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Farewell to an Icon, Leader and Friend: Michael Sacco: Feb. 14, 1937 – Dec. 28, 2023



The union is mourning the passing of SIU President Emeritus Michael Sacco – and we also are celebrating his life. The group photo was taken early last year in Florida, where Mike had announced his retirement. From left are SIU Executive Board members Nicholas Celona, David Heindel, Karen Horton-Genette, Nick Marrone, Tom Orzechowski, Bryan Powell, Mike Sacco, George Tricker, Dean Corgay, Joseph Soresi and Augie Tellez. Coverage begins on page 3.

Seafarers Support Troops Via ‘Santa’s Castle’



The SIU’s long tradition of spreading holiday cheer in the Pacific Northwest continued in 2023, via an annual project (Santa’s Castle) that generates donations of toys and other presents for U.S. military families (primarily E-4 and below) from Joint Base Lewis-McChord (JBLM), Washington, and from other bases. Pictured above are Seafarers, SIU officials, and representatives from Santa’s Castle, gathering at the hiring hall in Tacoma, Washington, for a celebratory luncheon – and to put the finishing touches on the donations. *Page 24.*

In Peace and War



David Heindel

The safety of SIU crews is always our absolute top priority. With that in mind, the union is actively participating in high-level, recurring discussions involving our military leaders, vessel operators, fellow maritime unions and others – including the International Transport Workers’ Federation – who are diligently working to help ensure the wellbeing of mariners (and ships) transiting the Red Sea, the Bab-el-Mandeb Strait, and the Gulf of Aden.

The formal launch of Operation Prosperity Guardian in late December signaled a new level of commitment from the U.S. and our allies to protect commercial shipping in those areas. As you undoubtedly know, Houthis have attacked

multiple vessels there with drones and missiles, which led to the United States redesignating the Yemen-based rebels as a global terrorist group.

It is, to say the least, a volatile and fluid situation. But we are staying in touch with our crews who sail in that region, and at press time we are finalizing agreements that compensate them for working in dangerous areas. Financial considerations are incidental, though, compared to our members’ safety, and on that point we are confident in the plans and actions of our military personnel, working cooperatively with the U.S. Merchant Marine.

I appreciate our members’ dedication as well as that of our military and our allies. Stay tuned.

Apply for Scholarships

On a much lighter note, the Seafarers Health and Benefits Plan (SHBP) has taken steps to make it easier to apply for their 2024 scholarships, available to members and dependents. As explained elsewhere in this edition, it’s now relatively easy to handle the vast majority of the process online, and there is also a dedicated email address to help answer questions and move things along.

This is a great benefit and I encourage everyone to give it a look, whether for yourself or a family member or friend.

Recruiting and Manpower

Though hardly a month goes by without my mentioning the shipboard manpower situation, I want to assure Seafarers that the union isn’t letting up at all when it comes to recruiting and retention. We are working with the vessel operators – and we are making progress, resolving issues along the way.

Some of the language in the most recent Defense bill will aid in this endeavor, as it’ll more efficiently (and consistent with international standards) help us train new ABs. It’ll also help Seafarers accumulate enough sea time to upgrade your ratings.

As you know, the manpower challenges aren’t unique to our industry or our union. We take them seriously and although there’s not a quick fix, we’re getting there.

Remembering an All-Time Great

It’s no exaggeration to say I could write a book about SIU President Emeritus Mike Sacco, so there’s no way to fully do justice to his career in just a few sentences, paragraphs or pages. But, having worked with Mike for decades, I want Seafarers to know how much he cared about you and how much he loved this union.

Mike was a fantastic negotiator, but he never compromised on the things that mattered most to our members. He believed in you, he was proud of you, and he truly did everything reasonably possible to look out for Seafarers, pensioners and your families.

Mike was easy to work for in the sense that he was inspirational and he set such a tremendous example by working as hard or harder than the rest of us. Like pretty much any great boss, he could be challenging, too – but only because he demanded our best. Mike believed in second chances and he didn’t expect perfection, but he wasn’t someone who listened to excuses. If we made a mistake, he wanted it fixed and he always kept us looking forward, devoting every resource to the SIU’s health and the sustainability of our industry.

I am grateful to have spent so much time with him, and I hope that you’ll read every word of his coverage in this edition of the LOG. We will all miss him, but his energy, vision and leadership will live on through all of us in his SIU family.

New TOTE Contract Features ‘Unprecedented’ Wage Gains

Seafarers have ratified a new 18-month agreement with TOTE Services that prominently features large wage increases on the eight ships the company operates for American Roll-On/Roll-Off Carrier (ARC).

During the January membership meetings, SIU Vice President Contracts George Tricker reported, “This new agreement features unprecedented increases in both wages and overtime. This agreement makes the ARC contract one of the highest-paying contracts in the fleet. Along with these increases, the new contract also contains increases to Seafarers Vacation Plan and Seafarers Money Purchase Pension Plan-related wages and continued health benefits at the Core Plus Level (the top one available to Seafarers).”

The contract applies to the following ships: *ARC Integrity*, *ARC Independence*, *ARC Resolve*, *ARC Commitment*, *ARC Defender*, *Patriot*, *Liberty*, *Endurance* and *ARC Honor*.

Tricker added, “In addition to the aforementioned contract, the union also secured a new TOTE car carrier fleet-wide manpower pool agreement. This agreement will provide preference and priority

amongst equal seniority to those members who have continuously sailed in the TOTE car carrier ARC fleet.”



The new contract covers eight vessels, including the *Honor* (left) and *Defender*.

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

On the Recruiting Trail



The union in mid-January took part in a well-attended career fair in Lafayette, Louisiana, sponsored by the Louisiana Workforce Commission (LWC). Pictured from left are SIU Asst. VP Mike Russo, LWC Development Advisor Luis Orlando, and SIU Asst. VP Chris Westbrook.

SIU Mourns Passing of Michael Sacco

Seafarers International Union President Emeritus Michael Sacco died Dec. 28 in St. Louis, surrounded by family members. He was 86 years old and passed away from natural causes.

Mike was the longest-serving president in SIU history, having led the organization from 1988 until his retirement in February 2023 (a period spanning nearly 35 years).

Reaction to his death consisted of a massive outpouring of respect, appreciation, and affection. Among those offering condolences: President Biden; Elaine Chao, a cabinet secretary in two different U.S. presidential administrations (she attended the funeral mass); top officials from the AFL-CIO and the International Transport Workers' Federation (ITF); rank-and-file Seafarers and SIU pensioners; leaders of other U.S. unions; SIU Executive Board members; American maritime industry business executives; U.S. military and government officials; and many, many others.

Giving one of the eulogies at Mike's funeral mass (he was a devout Catholic), which took place Jan. 6 in St. Louis, SIU President David Heindel stated, "Mike was an inspiration to so many people, and not just people from his union. He had that same effect on military officers, government officials, corporate executives and many others. He was one-in-a-million, and he had a way of making you believe you could accomplish anything if you set your mind to it. Make no mistake, he will be remembered as one of the most significant, influential and accomplished maritime labor leaders in our nation's history. I truly do not know if the U.S. Merchant Marine would still exist if it weren't for Mike."

Mike served as president of the SIU's Atlantic, Gulf, Lakes and Inland Waters (AGLIW) beginning in June 1988. He also worked as president of both the Seafarers International Union of North America (a federation of autonomous unions that includes the SIU AGLIW) and the Maritime Trades Department (MTD) throughout the same period.

Moreover, in November 1991, at its 19th Biennial Constitutional Convention, Mike was elected a vice president of the AFL-CIO, the federation of 60 national and international unions representing more than 14 million workers in the United States. He eventually became the senior vice president of the AFL-CIO Executive Council as its longest-serving member.

A protege of the late SIU President Paul Hall, Sacco from 1980 to 1988 directed the SIU AGLIW's Great Lakes and Inland Waters division as vice president. Based in St. Louis, he served as secretary-treasurer of the Greater St. Louis Area and Vicinity Port Council (an MTD-chartered organization) and as an executive board member of the Missouri State AFL-CIO.

Mike also was vice president of the Seafarers Harry Lundeberg School of Seamanship from 1968 to 1979. The school, located on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, prepares men and women for a career aboard U.S.-flag commercial vessels and provides upgrading opportunities to active members.

He became associated with the SIU in 1958 and shipped aboard U.S.-flag merchant vessels until he came ashore during the 1960s to serve the SIU in a



Members at the hiring hall in Honolulu memorialize Mike.

succession of union posts, including those of patrolman, port agent and headquarters representative.

A native of Brooklyn, New York, Mike served in the U.S. Air Force from 1954 to 1958.

Although his accomplishments as an SIU official are too numerous to list, highlights included fostering the successful merger of the National Maritime Union into the SIU in 2001; helping secure the implementation of the U.S. Maritime Security Program (MSP), a staple of the industry; insisting that the Paul Hall Center constantly improved; unifying the industry during critical political battles; and individually encouraging every Seafarer, SIU official and staff member he ever met.

Fittingly, Fr. Sinclair Oubre, an SIU member and Catholic priest, helped officiate Mike's memorial service. He also gave a brief eulogy, as did Mike's son John, the latter on behalf of the whole family.

In addition to John, survivors include Mike's wife, Sophie; daughters Valerie Moore, Angela Baker, and Anne Marie Fry; 16 grandchildren and six great-grandchildren; and sisters Ida DiCanio and Marie Sacco.

Following are some of the condolences and remembrances received by the union and by family members.

Mike was a force for fairness and decency. While he was a kind and compassionate man, Mike never backed down from a fight when it came to protecting the rights of his fellow merchant mariners and workers everywhere. Our country is stronger and our economy is fairer because of his leadership and devotion. I know his legacy will endure through all the lives he touched.

- President Joe Biden

His big personality and even bigger heart were relentless in ensuring that working people had a seat at the table in every boardroom and that their voices were heard in every hall of power. Nobody fought harder for

our nation's rank-and-file working people than our Mike.

Mike Sacco was a trusted mentor and leader to his members, a dear friend of the AFL-CIO and an inspiration to the entire labor movement. While our hearts break today for this loss, the legacy of Mike's service to the SIU and trade unionism will live on forever.

- Joint statement from AFL-CIO President Liz Shuler and AFL-CIO Secretary-Treasurer Fred Redmond

Mike, thank you for all the support. Thank you for your vision and your compassion. You have left a massive legacy and I'm proud to call you friend and advisor. Many unions spent hours working with Mike exploring the history of SIU, learning from his experience, determination, vision and courage to always be in a position of influence, whether it be lobbying the American government, in its very different shapes and sizes over his 35 years, or in ITF circles on how to use our collective leverage to benefit seafarers across the world.

- ITF General Secretary Stephen Cotton

Mike Sacco's legacy is one of unwavering dedication to seafarers' rights. Mike was charismatic, tough, determined, and a great and inspirational leader with a sense of humor that always seemed to sum up the situation perfectly. He will be greatly missed.

- ITF President Paddy Crumlin

I first met Mike Sacco in the 1980s, just after he became our union president. I was young back then and prone to discouragement. Mike was very patient with me and used to repeat this mantra often - his pep talk. He'd say the SIU is a union of the unlicensed seafarers, most of whom came from the streets with little education or prospects of employment; the union teaches people job skills and gives them an opportunity to better their lives and make some decent money. In the end, I sailed on and had a wonderful career and retirement with no regrets. Rest easy, Mike. Mahalo Nui Loa (thank you so very much).

- Brandon Maeda, SIU Pensioner

It saddened my heart to hear this news in this holiday season. I will never forget his kindness, fair treatment and love that showed everyone we are a family. These qualities are the embodiment of a true mentor. His dedication toward work and his leadership will surely be missed.

- Recertified Bosun Ritche Acuman

Mr. Michael Sacco, thank you for being there. You will be truly missed. I will always remember you keeping a smile on your face, and I know you are saying right now, "Don't cry for me; smile for me." Much love to you and my condolences go out to the family.

- GUDE Thommie Hampton

I was sorry to hear about Mike. He was a good man, and I will always remember him and his brother Joe from when I went through Piney Point in 1972. Mike put his heart into the Seafarers International Union. We will all miss you.

- SA Thomas Curley

Continues on Page 4



Mike and the late AFL-CIO President Rich Trumka (right) were friends and colleagues for decades. This photo is from the 2017 AFL-CIO convention in St. Louis. Rich passed away in 2021.



Elaine Chao (center), U.S. Secretary of Labor under President George W. Bush and then U.S. Secretary of Transportation under President Trump, worked closely with Mike and the union for many years. She attended his memorial service. This photo, taken at the SIUNA convention in 2017 in Piney Point, Maryland, also includes Mike's wife, Sophie.



AFL-CIO President Liz Shuler and SIU President Michael Sacco in 2022

Remembering Michael Sacco

Continued from Page 3

Mike was a colleague, friend and mentor to me for many, many years. Mike's life and deeds will never be forgotten.

- **Robert Scardelletti, President Emeritus, Transportation Communications Union**

Our industry and our nation lost a tremendous leader with the passing of Mike Sacco. There is no part of the American maritime industry untouched by his wisdom, leadership and tenacity over the past decades. In 1995, he played an integral role in the formation of the American Maritime Partnership, our coordinated industry coalition that to this day continues to effectively educate Congress and the Administration about the benefits of the American domestic maritime industry. That's just one part of his enormous legacy. Mike Sacco was a giant like few others, and he will be sorely missed.

- **Jennifer Carpenter, President, American Maritime Partnership**

President Sacco will be remembered for his devotion to seafarers' rights and service to the labor movement. He brought stability during times of great change in his union, including a merger. His lengthy tenure of service will continue to be an inspiration to advocates of workers' rights.

- **Department of Professional Employees President Jennifer Dorning**

We lost a true friend of all mariners, a mentor to many and a great leader in the maritime industry. Seafarers will continue to receive the results of his steadfast leadership that generated the fiscal soundness and generous benefits of these Plans well into the future. His impact will not be forgotten. He has been a positive force in my life for the past 33 years.

- **Seafarers Plans Administrator Maggie Bowen**

Mike Sacco learned from Paul Hall that the SIU is an important part of the labor movement. That's why he walked – and expected Seafarers to walk – many picket lines across the country to show solidarity with Maritime Trades affiliates and others. He made sure Seafarers were known and respected within the AFL-CIO.

- **Daniel Duncan, Executive Secretary-Treasurer Emeritus, MTD**

I knew Mike for pretty much my whole life, starting with my first days as a trainee. We worked together for decades, so I observed him in lots of different circumstances – many of them challenging and stressful. He always maintained a laser-like focus on the goal at hand, and he came through time after time. My overriding feeling about Mike is one of gratitude. I am grateful to have spent so much time with him. I'm grateful to have learned so much from him, about leadership and foresight and dedication. His legacy and his example will continue to inspire us.

- **SIU President David Heindel**



Mike (second from right) meets with Seafarers in Piney Point, Maryland. Among those also pictured is Recertified Bosun Ritche Acuman (second from left).



Mike (third from left) was never out of place, but, other than when he was spending time with family, he arguably never felt more at home than when he visited with Seafarers in Piney Point, Maryland, where this photo was taken in 2019. Also pictured along with the upgraders is then-SIU Secretary-Treasurer David Heindel (left).

I knew him since 1975, and he influenced my life right up to the present. He was a force of nature. People who are larger than life cast a big shadow that touches many people, and that is Mike's legacy. Think of the thousands of Seafarers and their families who have a better life because of him. Mike always tried to emphasize the positive, and he cared about everybody's family. I learned a lifetime's worth of lessons from him.

- **SIU Executive Vice President Augie Tellez**

Countless hours with Mike over the years were filled with "windshield time." That is simply the time you spend in a car with someone and talk. Those moments as well as a morning coffee or a drink at dinner were always filled with a lively conversation or story. What I grew to realize over the years is, those interactions were how Mike taught and mentored. His sense of history, knowledge of the industry and life lessons have become invaluable to me as I grow older and face the challenges he spoke of so often. I will certainly miss his insight and keen instincts. His thoughts on family life and strong conviction for the church will always remain at the forefront of any conversation I may have when someone asks, "What was he like?" He dedicated every day to improvement and had great attention to detail. I will always appreciate the room he gave me to grow as a person and as a union representative. I could go on for pages about the love and admiration that I and so many others have for him, but I think that goes without saying. So many words could be used to describe his career and life, but for me there is only one, and that word is **ICONIC**.

- **SIU Secretary-Treasurer Tom Orzechowski**



In this snapshot from 2001, SIU President Michael Sacco (left) and NMU President Rene Lioejanje show satisfaction regarding the merger of the unions.

I was privileged to be in the room on many occasions when Mike held court. Whether the session was about funding for a maritime program or the best political strategy to achieve those goals, Mike was often the conductor, if not the architect, for the entire maritime industry. He would command any room with his presence alone and was at ease equally with the President of the United States or the most recent class of apprentices in Piney Point. The SIU has never been in better shape; Mike made sure of that. Today, the membership truly has security, the kind that that lets you sleep well at night. Knowing that you will always have a job, great medical benefits, and a pension are all products of Mike's leadership. Mr. Sacco taught us well and we look forward to being the custodians of his legacy.

- **SIU Vice President Contracts George Tricker**



Members aboard the *Cape Wrath* (Crowley) conduct a moment of silence in Mike's honor, in early January.

Remembering Michael Sacco



Mike conducts the AFL-CIO election in Philadelphia in 2022.

Mike is a brother, friend and lifelong companion to me in my SIU career. I met Mike back in 1975, when I was an 18-year-old trainee in Piney Point. I was amazed at the way his presence captivated the audience. He had an enormous, enthusiastic and passionate energy about him, a devotion to our union that I wanted to be part of. This was his passion, the betterment of the Brotherhood of the Sea. Over all these years, he has never wavered from that passion. Mike's sincerity and integrity was his calling card. You felt comfortable when you met him, and when you talked with him, he made you feel connected. He is a lot of everything that is goodness all rolled up into one wonderful person. He will be missed and I will always remember the good times and memories that we shared together. I bid my brother farewell, on his final voyage. May the warmth of our Lord's eternal love be your guiding light.

- SIU Vice President West Coast Nick Marrone

Mike Sacco has been in my life for 47 years. He was my union ed teacher in piney point 1977, and I worked with him and his brother Joey (late SIU executive vice president) in the Gulf region. He was an inspiration and a driving force in my career, and a teacher in how to promote and protect the SIU and the entire United States Merchant Marine, along with the American labor movement. I will miss him a lot.

- SIU Vice President Government Services Nicholas Celona

I've been in the union since 1989 but have known Mike my entire life. I'll remember how he commanded respect from everybody and yet how he could be at ease with anyone, whether it was the President of the United States or an ordinary seaman. Mike was a giant of a man in the labor movement. No one has ever been more dedicated to the SIU.

- SIU Vice President Atlantic Coast Joseph Soresi



Members at the January meeting in Jacksonville, Florida, pause to honor Mike's memory.



During the 2023 MTD meeting in Florida, Mike (right) welcomes AFL-CIO Secretary-Treasurer Fred Redmond to the stage.

Mike Sacco is deeply loved and respected, and for many of us Mike was a leader, a mentor, a confidant, and trusted advisor. He treated us like family in many ways. Some of us really understand how completely he dedicated himself (and nearly every fiber of his being) to the betterment of the maritime industry, the membership, his leadership team and staff, and the labor movement writ large. Mike's many contributions to the maritime industry and labor movement cannot be overstated. He had a big personality (to say it mildly); with a steady hand, good instincts, keen intuition, and prudent judgement which he wielded as a positive force for our industry, and in many people's lives – personally and professionally. Mike, you will be sorely missed but your legacy will live on with us forever.

- SIU Vice President of the Southern Region, Great Lakes and Inland Waters Bryan Powell

Editor's note: On behalf of the union as well as Mike's family, we are deeply and sincerely appreciative of the many heartfelt condolences that have been received. We attempted to publish and post a reasonably representative sample; no slight is intended to any organization or individual whose comments don't appear here.



The flag outside the hall in Norfolk, Virginia, flies at half-staff in Mike's honor.



Mike was based in St. Louis for many years and rarely if ever missed a mass, whether he was home or travelling. His funeral mass took place Jan. 6 at the city's St. Francis of Assisi Catholic Church; this photo was taken an hour before the service.

U.S. and Allies Team Up to Protect Commercial Shipping in Red Sea



Lt. Charmaine Solis (left) observes commercial vessels sailing alongside the *USS Mason* in late December while ship operates in support of Operation Prosperity Guardian in the Gulf of Aden (U.S. Navy photo by Chris Krucke)



A crew member aboard the Arleigh Burke-class guided-missile destroyer *USS Mason* looks through binoculars on the bridge wing in early January while the ship sails in the Red Sea as part of Operation Prosperity Guardian. (U.S. Navy photo by Chris Krucke)

The Pentagon on Dec. 18 announced the formal launch of an international effort to protect civilian mariners and their vessels in the Red Sea.

Secretary of Defense Lloyd J. Austin III stated, “The recent escalation in reckless Houthi attacks originating from Yemen threatens the free flow of commerce, endangers innocent mariners, and violates international law. The Red Sea is a critical waterway that has been essential to freedom of navigation and a major commercial corridor that facilitates international trade. Countries that seek to uphold the foundational principle of freedom of navigation must come together to tackle the challenge posed by this non-state actor launching ballistic missiles and uncrewed aerial vehicles (UAVs) at merchant vessels from many nations lawfully transiting international waters.

“This is an international challenge that demands collective action,” he continued. “Therefore, today I am announcing the establishment of Operation Prosperity Guardian, an important new multinational security initiative under the umbrella of the Combined Maritime Forces and the leadership of its Task Force 153, which focuses on security in the Red Sea. Operation Prosperity

Guardian is bringing together multiple countries to include the United Kingdom, Bahrain, Canada, France, Italy, Netherlands, Norway, Seychelles and Spain, to jointly address security challenges in the southern Red Sea and the Gulf of Aden, with the goal of ensuring freedom of navigation for all countries and bolstering regional security and prosperity.”

A few weeks later, the U.S. redesignated Yemen’s Houthi rebels as a “Specially Designated Global Terrorist group” following ongoing missile and drone attacks on international shipping. The U.S. and our allies also countered with multiple strikes against the Houthis.

A U.S. government official, speaking on condition of anonymity, said in a news report, “These attacks (by the Houthis) fit the textbook definition of terrorism. They have endangered U.S. personnel, civilian mariners and our partners, jeopardized global trade and threatened freedom of navigation.”

In late January, the SIU and several other maritime labor organizations sent a letter to Gen. Jacqueline Van Ovost, commanding officer of the U.S. Transportation Command (TRANCSOM) thanking the military for its ongoing support and urging continued diligence.

In part, the letter (signed by SIU President David Heindel and others) read, “We fully support the recent strikes made against the Houthi rebels in Yemen via American and international forces over the last week. It is critical that the Houthi rebels understand the consequences of attacking U.S-flag shipping and that the United States will continue to protect its sovereignty when that sovereignty is threatened by illegal attacks. These attacks represent the most significant attacks on the United States Merchant Marine in more than half a century.”

The labor groups also asked “for continued cooperation and information sharing, to ensure that our vessels and their crews have all the tools needed to ensure safe transits of the area. Especially critical are secure communication links between vessels transiting the Red Sea and the naval vessels deployed in the area to deter and defend against Houthi attacks. While we understand that procedures are being developed and so far, the joint efforts of our vessel operators, mariners and naval personnel have resulted in no casualties to U.S.-flag ships, we cannot rest on past success. Continued communication, especially at the tactical level, is crucial.”

Biden’s Pro-Worker Final Rule Pushes Federal PLAs into Effect

In an official White House statement, President Biden declared that construction projects for the federal government valued at or above \$35 million will require Project Labor Agreements (PLAs). This ruling is supported by the Biden-Harris administration after a period of demonstrated success using PLAs to complete federal construction projects with a quality, trained workforce in a timely, cost-effective manner, the White House reported.

This new mandate, called the Federal Acquisition Regulation: Use of Project Labor Agreements for Federal Construction Projects, was announced late last year and published on Dec. 22. It officially took effect Jan. 22, 2024. The edict enacts Executive Order 14063, which was initially published on Feb. 9, 2022. Historically, this sets a new precedent for federal construction projects, as they had never needed to meet this requirement to move forward.

“For the first time in history, Project Labor Agreements will be required on federal construction projects valued at or above \$35 million. This means that projects funded by my Investing in America agenda will move faster and without delays, giving taxpayers better bang for their buck. Workers will have the security and peace of mind that collectively bargained wages and benefits bring, better pathways to good-paying jobs, and stronger

health and safety protections,” Biden’s White House briefing release reads.

PLAs are pre-hire collective bargaining agreements which are unique to the construction industry. PLAs typically are negotiated between construction unions and construction contractors in order to establish the terms and conditions of employment for construction projects, as defined by the U.S. Department of Labor (DOL). Some commonplace conditions included in PLAs are provisions that bind all contractors and subcontractors to the agreement; no-strike, no-lockout clauses; and grievance/arbitration procedures.

Many of these agreements also include wage and benefit specifications as well as guarantees that highly skilled laborers will participate in the projects, as they may designate that hiring is done through a union hiring hall. PLAs also often include health and safety provisions which help ensure that the workers chosen for the project undergo safety training, along with the implementation of other workplace safety procedures.

According to the DOL, PLAs may also help improve diversity efforts on federal projects. Clauses which outline goals for hiring local community members on projects, incorporate equity plans, detail strategic recruitment policies



Acting Labor Secretary Julie Su

for workers from underserved communities, and require participation of small businesses are often included in PLAs for this reason.

Acting Secretary Julie Su, in the USDOL’s PLA 101 video, says, “PLAs are good for business and they’re good for workers. Because of their proven track record of success, the Biden/Harris administration strongly supports PLAs, and is promoting their use on federal projects that are being built across the country as we speak.”

U.S. Mint Honors Merchant Marine with WWII Memorial Silver Dollar

The U.S. Mint is gearing up to release a silver dollar coin with a merchant mariner prominently featured on the coin's face as a tribute to their significant contributions to our country's triumph in World War II. The new coin design is set to debut early this year as part of the "Greatest Generation Commemorative Coin Program."

This series of three coins, which includes new illustrations to be pressed onto the silver dollar, the half dollar, and the five-dollar coin, was unveiled by the United States Mint and the Friends of the National World War II Memorial last fall at the National World War II Memorial in Washington, D.C.

According to the Mint, "The coins will serve as monument to the spirit, sacrifice, and commitment of the brave Americans who fought to defend the nation and advance peace and freedom throughout the world. They also serve as a dedication to the National WWII Memorial in D.C., which was built to honor the 16 million who served in the United States Armed Forces during World War II, as well as the 400,000 who died and those who supported the war effort at home."

"The Greatest Generation commemorative coin designs are emblematic of the National World War II



Artist's renderings of the commemorative silver dollar show the front (above, left) and back. (Images courtesy U.S. Mint)

Memorial and the service and sacrifice of American soldiers and civilians during World War II," said United States Mint Director Ventris C. Gibson. "We hope this program will honor their unwavering courage and selfless spirit."

Pictured on the front of the new memorial silver dollar, designed by Beth Zaiken and Phebe Hemphill, six people representing different branches of the military and the U.S. Merchant Marine work together to support the world. They stand above text that reads "Liberty" and "In God We Trust," and the year, which is present on all U.S.-minted coins. The words "World War II Memorial" and "Defenders of Freedom" are inscribed around the perimeter of

the coin. The commemorative coin's reverse was designed by Ben Sowards and Renata Gordon, and depicts a view from underneath the baldacchino at the World War II memorial. The baldacchino, or sculptural canopy, shown in the center of the silver dollar coin is modeled after the Victory Pavilion in the World War II Memorial. Four eagles each holding a laurel wreath encircle the outer portion of the coin, interspersed with text that reads Victory, At Sea, On Land, and In the Air. The top of the coin also includes the standard attribution to the coin's country of origin and E Pluribus Unum, and the bottom has WWII Memorial written atop the value amount of the coin.

Pricing for the three-coin set includes surcharges and is as follows: \$35 for each \$5 gold coin sold; \$10 for each silver dollar sold; and \$5 for each half dollar sold. In accordance with Public Law 117-162, also referred to as the Greatest Generation Commemorative Coin Act, these coins are mandated to be minted by the Secretary of the Treasury and are authorized to support maintenance and repairs of the World War Memorial, as well as for commemorative and educational usage.

Visit www.usmint.gov for more information.

Defense Bill Contains Major Victories for Maritime

The SIU helped spearhead inclusion of two potentially crucial pro-maritime components of the newly enacted National Defense Authorization Act (NDAA).

One of those statutes will reduce – by 50 percent – the sea-time requirements for qualifying for an AB endorsement. This change took effect immediately upon President Biden signing the bill Dec. 22.

Depending on the specific kind of AB endorsement, sea-time requirements have decreased to 18 months (from 36), 12 months (from 24), and six months (from 12). The latter standard is for Great Lakes ABs.

For now, those reductions are scheduled to remain in place for three years, but the union and others will work to make them permanent.

SIU Executive Vice President Augie Tellez and SIU Political and Legislative Director Brian Schoeneman played key roles in securing the sea-

time modifications, and they both also credited Coast Guard Rear Adm. Wayne R. Arguin Jr. for his vital support.

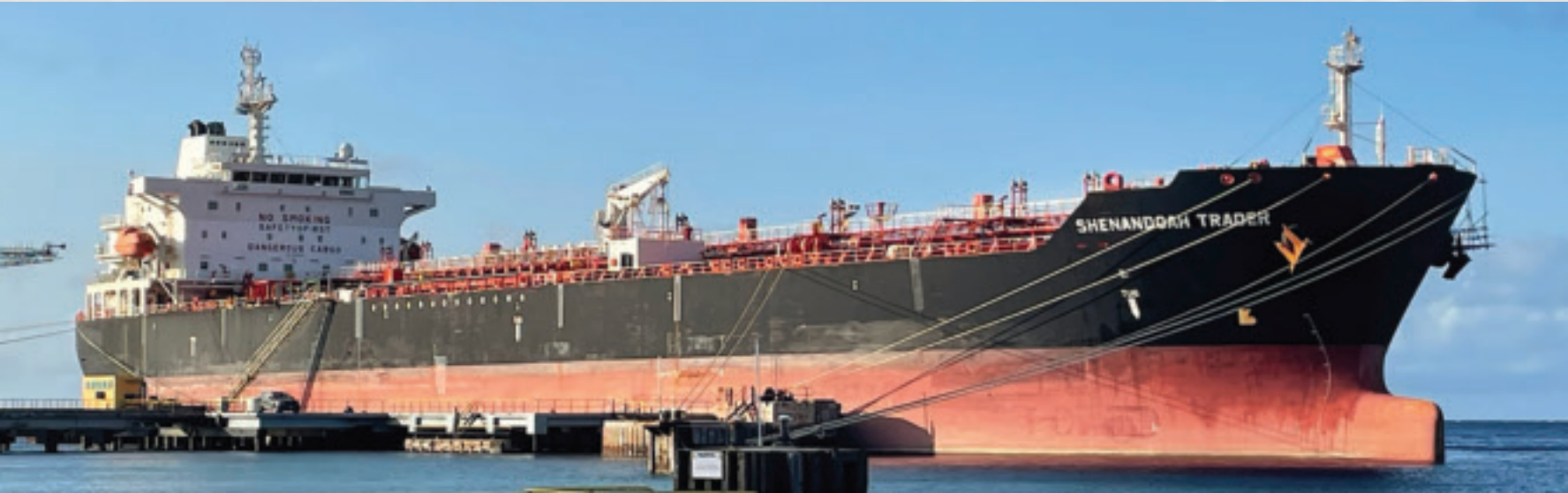
The NDAA also strengthens U.S.-flag requirements for cargo preference shipments. Through new reporting mandates and a change that gives the U.S. Maritime Administration (MARAD) final determinative authority regarding American-flag vessel availability, the bill aims to help ensure that U.S.-flag ships aren't bypassed in favor of foreign bottoms.

There are several other maritime components within the bill, including ones that authorize monies for the Title XI Federal Ship Financing Program; require MARAD to publish briefings on its national maritime strategy; and form a new maritime workforce group that includes two slots for representatives from labor.



President Biden signed the NDAA in December. (Official White House photo)

Shenandoah Trader Joins TSP Fleet



SIU members are sailing aboard the recently reflagged *Shenandoah Trader*, operated by U.S. Marine Management. Built in South Korea in 2015, the 600-foot-long ship is enrolled in the U.S. Tanker Security Program. The 325,000-barrel tanker reflagged in Curacao in mid-December.

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Seafaring Life Agrees with Mother and Son

For Seafarers **Faith Gonse** and her son, **Christopher**, sailing with the SIU has proven to be a resoundingly positive experience – one that holds even greater promise for the future.

They shared a milestone late last year when they received their respective B-seniority books at the hiring hall in Norfolk, Virginia. It took two long trips and the accumulation of sea time in order for Faith to earn it. Chris completed three rotations to qualify.

Faith waited until both she and her son were home for vacation in December so that they could get the books together, as a family. “It was nice to take a picture with my baby,” she said.

At press time, Faith was putting her hard-earned knowledge to work, serving as a chief cook aboard an Ocean Shipholdings vessel. Chris was on the same ship, sailing as a GVA. They shared their experiences with a *LOG* staffer via speakerphone from their vessel in the middle of the ocean, somewhere near Japan.

Faith joined the SIU in 2021, after having her fill of working a job in another industry that she felt was leading her nowhere. The SIU proved a good fit from the start: Her first trip went so well, she encouraged Chris (then a high school senior) to join upon graduation.

He eventually took the advice after a slight detour of sorts, joining in 2022 with the hope of building a rewarding career with longevity. Initially, Chris enrolled in a community college. “I finished one year and decided it wasn’t for me,” he said.

Faith recalled that the know-how and friendliness of SIU personnel at the Norfolk hall boosted her comfort with the career change. “Once I got in there, everyone was so warm, friendly, professional and very knowledgeable,” she said. “I just felt welcome and I knew that I was going to get a lot out of being there. And I did.”

She added, “We’ve got the best patrolmen and union hall staff. I mean they just go above and beyond for everyone that I’ve seen in my short time with the union. Whenever I go in there, they get everything done that I need.”

Although they only have been with the union for a few years, they have improved their quality of life and had many great experiences together as a result of their membership with the SIU, Chris and Faith both said.

Consistent with viewing their work as a career rather than merely a job, they also have made it a



Chris Gonse and his mother, Faith Gonse, pose for a photo while on a vessel together.

point to upgrade at the union-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. Chris most recently went to the school in early 2023 for the government vessels class, while Faith upgraded to chief cook in December.

Faith said of her class, “I had the best time! All the chefs were very knowledgeable and very willing to help. It was a great environment. I learned a lot while I was there. I can’t wait to go back and upgrade again.”

Both members of this mother-son duo have aspirations for their futures with the union. Chris plans to upgrade to the highest level possible within the engine department. “I’ll be getting as much training and as much knowledge as I can on the ships and move up from there and go as far as I can,” he said.

Faith plans to sail more trips as a chief cook, and then enroll for the next advanced galley ops class in Piney Point.

Sailing together has been a great experience for Faith and Chris, they both said. When asked which voyage that they’ve been on is their favorite, they both mentioned a trip to Australia. “It was a very nice, very unexpected visit,” Faith said. “Every

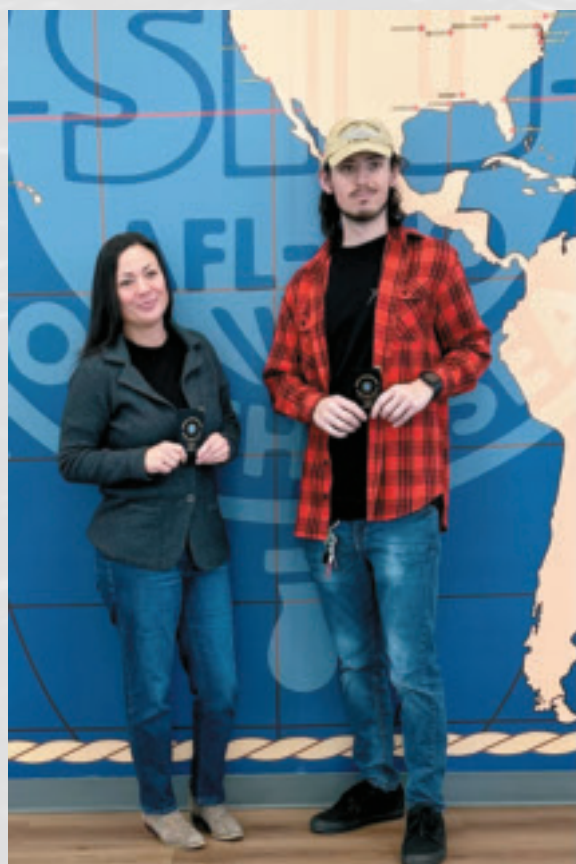
port we go to together is special, but this one was especially so. We got to cross the Equator, and we never thought we’d get to visit someplace like Australia. It’s not the usual port call so it was a surprise and a bonus for us.”

“It’s a surreal moment. We got to see the Sydney Opera House in real life, from right there on the water,” Chris said.

Having the ability to work alongside your family as you travel around the world is a rare experience that Chris and Faith are both thankful to have. “It’s a blessing to have home come with you when you’re going out to sea for long periods of time. It’s about as lucky as you can get,” he said.

“With Chris upgrading and eventually going in his own direction on a different ship, it’s been really amazing having this time with him and watching him grow and watching both of us grow and travel the world together,” Faith said. “He’s my favorite person and I love him to pieces, and it’s just nice to be able to have him here and watch him grow and know that he’s going to have a good career with SIU.”

She concluded, “We’re really grateful to have this opportunity and to be part of the union. It’s an amazing organization.”



Chief Cook Faith Gonse (left) and GVA Chris Gonse receiving their B seniority books in Norfolk



The view from a double decker tour bus outside of Sydney Opera House from the Gonse's port call in Australia.

Annual Funding Notice For SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the “Plan”). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2022 and ending July 31, 2023 (the “2022 Plan Year”).

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the “funded percentage.” The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan’s funded percentage for the 2022 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan’s assets and liabilities for the same period.

Funded Percentage			
	2022 Plan Year	2021 Plan Year	2020 Plan Year
Valuation Date	August 1, 2022	August 1, 2021	August 1, 2020
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$113,467,106	\$111,300,133	\$106,834,294
Value of Liabilities	\$110,185,471	\$105,199,118	\$102,467,876

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are “actuarial values.” Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan’s funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan’s assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2023 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2022 annual report filed with the Department of Labor in May 2024.

	July 31, 2023	July 31, 2022	July 31, 2021
Fair Market Value of Assets	\$108,932,383	\$110,008,435	\$119,994,941

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in “endangered” status if its funded percentage is less than 80 percent. A plan is in “critical” status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in “critical and declining” status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2022 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,009. Of this number, 748 were current employees, 837 were retired and receiving benefits, and 424 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (“ERISA”) and the Internal Revenue Code (“Code”). The Plan’s funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the 2022 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	1.9%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	28.4%
5. Real estate (other than employer real property):	6.8%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.6%
7. Other	0.3%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2020 Plan Year and earlier plan years are available now. The annual report for the 2022 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2024. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is **not** insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC’s multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC’s website at www.pbgc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See “Where to Get More Information about Your Plan,” below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or “EIN” is 94-6061923.

At Sea & Ashore with the SIU



CONGRESSIONAL BACKING – SIU Asst. VP Chris Westbrook (right) and U.S. Rep. Troy Carer (D-Louisiana) discuss maritime issues at a mid-December gathering in New Orleans.



SOLIDARITY IN DC – SIU Exec. VP Augie Tellez (second from left) recently met in the nation's capital with officials from the Trade Union Congress of the Philippines, including VP Luis Corral, Advocacy Officer Archie Ranin III, National President Mike Democrito C. Mendoza, and National Exec. VP Gerard R. Sino (all pictured).



ABOARD ARC COMMITMENT – Pictured aboard the TOTE ship in Baltimore are (from left) Paul Hall Center Apprentice Andrew Tingle and SIU Port Agent John Hoskins.



ABOARD NATIONAL GLORY – Chief Cook Esperanza Crespo is pictured during lunch aboard the Intrepid ship while the vessel is docked at San Juan Bay during cargo ops.



ABOARD CAROLINE MCKEE – AB Todd Wilson (left) and Safety Director Jason Brown are pictured aboard the Port City Marine Services vessel in Charlevoix, Michigan.



ABOARD PACIFIC COLLECTOR – Seafarers gather for a Christmas Eve photo that coincides with a union meeting on the TOTE ship.



WITH G&H BOATMEN – Group photo (above) includes Capt. Mathew McDowell, SIU Asst. VP Mike Russo, Mate Oscar De La Garza, Wiper Derek Sexton and DDA Cody Klekar on the *Juno*, while the photo at left features Safety Director Kevin Sykes (right) and the crew of the *C.R. Haden*.

At Sea & Ashore with the SIU



INTERNATIONAL GATHERING – SIU VP Gulf Coast Dean Corgey (right) helps welcome Belgium Prime Minister Alexander De Croo to Houston. The prime minister traveled with various government and Port of Antwerp officials for (in part) meetings about international trade, apprenticeship training and more.



WELCOME ASHORE IN SAN JUAN – Holding his first pension check at the hiring hall is Recertified Bosun Isaac Vega Mercado (right), who started sailing with the SIU in 1984. During his career, he sailed to more than 20 different countries. SIU Asst. VP Amancio Crespo (left) noted, “As a bosun and as a friend, Isaac is the best. I thank him for his tireless dedication and effort. The San Juan staff and membership loves him!”



LOOKING FOR AN AQUARIUM? – Recertified Bosun James Walker completes a nice haul during his off-time aboard the *Maersk Denver*.



TAKING THE OATH IN SUNSHINE STATE – Being sworn in at the December membership meeting in Jacksonville, Florida, are (from left, facing camera) STOS Torence Henry (B book), Chief Cook Jack Gourgue (A book), AB William Bingham (B book) and STOS Kurran Robinson (B book). SIU Port Agent Ashley Nelson is standing at right.



WELCOME ASHORE IN LONE STAR STATE – QMED Lee Collins (second from left) picks up his first pension check at the Houston hall. He’s pictured with (from left) Patrolman J.B. Niday, Asst. VP Mike Russo, Patrolman Kelly Krick and Port Agent Joe Zavala.



ENJOYING SOME TIME OFF – After consuming what was described by a reliable source (Storekeeper Jason Devine, center) as “a delicious Thanksgiving dinner” aboard the *USNS Pomeroy* (Patriot), some of the mariners went scuba diving at Lau Lau Beach in Saipan. Pictured from left are 1AE Sharon Darby, Devine and 2AE Jordan Brown.



FULL BOOKS IN HOUSTON – GUDE Michael Sabio (left in photo above, right, with SIU Patrolman J.B. Niday) and AB Prince Agyapong (left in remaining photo, with SIU Patrolman Kelly Krick) receive their respective B-books at the hiring hall.



At Sea & Ashore with the SIU



ABOARD LIBERTY EAGLE – Pictured aboard the Liberty Maritime vessel in Houston are (from left, standing) Recertified Bosun Albert Konning, Chief Cook Yohanes Pribadi, GUDE Frederick Dunmore, Paul Hall Center Apprentices Nirel Escalante and Kenny Galeno (both members of Class 900), Steward/Baker Neyda Oviedo Bermudez, SA Irving Guerrero, GUDE Fredy Ruiz and ABM Jose Castillo Lino. SIU Patrolman J.B. Niday is in front.



ABOARD MANULANI – The New Year's Day menu aboard the Matson ship was well-received. Pictured are Recertified Steward Fakhruddin Malahi, ACU Abdulwali Mugalli, Chief Cook Khaled Alasaadi and vessel master Capt. Tim Kalke.



MEMORABLE MOMENT – QEE Todd Lander (left) receives his A-seniority book. He's pictured at the Honolulu hall with Administrative Assistant Caitlyn Wharton.



ABOARD CAPT. DAVID LYON – Pictured from left aboard the Sealift-operated vessel are Steward/Baker Rommel Reston, SIU Guam Port Agent Victor Sahagon Jr., and Bosun Jonmala Floresca.



FULL BOOKS IN JERSEY – SA Nilza Chavez (left in photo above, left) and Chief Cook Juan A. Vallejo (left in remaining photo) receive their B-books from SIU Port Agent Ray Henderson. (If Juan's name seems familiar, it may be because his father is Recertified Steward Juan J. Vallejo.)



ABOARD MONTFORD POINT – Pictured aboard the Ocean Shipholdings vessel are (from left) Chief Cook Ashley Hudson, AB Brice Ilao, Bosun Larry Dizon, SIU Norfolk Port Agent Mario Torrey, QMED Tresten Porter, QMED Marquez Fields, SIU Patrolman Josh Rawls, and ITF Inspector Bobbi Shipley.



B-BOOKS IN OAKLAND – Chief Cook Andrea President (left in photo above, right, with SIU VP West Coast Nick Marrone) and GUDE Ruel Decrepito (center in remaining photo, with Marrone, right, and SIU Patrolwoman Kathy Chester) receive their respective full books at the hiring hall.

At Sea & Ashore with the SIU



ABOARD MAERSK OHIO – Pictured from left in the group photo are Dayman Richard Sandiford, Dayman Urgel Peligro, Recertified Bosun James Joyce and Watchstander Michael Sherman. Chief Cook Atrénique Deamus is in the remaining photo.



WELCOME ASHORE IN PHILLY – Recertified Bosun Felsher “Tony” Beasley (left) receives his first pension check at the Philadelphia hall (Port Agent Joe Baselice is at right). Beasley started sailing with the SIU in 1979, and one could say he is part of an SIU family – his father, brother, sons and nephews all sailed or are currently sailing with the union.



WITH MEMBERS AT PENN TERMINALS – Pictured at the Crowley facility in Eddystone, Pennsylvania, are (from left) Seafarers Vernell Cornell, Dave DiCrecchio, George Vazquez and Chris Wiley, SIU Philadelphia Port Agent Joe Baselice, Seafarer John Harvey, Safety Director Andre MacCray and Seafarer Scott Musick.



MILESTONE IN ILLINOIS – AB Rolando Calimlim receives his A-seniority book at the hall in Joliet.



STOPPING BY THE HALL – QMED-Pumpman Marcelino Santos Bermeo (left) – a second-generation Seafarer – proudly points to his machinist class photo, taken in Piney Point in November. He’s joined at the San Juan hall by his spouse, Karla.



ABOARD USNS RED CLOUD – Christmas dinner was a hit aboard the Patriot ship. Pictured from left are Recertified Steward Dennison Dizon, OS Brandon Manion and Chief Cook Julian Abreu.



GIVING BACK IN THE COMMUNITY – The SIU has a long history of brightening the holidays for others, and that tradition was evident late last year in Jersey City (above, right) and Philadelphia (remaining photo), among other locations. Seafarers in New Jersey donated toys to the Hudson County Central Labor Council – the CLC in turn passed along the gifts to a local Boys & Girls Club. Pictured at the Jersey City hall are (from left) Danny Fiolek from the CLC, SIU VP Joseph Soresi, CLC President Barry Kushnir, and SIU Port Agent Ray Henderson. In Philly, members teamed up with other trade unionists to benefit residents of Hunts Haven family housing (in nearby Chester). The latter effort was organized in part by Seafarer Vernell Cornell (fourth from right). Among those also pictured with Cornell are SIU Port Agent Joe Baselice (fourth from left) and Safety Director Andre MacCray (far right).



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February & March Membership Meetings	
Piney Point	Monday: Feb. 5, March 4
Algonac	Friday: Feb. 9, March 8
Baltimore	Thursday: Feb. 8, March 7
Guam	Thursday: Feb. 22, March 21
Honolulu	Friday: Feb. 16, March 15
Houston	Monday: Feb. 12, March 11
Jacksonville	Thursday: Feb. 8, March 7
Joliet	Thursday: Feb. 15, March 14
Mobile	Wednesday: Feb. 14, March 13
New Orleans	Tuesday: Feb. 13, March 12
Jersey City	Tuesday: Feb. 6, March 5
Norfolk	Friday: Feb. 9, March 8
Oakland	Thursday: Feb. 15, March 14
Philadelphia	Wednesday: Feb. 7, March 6
Port Everglades	Thursday: Feb. 15, March 14
San Juan	Thursday: Feb. 8, March 7
St. Louis	Friday: Feb. 16, March 15
Tacoma	Friday: Feb. 23, March 22
Wilmington	Tuesday: Feb. 20, Monday: March 18
Date change due to holiday observance.	
Each port's meeting starts at 10:30 a.m.	

	Dispatchers' Report for Deep Sea									
"Total Registered" and "Total Shipped" data is cumulative from December 15 - January 16, 2024. "Registered on the Beach" data is as of January 16, 2024.										
Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	10	4	0	8	4	1	4	17	4	0
Anchorage	2	0	3	3	1	0	4	1	3	3
Baltimore	6	2	0	3	1	0	2	4	2	1
Fort Lauderdale	20	10	2	11	2	3	8	31	21	3
Guam	1	0	1	1	0	0	0	2	0	1
Harvey	8	4	1	9	4	1	0	10	5	2
Honolulu	5	4	0	5	3	0	2	12	4	1
Houston	27	15	3	21	12	0	16	47	33	4
Jacksonville	22	24	7	13	23	4	11	48	41	8
Jersey City	11	9	4	10	4	2	8	29	16	6
Joliet	2	1	1	1	1	1	1	3	1	1
Mobile	7	3	1	7	1	1	1	12	5	1
Norfolk	14	9	4	9	10	3	10	22	15	5
Oakland	7	1	0	4	1	0	2	13	1	0
Philadelphia	1	0	0	4	0	0	2	3	0	0
Piney Point	2	3	0	1	5	0	3	1	0	0
Puerto Rico	7	2	3	5	2	0	3	12	2	4
Tacoma	13	2	1	14	5	3	8	22	6	5
St. Louis	1	1	0	3	1	0	1	0	1	0
Wilmington	22	1	0	14	3	1	7	48	6	3
TOTAL	188	95	31	146	83	20	93	337	166	48
Engine Department										
Algonac	1	1	1	1	1	0	2	1	0	1
Anchorage	0	0	0	1	1	1	1	0	0	0
Baltimore	5	3	0	3	2	0	2	4	2	0
Fort Lauderdale	7	4	1	3	2	0	1	10	7	2
Guam	2	0	0	1	1	0	0	1	0	0
Harvey	0	2	0	0	1	0	0	1	3	0
Honolulu	7	2	2	1	2	0	0	10	4	2
Houston	9	7	2	6	3	1	7	19	15	3
Jacksonville	21	15	3	18	8	0	6	26	20	6
Jersey City	4	2	1	5	5	2	4	13	2	2
Joliet	1	2	0	1	0	0	1	2	2	0
Mobile	4	2	0	1	1	1	0	6	3	2
Norfolk	14	9	8	8	5	5	6	21	11	9
Oakland	2	4	0	1	2	1	3	5	5	2
Philadelphia	0	0	1	1	0	2	1	1	1	0
Piney Point	1	1	0	1	0	0	0	2	1	0
Puerto Rico	6	0	0	4	0	0	0	6	2	1
Tacoma	11	9	3	2	3	3	2	17	8	1
St. Louis	1	1	0	0	2	0	0	1	0	0
Wilmington	6	2	1	5	6	1	6	14	8	5
TOTAL	102	66	23	63	45	17	42	160	94	36
Steward Department										
Algonac	2	0	0	1	1	0	0	6	1	0
Anchorage	0	0	1	0	0	1	0	0	1	0
Baltimore	1	0	1	1	0	0	0	0	0	1
Fort Lauderdale	6	4	0	4	1	0	1	14	7	3
Guam	1	1	0	0	1	0	0	1	1	0
Harvey	2	2	0	1	1	0	0	3	1	0
Honolulu	2	3	0	5	0	0	0	8	5	0
Houston	15	6	4	8	4	1	4	31	8	5
Jacksonville	17	13	4	20	11	4	13	42	14	3
Jersey City	6	4	0	4	0	0	0	14	6	1
Joliet	0	0	0	2	1	0	2	0	0	1
Mobile	1	5	0	3	1	0	0	2	4	1
Norfolk	13	15	6	10	15	4	10	20	14	4
Oakland	13	5	0	8	3	1	3	14	8	1
Philadelphia	1	0	0	4	0	0	2	2	1	1
Piney Point	2	1	0	1	1	1	1	3	2	1
Puerto Rico	3	6	1	1	6	0	1	8	8	1
Tacoma	4	1	1	3	1	1	1	11	7	0
St. Louis	1	1	0	1	1	0	0	2	0	0
Wilmington	15	9	1	11	3	1	4	23	9	2
TOTAL	105	76	19	88	51	14	42	204	97	25
Entry Department										
Algonac	2	7	9	0	4	3	0	2	14	18
Anchorage	0	3	1	0	0	1	0	0	4	1
Baltimore	0	1	4	0	1	2	1	0	0	4
Fort Lauderdale	0	4	9	0	2	4	0	1	12	18
Guam	0	1	2	0	1	1	0	0	0	1
Harvey	0	0	2	0	0	0	0	2	2	4
Honolulu	1	4	1	1	1	6	0	1	7	7
Houston	5	15	13	2	8	4	4	5	28	30
Jacksonville	2	37	63	1	13	31	6	2	53	121
Jersey City	2	10	21	0	7	12	2	3	24	28
Joliet	0	1	0	0	1	0	0	0	0	1
Mobile	0	0	1	0	0	1	1	1	0	2
Norfolk	0	13	23	0	3	14	4	2	19	43
Oakland	0	9	13	0	5	6	2	0	9	16
Philadelphia	0	0	0	0	0	0	0	0	0	1
Piney Point	0	6	10	0	2	13	5	0	4	9
Puerto Rico	0	0	3	0	1	0	0	0	2	3
Tacoma	1	8	4	1	3	3	2	1	15	11
St. Louis	0	0	0	0	0	0	0	0	0	0
Wilmington	1	5	11	0	5	5	0	3	13	14
TOTAL	14	124	190	5	57	106	27	23	206	332
GRAND TOTAL	409	361	263	302	236	157	204	724	563	441

David Heindel, President

Augustin Tellez, Executive Vice President

Tom Orzechowski, Secretary-Treasurer

George Tricker, Vice President Contracts

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

Bryan Powell,
Vice President Lakes and Inland Waters

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

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(907) 561-4988

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625 N. York St., Houston, TX 77003
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5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

Inquiring Seafarer

This month's question was answered in late 2023 at the hiring hall in Norfolk, Virginia.

Question: What would you like to do/accomplish in 2024?



Arsenio C. Omabao Jr.
AB Maintenance

I want to continue my duties as a bosun in the SIU.



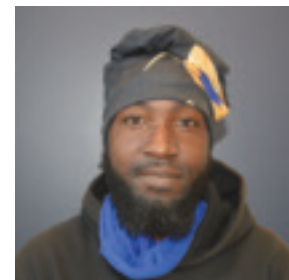
Aaron Moore
Oiler

Most importantly, I want to get my QMED certification. I want to keep moving forward.



Carl Royster
Chief Cook

I want to become a steward – a certified chief steward – and keep working.



Pinero Peek
OS

I want to make it up to becoming an officer. I want to climb the ladder.



Elias Bonefont
AB

Keep smiling. I want to stay in a positive environment.



Keith Small
Steward/Baker

My goal is to become debt-free. I also want to be better with my craft.



David King
SA

I want to become a chief cook and keep sailing.



Juditha Cuarez
SA

I would like to become a chief cook.

Pic from the Past



Pictured aboard the *LNG Libra* in 1979 are Paul Klippel, Evan Jones, Bob O'Rourke, John Hamot, Howard Webber, W. Murphy, Jeffrey Thompson and Richard Grant.

Welcome Ashore!

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

DEEP SEA

FLORITO ALEGADO

Brother Florito Alegado, 65, joined the union in 2006. He was a deck department member and first worked on the *Pride of Aloha*. Brother Alegado upgraded at the Paul Hall Center on multiple occasions. He most recently shipped on the *Horizon Spirit* and makes his home in Long Beach, California.



ANGELITO BASA

Brother Angelito Basa, 69, signed on with the Seafarers in 2006 when he sailed aboard the *North Star*. He upgraded at the union-affiliated Piney Point school on multiple occasions. Brother Basa shipped in both the deck and engine departments. He last sailed on the *Yosemite Trader* before settling in Auburn, Washington.



ALFRANCIS BAUZON

Brother Alfrancis Bauzon, 61, donned the SIU colors in 1993, initially sailing aboard the *Independence*. Brother Bauzon was a member of the steward department. He upgraded at the Paul Hall Center on multiple occasions. Brother Bauzon's last vessel was the *American Phoenix*. He calls Spring, Texas, home.



ERIC BERRY

Brother Eric Berry, 67, joined the Seafarers International Union in 2001. He first sailed aboard the *Green Point*. A deck department member, Brother Berry upgraded at the Piney Point school on several occasions. He concluded his career aboard the *El Faro* in 2009 and resides in Spring Valley, California.



JOHN BIMPONG

Brother John Bimpong, 66, became an SIU member in 1991. He worked in the engine department and first shipped on the *Sea Fox*. Brother Bimpong upgraded at the Paul Hall Center on numerous occasions. He last shipped on the *Charleston* and lives in Jacksonville, Florida.



LEANDER COLLINS

Brother Leander Collins, 66, started his career with the Seafarers International Union in 2001 and first sailed aboard the *St. Louis Express*. He upgraded at the Piney Point school on numerous occasions. Brother Collins shipped in the engine department and most recently worked on the *Cape Cortes*. He is a Houston resident.



HARRY DOWLING

Brother Harry Dowling, 66, embarked on his career with the SIU in 1991, first sailing aboard the *Sealift Indian Ocean*. Brother Dowling worked in the deck department. He last shipped on the *Maersk Alaska* and resides in Lilly, Pennsylvania.

DAVID HALIM

Brother David Halim, 65, became a member of the union in 2002 when he shipped on the *USNS Bellatrix*. He worked in the steward department and upgraded at the Paul Hall Center on several occasions. Brother Halim's final vessel was the *Yosemite Trader*. He is a Philadelphia resident.



BRENT JOHNSON

Brother Brent Johnson, 65, joined the SIU in 1987. He first shipped on the *USNS Bartlett* and sailed in the engine department. Brother Johnson upgraded on several occasions at the Piney Point school. He last sailed on the *Horizon Crusader* and makes his home in Vidalia, Georgia.



DANIEL JOHNSON

Brother Daniel Johnson, 65, began sailing with the union in 1976, initially working aboard the *Ponce*. An engine department member, he upgraded often at the Paul Hall Center. Brother Johnson's final vessel was the *Performance*. He lives in Lake City, Florida.



KEVIN KELLUM

Brother Kevin Kellum, 56, signed on with the union in 1991 when he shipped on the *USNS Capella*. He worked in the deck department and upgraded at the Piney Point school on numerous occasions. Brother Kellum most recently sailed on the *Pacific Tracker* and makes his home in Vancouver, Washington.



SI-XIN LING

Brother Si-Xin Ling, 66, joined the Seafarers in 2006, initially sailing on the *Green Cove*. Brother Ling was a member of the engine department. He last shipped on the *Cape Kennedy* and lives in Gretna, Louisiana.



SPENCER LYLE

Brother Spencer Lyle, 65, became a member of the union in 1976. He shipped in the deck department and first sailed with National Marine Service. Brother Lyle concluded his career on the *Commitment* and settled in Livingston, Texas.



JOHN MCBENTUM

Brother John McBentum, 68, began his career with the Seafarers in 2010 when he sailed aboard the *R.J. Pfeiffer*. Primarily an engine department member, he upgraded at the Paul Hall Center on multiple occasions. Brother McBentum most recently sailed aboard the *Ocean Jazz*. He calls Lake Elsinore, California, home.



ABUDULL RAHIEM

Brother Abudull Rahiem, 65, signed on with the SIU in 1980, initially sailing aboard the *Sea-Land Trader*. Brother Rahiem upgraded at the Piney Point school on multiple occasions. A steward department member, he last sailed on the *Nedlloyd Holland*. Brother Rahiem lives in Philadelphia.

LEA RAMOS MEJIA

Sister Lea Ramos Mejia, 65, donned the SIU colors in 2001. A steward department member, she initially shipped on the *Chelsea*. Sister Ramos Mejia upgraded at the Piney Point school on multiple occasions. She concluded her career aboard the *Pelican State* and resides in Houston.



MELVIN SMALLS

Brother Melvin Smalls, 67, joined the Seafarers in 2001 and first sailed aboard the *Seabulk Trader*. He upgraded at the Paul Hall Center on multiple occasions and sailed in the deck department. Brother Smalls most recently shipped on the *Hudson Express*. He makes his home in Ludowici, Georgia.



STEVEN SUESS

Brother Steven Suess, 65, started sailing with the union in 1991, initially working with Sea-Land. Brother Suess upgraded his skills at the Piney Point school in 1995. He sailed in the deck department and also worked on shore gangs. Brother Suess was last employed with Cargotec Services. He lives in Virginia Beach, Virginia.



NMU

JAMES CARSON

Brother James Carson, 66, joined the Seafarers International Union during the 2001 NMU/SIU merger. He shipped in the deck department and concluded his career with Boston Fuel Company. Brother Carson calls Portsmouth, Rhode Island, home.

Final Departures

In solemn remembrance, we honor the legacies of these union members who have crossed the final bar. May they rest in peace.

DEEP SEA

ELRICK ARCHER

Brother Elrick Archer, 63, passed away July 1. He became a member of the SIU in 2003 when he sailed aboard the *Benno C. Schmidt*. Brother Archer was a steward department member. He last shipped on the *Rio Grande Express* in 2020 and made his home in Miami.



DONALD BARNEY

Pensioner Donald Barney, 75, died November 3. He joined the union in 1979 and initially sailed aboard the *Lewis G. Harriman*. Brother Barney sailed in the deck department and concluded his career aboard the *Sam Houston*. He started collecting his pension in 2013 and was a resident of Chesapeake, Virginia.

NELSON DORADO

Pensioner Nelson Dorado, 94, passed away November 22. He began his career with the Seafarers in 1964. A deck department member, Brother Dorado first sailed aboard the *Duval*. He last sailed on the *Stonewall Jackson* before going on pension in 1995. Brother Dorado lived in Metairie, Louisiana.



GERALD FREEMAN

Brother Gerald Freeman, 65, died October 2. He signed on with the Seafarers International Union in 1987 when he sailed aboard the *USNS Chauvenet*. Brother Freeman worked in the deck department, most recently aboard the *Ocean Freedom*. He resided in Las Vegas.



YEN HUEY

Brother Yen Huey, 87, has passed away. He joined the SIU in 1979 and first shipped on the *Maunawili*. Brother Huey sailed in the steward department. He last shipped on the *President Truman* and made his home in San Francisco.

JACK JOHNSON

Pensioner Jack Johnson, 84, died November 9. He began his career with the Seafarers in 1967 when he sailed on a Seatrain Lines vessel. Brother Johnson sailed in the engine department member and also worked on shore gangs. He began collecting his pension in 1992 and resided in Golden Valley, Arizona.



HOWARD KNOX

Pensioner Howard Knox, 88, passed away November 27. He donned the SIU colors in 1964. A deck department member, Brother Knox first shipped on a Victory Carriers vessel. He concluded his career aboard the *Cape Lobos* and became a pensioner in 1998. Brother Knox lived in Corona, New York.

JOE MARTIN

Pensioner Joe Martin, 78, died November 9. He became a member of the SIU in 1965. Brother Martin's first ship was the *Erna Elizabeth*. He worked in the engine department and retired in 2010 after concluding his career aboard his final vessel, the *Benavidez*. Brother Martin resided in Mobile, Alabama.



MICHAEL MOORE

Brother Michael Moore, 65, passed away October 19. He signed on with the Seafarers International Union in 2001 and first sailed aboard the *Prince William Sound*. Brother Moore sailed in the deck department. He last shipped on the *Alaskan Explorer* and lived in Elizabeth City, North Carolina.



CARL TEBELL

Pensioner Carl Tebell, 90, passed away November 26. He joined the union in 1979, initially sailing aboard the *President Taft*. Brother Tebell sailed in the steward department and concluded his career aboard the *Columbia*. He started collecting his pension in 1987 and was a San Francisco resident.

JEFFREY WISE

Brother Jeffrey Wise, 63, died August 7. He became a member of the SIU in 2000 and first sailed aboard the *USNS Invincible*. Brother Wise worked in the engine department and last sailed aboard the *USNS Able*. He resided in Virginia Beach, Virginia.



GREAT LAKES

KENNETH DYKSTRA

Pensioner Kenneth Dykstra, 93, passed away October 15. He signed on with the Seafarers in 1968. Brother Dykstra was a deck department member, and started and ended his career with Arnold Transit Company. He went on pension in 1995 and made his home in Boyne City, Michigan.



INLAND

ANTONIO COLON

Pensioner Antonio Colon, 79, died November 17. He started sailing with the SIU in 1976. Brother Colon worked in the deck department and shipped with Crowley Puerto Rico Services for most of his career. He retired in 2001 and lived in Santa Isabel, Puerto Rico.



WILLIAM DUNNEY

Brother William Dunney, 69, passed away July 11. He joined the SIU in 1997 when he worked with OSG Ship Management. Brother Dunney sailed in the deck department. He last shipped on the *Commitment* and made his home in Murrieta, California.



JESSE GARDNER

Pensioner Jesse Gardner, 92, died November 14. A deck department member, he signed on with the union in 1978. Brother Gardner sailed with Express Marine for the duration of his career. He became a pensioner in 2002 and lived in New Bern, North Carolina.



PAUL MUTTA

Brother Paul Mutta, 57, has passed away. He began sailing with the Seafarers in 2007 and worked in the engine department. Brother Mutta was employed with Allied Transportation for his entire career. He called Camden, North Carolina, home.



SIDNEY POIRRIER

Pensioner Sidney Poirrier, 67, died November 16. He joined the union in 1976 when he worked with Crescent Towing and Salvage. Brother Poirrier was a deck department member and remained with the same company until his retirement in 2011. Brother Poirrier resided in Covington, Louisiana.

JOHN REBER

Pensioner John Reber, 81, passed away November 11. He began sailing with the Seafarers in 1992. Brother Reber worked in the engine department. He was employed with Allied Transportation for the duration of his career. Brother Reber became a pensioner in 2011 and called Wanchese, North Carolina, home.



NMU

CHEW WAH

Pensioner Chew Wah, 102, passed away November 14. He began sailing in the early 1940s. An engine department member, Brother Wah worked with Moore-McCormick Lines for most of his career. He retired in 1986 and made his home in Brooklyn, New York.



HERSCHEL WILLIAMS

Pensioner Herschel Williams, 90, passed away September 19. Brother Williams sailed in the steward department. He last shipped aboard the *Baltimore Trader* before becoming a pensioner in 1996. Brother Williams resided in Jacksonville, Florida.

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 HARTFORD (Maersk Line, Limited) October 1 – **Chairman Arsenio Obenza**, Educational Director **Cirico Geonanga**, Engine Delegate **Joshua Glancy**, Steward Delegate **Christopher Coston**. Chairman thanked everyone for a safe trip. He reminded members to leave clean rooms for onboarding crew. Chairman suggested updating credentials six months in advance and to have all paperwork ready upon arrival at the hall. Educational director encouraged members to upgrade their skills at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Ship in need of new washing machine and dryer. Crew remained alert and accountable during trip.

LIBERTY PROMISE (Liberty Maritime Corp.), October 11 – Chairman **William Barrett**. Educational director recommended members upgrade at the union-affiliated Piney Point school. No beefs or disputed OT reported. Members requested new mattresses, TVs and DVD players in all rooms as well as a new refrigerator. Crew motioned to increase vacation to 30 for 30 for all A-books and asked for 100% dental coverage for members and their dependents. Next port: Port Hueneme, California.

MAERSK KINLOSS (Maersk Line, Limited), October 27 – Chairman **Rufino Giray**, Secretary **Kenneth Hagan**, Deck Delegate **Edgardo Martinez-Espada**, Engine Delegate **Anatoli Vetsinov**, Steward Dele-

gate **William Fortner**. Payoff at sea scheduled for October 31. Chairman advised members to update union dues with patrolman to avoid falling behind and not qualifying for full benefits. He suggested obtaining updated forms for shipping and benefits. Educational director urged crew to upgrade at the Paull Hall Center for Maritime Training and Education, located in Piney Point, Maryland. No beefs or disputed OT reported. Members discussed various ideas pertaining to benefits. Crew would like eligibility requirement for medical benefits to return to 125 per year and one day in last 6 months. Members asked for raises to all pensions, 20 for 30 vacation and increases in steward department pay. Next port: Newark, New Jersey.

AMERICAN PHOENIX (Phoenix Crew Management), November 5 – Chairman **Charles Hill**, Educational Director **Michael Blue**. Crew voiced concerns with ship captain and his comments on their work performance. Members noted lack of compensation for overtime worked beyond four hours, per deck delegate. No beefs or disputed OT reported. Crew would like refrigerators in their rooms. Members asked for 15 for 30 vacation and an updated contract with Phoenix Crew Management.

MAERSK SENTOSA (Maersk Line, Limited), November 12 – Chairman **Rolando Guity**, Secretary **Charles Brooks**, Educational Director **Wordell Prescott**. Educational director reminded members to up-

grade at the Piney Point school. No beefs or disputed OT reported. Members requested 30 for 30 vacation.

GOODWILL (Chesapeake Crewing, LLC), December 10 – Chairman **Ronnie Rodriguez**, Educational Director **Christopher Edwards**. Members would like contracts to include penalty pay for various tasks. Crew requested refrigerators and TVs for all unlicensed living quarters, as well as additional entertainment resources. Members asked to be compensated for sailing four days without accessible hot water due to pipe leak on B-deck. Working TV has been acquired in crew lounge and a new washer for B-deck crew is to be installed.

ANCHORAGE (Horizon Lines, LLC), December 17 – Chairman **Shawn Strand**, Secretary **Amanda Suncin**, Educational Director **Mark Campbell**. Chairman encouraged members to continue working safely. Secretary advised crew to keep up to date on documents. Educational director reminded members to keep upgrading at the SIU-affiliated Paul Hall Center in Maryland. No beefs or disputed OT reported. Crew requested microwaves in rooms. Members asked for raises in safety shoe allowances and a raise in vacation days. Next port: Tacoma, Washington.

NATIONAL GLORY (Intrepid Personnel & Provisioning), December 10 – Chairman **Joseph White**, Secretary **Lionel Packnett**, Edu-

cational Director **Linarys Castillo Ortiz**, Deck Delegate **Roger Utter**, Steward Delegate **Esperanza Crespo-Guillen**. Members were pleased to have Starlink internet service and highly recommended it for all ships. Chairman praised entire crew for working well with one another and keeping common areas clean. A vote of thanks was given to steward department for a job well done. Secretary gave special thanks to deck department for handling sanitary work. Educational director advised crew to upgrade at the Piney Point school to secure better pay. No beefs or disputed OT reported. Members asked for clarification on safety shoe reimbursement and tour rotation for B-books. Crew thanked electrician for keeping washers and dryers working. Next port: Houston.

HORIZON SPIRIT (Sunrise Operations), December 24 – Chairman **Jovan Williams**, Secretary **Marcelo Param**, Educational Director **David Watkins**, Deck Delegate **Emmanuel Buyer**. Ship still without internet or cable service. Chairman encouraged members to recruit family and friends to become Seafarers. He asked for their continued patience when waiting for reliefs and to make sure rooms are clean upon departure. Chairman commended steward department for their hard work making sure members eat well every day. Secretary thanked crew for good housekeeping. OT was cut in the deck department, while other departments remain eligible. Members requested new furniture and chairs in crew mess.

Know Your Rights

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

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

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

receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

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

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

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

2024 Tax Tips for Seafarers

Following are some of the changes that took effect in 2023, along with provisions that remain in effect from prior years. For a more complete look at what's changed in 2023, please visit www.irs.gov before filing your return.

Tax Legislation Updates & Considerations

The following is a list of tax legislation and considerations affecting the current and future tax years as noted.

- **The Tax Cuts and Job Act (TCJA):** The Tax Cuts and Job Act (TCJA) was enacted on December 22, 2017. Described as the largest major tax reform in over three decades, the TCJA contains a host of tax provisions that impact individuals and businesses.

- **The Taxpayer Certainty and Disaster Tax Relief Act (Tax Extenders Act):** The Relief Act, as part of the Consolidated Appropriations Act, 2021 was signed by then President Trump on December 27, 2020, extending several tax provisions that were set to expire.

- **The Setting Every Community Up for Retirement Enhancement Act (SECURE Act):** The SECURE Act was signed into law by then President Trump on December 20, 2019 significantly modifying many requirements for employer-provided retirement plans, individual retirement accounts (IRAs), and other tax-favored savings accounts. While some of the modifications went into effect retroactively or upon enactment (December 20, 2019), many of them carry future effective dates.

- **The Coronavirus Aid, Relief, and Economic Security Act (CARES Act):** The CARES Act is a \$2.2 trillion economic stimulus bill that was signed into law by then President Trump on March 27, 2020 in response to economic fallout of the COVID-19 pandemic. Provisions in the Act were enhanced and expanded by the recent signing of the Consolidated Appropriations Act, 2021.

- **American Rescue Plan Act of 2021:** In response to the ongoing COVID-19 pandemic, the ARPA was signed by President Biden on March 11, 2021 to deliver taxpayers immediate and direct relief from related hardship. The ARPA provided for additional Economic Impact Payments (stimulus checks), advanced payments of the Child Tax Credit, housing assistance, and other employment-related relief.

- **Inflation Reduction Act of 2022:** The Biden administration's Inflation Reduction Act was signed into law in August 2022, providing numerous tax credits related to green energy.

- **Consolidated Appropriations Act, 2023 (CAA):** This act was signed into law December 29, 2022. The act expanded existing automatic enrollment programs, enhanced various retirement saving credits, modified RMD (required minimal distribution) that will help retirees with plan selection and decision making.

Due Date of Returns

File a 2023 Form 1040 and pay any tax due by April 15, 2024. An automatic 6-month extension of time to file the return can be made by filing Form 4868 and paying an estimate of tax owed to avoid penalties and interest. Then, file Form 1040 by October 15, 2024.

Where to Get IRS Information

General Information: 1-800-829-1040 may be called for general information between 7am-7pm your local time.

Online: Access the IRS website at www.irs.gov to download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator; check the status of your refund; send the IRS

comments or requests for help via email; and sign up to receive local and national tax news by email.

Telephone Help: The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered. The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat the topic and the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund. This telephone service is available 24 hours a day, 7 days a week.

Walk-In Help: IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone.

Send IRS Written Questions: Written questions regarding tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

Publications: Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

For more information, or to file online,
scan this code



2024 SEAFARERS HEALTH AND BENEFITS PLAN SCHOLARSHIP PROGRAM

Scholarships totaling \$132,000 are available under the 2024 Seafarers Health and Benefits Plan Scholarship Program. The grants are available to Seafarers and their dependents looking to continue their education. Allocations for each category will be as follows:

SEAFARERS SCHOLARSHIPS

Three scholarships designated for active Seafarers:

- One \$20,000 offering for a four-year course of study at an accredited college or university
- Two scholarships (\$6,000 each) for Seafarers interested in pursuing two-year courses of study at a community college or vocational school



DEPENDENTS SCHOLARSHIPS

Five scholarships designated for dependents:

- A total of five scholarships, each worth \$20,000, are being offered to dependents (spouses included) to attend four-year courses of study at accredited colleges or universities. Dependents and spouses of active as well as retired Seafarers may apply.

To take advantage of these opportunities, visit seafarers.org, go to the Benefits menu, open the "Core Plus and Core Benefits" section, scroll to "Applications and Forms," and select "Scholarship Application" to download a fillable PDF version of the application. Email scholarship@seafarers.org for assistance or additional information.

Paul Hall Center Upgrading Course Dates

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

Latest Course Dates



Title of Course	Start Date	Date of Completion
DECK DEPARTMENT UPGRADING COURSES		

Lifeboatman/Water Survival	March 18	March 29
Able Seafarer - Deck	March 11 May 6 July 8	March 29 May 24 July 26
Fast Rescue Boat	August 19	August 23
Adv. Shiphandling	August 26	September 6
Adv. Meteorology	September 16	September 20
Search and Rescue Mgmt Level	September 23	September 25

ENGINE DEPARTMENT UPGRADING COURSES

FOWT	March 11	March 29
Marine Electrician	April 22	May 24
Marine Refer Tech	March 11	April 19
Adv. Refer Containers	May 6 August 26	May 17 September 6
Machinist	April 29	May 10
Pumpman	April 22	April 26
Welding	March 4 April 8 June 3	March 22 April 26 June 21

STEWARD DEPARTMENT UPGRADING COURSES

Certified Chief Cook	March 18	April 19
	April 29	May 31
	June 10	July 12

Title of Course	Start Date	Date of Completion
STEWARD DEPARTMENT UPGRADING COURSES		

ServSafe Management	March 11	March 15
	April 22	April 26
	June 3	June 7
Advanced Galley Ops	March 18 June 3	April 12 June 28
Chief Steward	April 22 July 15	May 17 August 8

SAFETY/OPEN UPGRADING COURSES

Basic Training Revalidation	March 4	March 4
	March 8	March 8
	March 18	March 18
	March 22	March 22
	April 5	April 5
	April 22	April 22
	April 26	April 26

Basic Training/Adv. FF Revalidation	June 3	June 7
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Government Vessels	March 4	March 8
	March 25	March 29
	April 22	April 26
	May 13	May 17
	June 10	June 14
	June 24	June 28

Tank Ship Familiarization - DL (PIC)	April 15	April 19
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Tank Ship Familiarization - DL	April 22	April 26
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Tank Ship Familiarization - LG	April 29	May 3
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MSC Storekeeper Basic	August 12	August 30
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MSC Supply Configuration Mgmt	September 2	September 13
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MSC Ship Clip	September 16	September 27
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UPGRADING APPLICATION

Name _____
 Address _____
 Telephone (Home) _____ (Cell) _____
 Date of Birth _____

☐ Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member

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

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

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

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

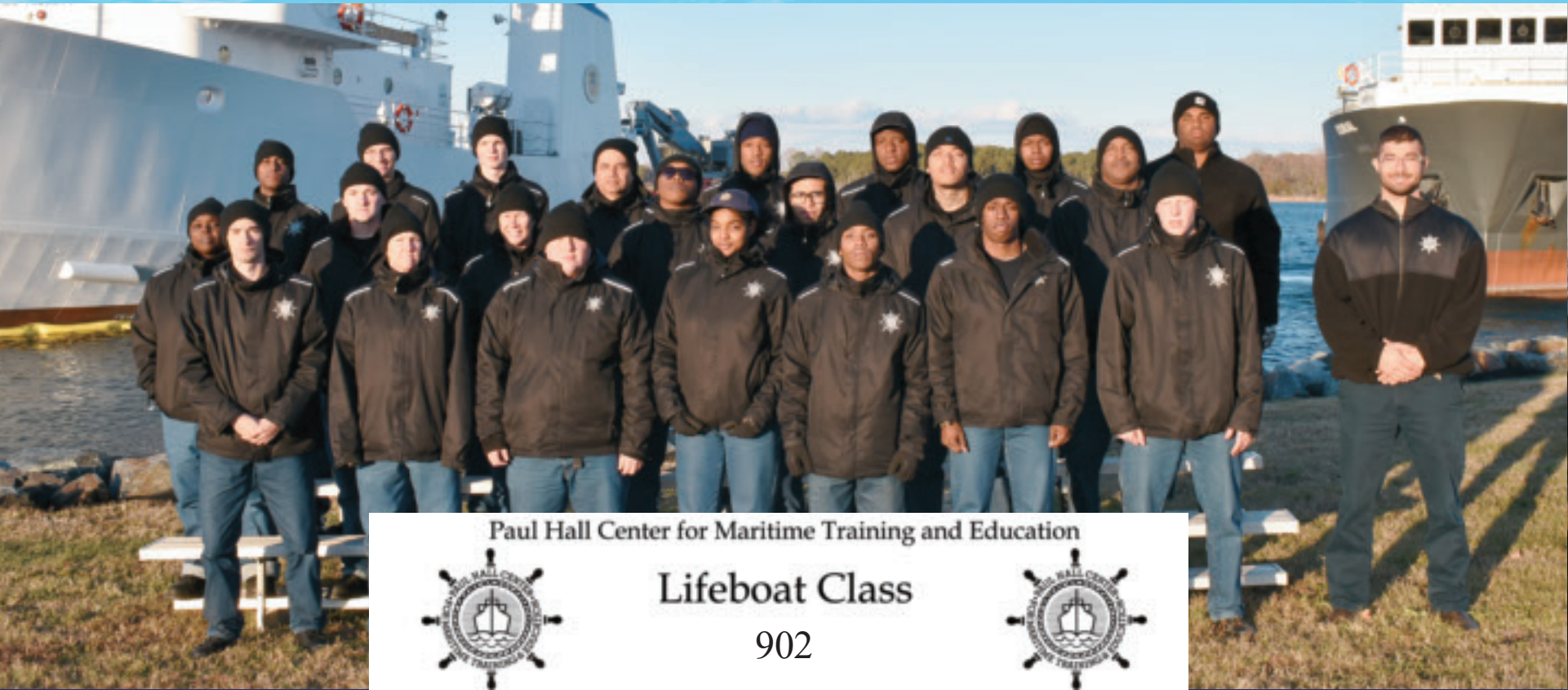
COURSE	START DATE	DATE OF COMPLETION

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

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

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

Paul Hall Center Class Photos



APPRENTICE WATER SURVIVAL CLASS #902 – Graduated December 1 (above, in alphabetical order): Bryden Beadle, Erika Bond, Esteban Geronimo Cisneros-Trevino, Tomas Clarkson, Jahari Amir Collier Watts, Wahid Dickey, Elliot Dietrich, Austin Driggers, Diamond Jackson, Suneih Land, Kenyatta Mabine, Marlon Pamplona, Denise Parker, Chelan Peterson, Malik Rainey, Maurice Roberts Jr., Gary Rushing Jr., Lashawn Scott, Syncere Swinson, Nature Torrey, Benjamin Wilkinson and Zamariya Wilson. Instructor Charles Noell III is at far right.



CERTIFIED CHIEF COOK (MODULE #4) – Graduated December 29 (both photos directly above, in alphabetical order): Garry Bourgeois Jr., Zion Bradford, Bernardo Mozo Celi, Nikia Cooper, Gregory Davis, Clare Kaleleiki, Joshua Moore, Thaisha Morris, Arthur Sison and Khaled Mohamed Yahia.



CHIEF STEWARD – Graduated December 8 (above, in alphabetical order): Dylan Faile, Todd Gallagher, Shadonna Jones, Nicoll Quinones-Rodriguez and Ricky Enriquez Sencida. (Note: Not all are pictured)

Paul Hall Center Class Photos



JUNIOR ENGINEER – Graduated December 15 (above, in alphabetical order): Kyree Carter, Akim Davis-Griffin, Lesther Jesus Gonzalez, Cody Higgs, Quinton Sashington, Randy Slue, Daniel Ursitti, Joel Williams and Sean Wilson. Instructor Christopher Morgan is at left.



TANK SHIP FAMILIARIZATION LG – Graduated December 15 (above, in alphabetical order): Miguel Angel Abad, Donald Appu, Etrenda Badger, Billy Joel Burgos-Burgos, Reynoldo Bush, Guy Butler Jr., Glenn Christianson, Anthony Creer, Vannessa Curd, George Fababier, Tracey Manuel, Brian Marcus, Pedro Sadrac Maysonet Gonzalez, Esstonia Moore, Tonesha Odoms, Adrian Schubert, Oscar Vencer III, Thomas Williams and Derek Willis.



RFPNW – Graduated December 5: Jon Erichsen.

SEAFARERS LOG

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

‘Making Genuine Connections’

Editor’s note: Longtime readers may recall that the LOG publishes annual coverage of the union’s participation in Santa’s Castle, a philanthropic project based in the Pacific Northwest. We’re taking a slightly different approach this time, in the form of a first-person account from SIU Assistant Vice President Joe Vincenzo, who spearheaded the union’s outreach from the start. During the most recent endeavor, the SIU generated nearly \$8,000 worth of gifts for military families.

Early in 2007, I sat down with then-Administrative Assistant Brenda Flesner, Patrolman Ryan Palmer and our man of many hats Jim Ott, God rest his soul. As the new port agent, I asked what we were going to do both to provide an opportunity for Tacoma members to shine in the community and to make genuine connections with local organizations and residents.

The two ideas that pulled on our heartstrings the most were Toys For Tots, and Paint Tacoma Pierce Beautiful. (Paint Tacoma is a story for another edition.) We partnered with Toys For Tots for three years before reaching out to Santa’s Castle, with whom we have worked now for some 14 years and going strong, with a running total donation well north of \$100,000. Toys For Tots is a worthy program that serves the general public. Santa’s Castle serves exclusively our war fighters and peace keepers, which dovetails with the SIU’s mission as the Fourth Arm of Defense. It was with this in mind that we shifted to Santa’s Castle.

With the blessing of the SIU Executive Board and their charitable giving, Seafarers have never come up short in their generosity. (I remember one year when the union hall was burgled and toys were stolen. SIU Executive Vice President Augie Tellez and then-Secretary-Treasurer David Heindel both pitched in to make up the difference.) Santa’s Castle has proven to be “all hands” each and every year, including retired Seafarers. Year after year, the likes of Seafarers Dana Cella, Shawn Fujiwara, Terry White, Tommy Belvin and others continue to bring in toys, attend the annual holiday luncheon in connection with the toy drive and even help set up and man the serving line.

At the start of it all, I got some of the best advice that a green port agent could have received. SIU Vice President West Coast Nick Marrone told me at the outset to show them who you are. He said that you cannot tell them; but rather, you must show them. I think of the motto, “Acta Non-Verba,” an appropriate mantra for this lot of Seafarers who would come together as a family from all walks of life, ethnicities and religious affiliations, especially at this time of year. Next year will be Santa Castle’s thirtieth year serving the men and women in uniform at Joint Base Lewis-McChord and beyond, and it will mark the SIU’s fifteenth year as their partners. As always, I know we will rise to the occasion.



SIU-contracted companies regularly team up with the union for Santa’s Castle, and that was the case again late last year. Pictured at the Tacoma hall are Crowley Marine Personnel Director John Woodcock (left) and SIU Port Agent Warren Asp.



Oiler Zachary Parker (left) and SA Thomas Curley help load some of the donations for delivery to Santa’s Castle.



SA Orlando Makiling (left) and Chief Cook Raul Ventanilla volunteer for the project.



Supporting the mission are (from left) Recertified Bosuns Modesto Rabena and LBJ Tanoa.



This year’s SIU donations had a dollar value of nearly \$8,000. Rounding up some of the goodies are (from left) SIU Asst. VP Joe Vincenzo, QMED Dennison Forsman, SIU Port Agent Warren Asp, Oiler Zachary Parker, and Santa’s Castle President Donna Handoe.



Guests at the Tacoma hall enjoy the holiday buffet that coincides with the most recent Santa’s Castle outreach.

