Class #886 – Graduated September 9 (above, in alphabetical order): Emile Alphonse, Cedrick Burton Jr., Abdiel Cintron Crespo, Jack Collier IV, Manuel Delgado, Ayman Nashid Elahi Jr., Tahj Horton, Mari Enid Huggins, Micheal King, Adam Mason, Tyrell Mitchell, Dominick Nesbitt, Jovanny Otero Negron, Felicia Roberts and Zachary Wilkinson.



UA to AS (D) – Graduated September 16 (above, in alphabetical order): Dylan Green, John Paul Mauras Garcia, Jessie Yusalina Merced Jr., Michael Reardon, Orlando Javier Rosa Aguirre and Ethan P.B. Stacy.

FOWT – Graduated September 23 (above, in alphabetical order): Zakarya Ahmed Al-Malhani, Adrian Bartholomew, Sean Carter and Joseph Smith. Instructor John Wiegman III is at center.

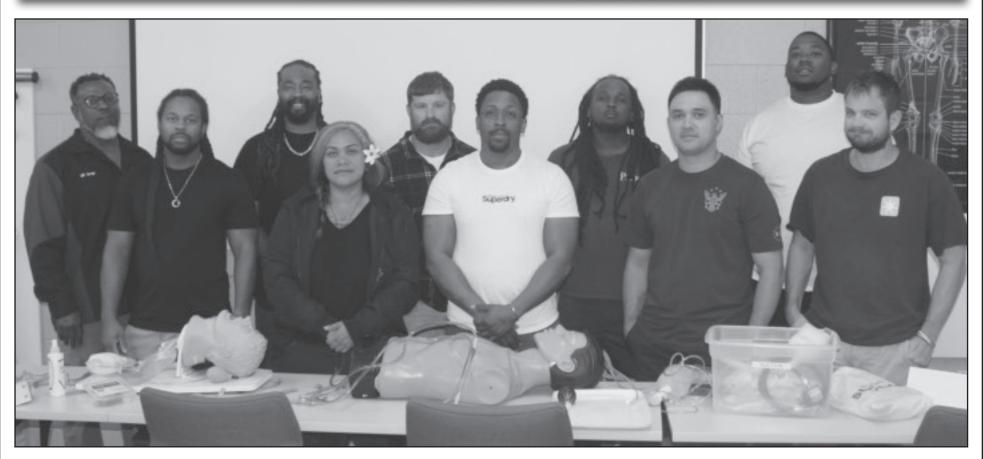
Important Notice to All Students

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can't attend, should inform the admissions department immediately so arrangements can be made to have other students take their places



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Paul Hall Center Classes



Medical Care Provider – Graduated September 30 (above, in alphabetical order): Jarion Andrews, Louise Digman, Jessina A.K. Fernandez, Dominique Glover, Jason Hintz, Gilbert Johnson, Steven Miller, Mario Standberry, Tyree Watkins Jr., and Jonathan White.







UA to FOWT – Graduated September 23 (above, in alphabetical order): William Aebi, Jade Napualeilokelani Ezera and Julian Rubbo.



Water Survival (Upgrader) – OS Amos Porter (above) recently completed his requirements in this course. The Jacksonville, Florida upgrader graduated September 9.

Government Vessels – Graduated September 30 (above, in alphabetical order): Tony Bassali, Charlene Briggs, Joshua Irvine, Jan Mamadou Jalloh, Preeyapha Kaisaard, Terrell Knott, Melody Mitchell, Abdelhak Moutmir, Robert Neff, Angel L. Pagan Sanchez and Kyle Williamson.

18 Seafarers LOG



Government Vessels – Graduated September 23 (photo at left, in alphabetical order): Edward Mills, Setphen Nowell, Yuriy Prytchak, Victor Janell Valentin-Delgado and Yahia Obadi Yahia.

Important Notice To All Students

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Advanced Meteorology – Graduated September 16 (above, in alphabetical order): Joseph Baird, David Fitzgibbons, Matthew O'Donnell, Scott Salo and Andrew Torti.



Small Arms – Graduated August 18 (above, in alphabetical order): Natalio Rey Malinao Almosa, Joseph Hendricks and Craig Joseph.



Certified Chief Cook – Graduated September 16 (above, in alphabetical order): Ashley Fabor, William Fortner, Ashley Grahm, Kevin Hubble Jr., Randy Madrid, Jamaal McKenzie, Rolando Antipuesto Odon, Reinaldo Rivera, Jason Simmons and Rafael Tavera-Gonzalez. (Note: Not all are pictured.)

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Paul Hall Center Class Photos Pages 17-19



Seafarer's Passion for Ink Runs More than Skin-Deep

Self-Taught Tattoo Artist Musick 'Very Blessed'

Longtime Seafarer Scott Musick may have inadvertently discovered an ultimate test of friendship.

While becoming a self-taught tattoo artist 30 years ago, he practiced on various inanimate objects - and also gave free tattoos to several friends.

"I'm happy to say they're all still my friends today," says Musick, who works as a refrigeration mechanic for Crowley at Penn Terminal in Chester, Pennsylvania.

Though hardly an old-timer at age 56, Musick has a tattooing background that is becoming far less common as the industry burgeons into a billion-dollar, mainstream enterprise. Today, it's easy to locate licensed body-art schools, and official apprenticeships are available. Published reports indicate that more than 145 million Americans have tattoos, including more than half of all U.S. citizens younger than 40. Costs of tattoos widely vary; they're typically somewhere in the low hun-



cretary-Treasurer David Heindel a design artwork for a T-shirt comm



