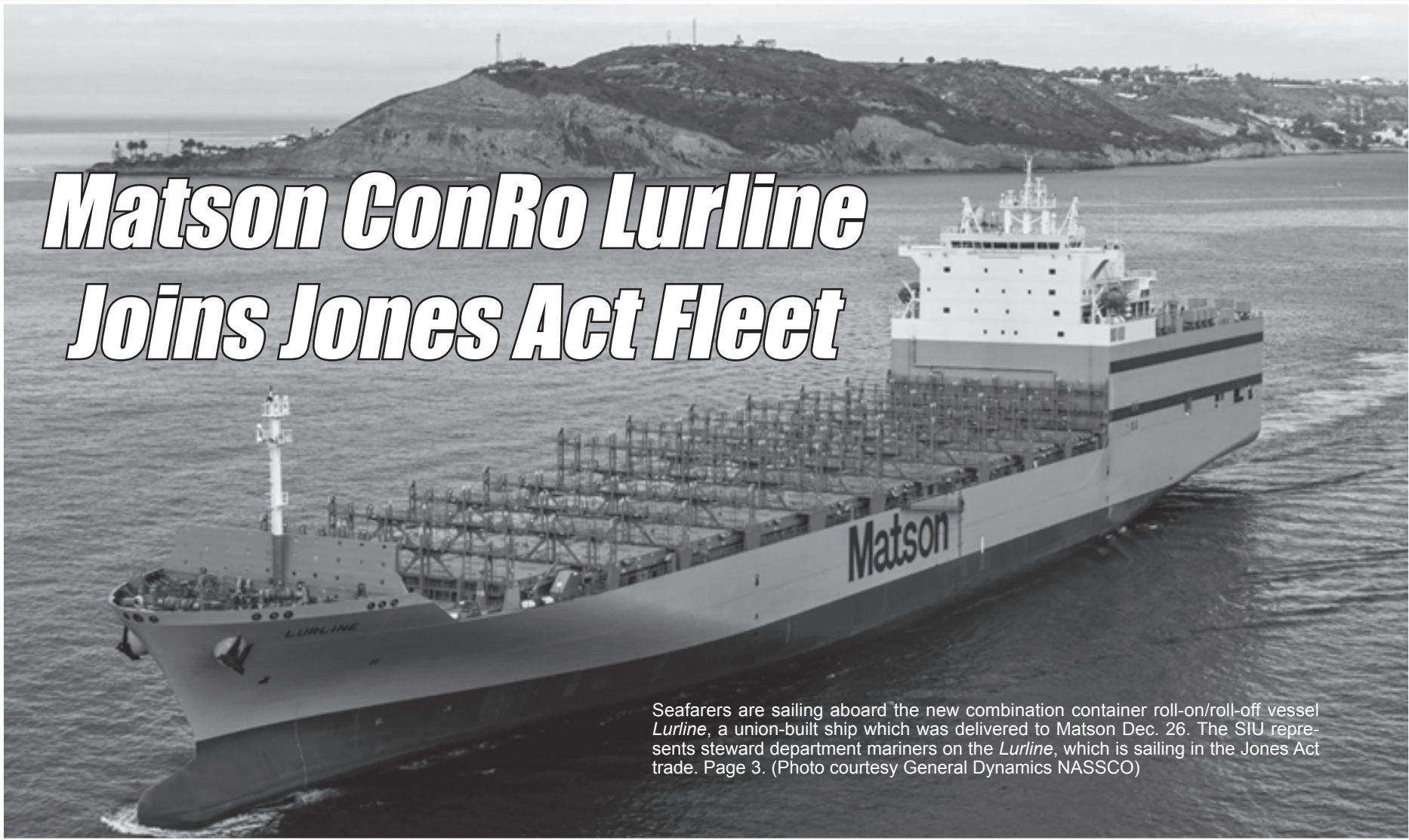


SEAFARERS LOG

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



Matson ConRo Lurline Joins Jones Act Fleet

Seafarers are sailing aboard the new combination container roll-on/roll-off vessel *Lurline*, a union-built ship which was delivered to Matson Dec. 26. The SIU represents steward department mariners on the *Lurline*, which is sailing in the Jones Act trade. Page 3. (Photo courtesy General Dynamics NASSCO)

Relief Supplies Donated, Shipped to Puerto Rico



Initial relief supplies for Puerto Rico were loaded aboard the SIU-crewed Crowley vessel *Taino* on Jan. 14 in Jacksonville, Florida. Donations came in through the hiring hall, while Crowley donated use and transport of the 20-foot container. The relief items, including pallets of water, were delivered later in the week as the territory dealt with damage from recent earthquakes. As noted by SIU Asst. VP Kris Hopkins, "This is a team effort between the union, Crowley and the Greater South Florida Maritime Trades Council (part of the Maritime Trades Department)." Pictured aboard the *Taino* are (from left) Recertified Bosun Donley Johnson, ABM Juan Negrón, QMED Sherrod Frazier, SIU Jacksonville Port Agent Ashley Nelson, AB Sonny Perez, QEE Carlos Parrilla and ABM Arthur Patterson.

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President's Report

Generosity of Seafarers Continues

Our members individually and our union as a whole regularly step up to assist others, and such behavior once again proved evident during the holidays and into the early part of the new year.

Most recently, Seafarers teamed up with one of our contracted operators (Crowley Maritime) and the Greater South Florida Maritime Trades Council (part of the Maritime Trades Department) for donations and shipments of relief supplies to Puerto Rico. This will not be a one-time outreach by the SIU as the territory recovers from yet another natural disaster (in this case, earthquakes). As we showed following Hurricane Maria in 2017, we will do everything possible to help our Puerto Rican brothers and sisters rebuild and recover.



Michael Sacco

Leading up to Christmas, the SIU also participated in traditional community outreach from coast to coast. As reported elsewhere in this edition, those activities included toy drives in Tacoma, Washington; Jersey City, New Jersey; and Fort Lauderdale, Florida. The Tacoma project directly benefits U.S. military families, and it's something we've done since 2007.

All of those efforts are done from the heart. We are part of the community wherever we live and work, and we're happy to provide a boost to others, whether it involves a simple donation or something far more complex, like our annual participation in "Paint Tacoma Beautiful" during the summer. It's who we are.

New Tonnage

Something else that hasn't changed is the influx of new tonnage to the American-flag fleet. At press time, the SIU welcomed the reflagging of the tanker *Maersk Misaki* under the Stars and Stripes. A few weeks earlier, Matson took delivery of its brand new union-built *ConRo Lurline*.

These developments followed the flag-ins of the Marine Personnel and Provisioning containership *Rio Grande Express* and three car carriers operated by TOTE for American Roll-on/Roll-Off Carrier.

And in case you missed our "decade in review" coverage, it's worth repeating that in the past 10 years, the SIU welcomed well over 100 new ships, tugs, ferries and other vessels. Some were brand new, some were flag-ins, and they landed in different segments of our fleet (deep sea, inland, Great Lakes). But they all signify jobs and job security for SIU members.

Election Day

Whether you can't get enough political news or you've tried to unplug or you're somewhere in between, you undoubtedly know that 2020 is an election year. As always, the race for the White House will get most of the headlines, but there are also 35 Senate seats up for grabs (counting two special elections), and of course all of the positions in the House are on the ballot every two years. States will conduct legislative elections and 11 of them will elect governors. And then there are all sorts of local races.

As always, I encourage all Seafarers to support pro-maritime, pro-worker candidates, regardless of political party. Make sure you're registered to vote, attend your union meetings, and keep an eye on the *LOG* and on our website. At minimum, we'll have information about SIU-backed candidates available at the hiring halls. (This is also an election year for the SIU, and I encourage you to exercise your right to cast a ballot. Future editions of the *LOG* will contain voting procedures and eligibility rules.)

You all understand that our industry is heavily regulated, and we depend on political backing for survival. With that in mind, if you can spare the time, please pitch in however possible – block walks, phone banks, handing out leaflets, etc. If you haven't heard from your hall as Election Day nears, check with them.

It's also important to contribute to SPAD, the SIU's voluntary political action fund. SPAD helps us help you.

Fourth Arm of Defense Ready

Although tensions in the Middle East have de-escalated as of this writing, I know that all of our crews sailing overseas are staying alert and ready while maintaining their usual professionalism. This is particularly important in light of a mid-January safety bulletin from the U.S. Maritime Administration for commercial ships in the Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Red Sea, Gulf of Aden and Indian Ocean.

We are working with our contracted operators and with the Military Sealift Command to help ensure prompt communications, maximum safety and full preparedness in any circumstance. Meanwhile, I salute our Seafarers for staying focused on the tasks at hand.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



The *Maersk Kinloss* deck crew includes, from left to right: AB Khaled Mohamed, AB John Worae, AB Tino Guity, Recertified Bosun Rufino Giray and AB Celso Zuniga Sr.

Maersk Kinloss Rescues 3

Though not meant as a holiday gift, the selflessness of the SIU-crewed *Maersk Kinloss* was gratefully received by three adrift individuals one week before Christmas.

On Dec. 18, the *Kinloss* rescued three fishermen who had been adrift in what appeared to be a large plastic septic tank. They had been clinging to life for almost three weeks in the Arabian Sea following the loss of their fishing boat.

The rescue began after dinner, a few hours before the crew was set to maneuver into Salalah, Oman. The bridge crew spotted the floating tank after one of the stranded fishermen managed to attract their attention with a flashlight. The crew of the *Kinloss* mobilized to rescue the fishermen before their makeshift vessel capsized.

"I got called by the captain and got down to the gangway," said Recertified Bosun **Rufino Giray**. "We saw the plastic canister they were riding.... I rigged the port-side ladder and was in the front of the line to pick them up."

The SIU members aboard the *Kinloss* included Bosun Giray, ABs **David Fridstrom**, **Tino Guity**, **Khaled Mohamed**, **Miguelito Salada**, **John Worae** and **Celso Zuniga**, QE4 **Cirico Geonanga**, QEE **Julian Avila**, GUDE **Solomon Godwin**, Steward/Baker **Caesar Mercado**, Chief Cook **Gertrudis Arzu** and SA **Melvin Ellis**.

The containership's owner and operating company, SIU-contracted Maersk Line, Limited (MLL), informed U.S. Navy Central Command it had rescued the men, who'd been stranded at sea for weeks, according to a Navy news release.

"The rescue," the statement reads, "is an example of professional mariners rendering assistance to others in distress at sea, a responsibility and mis-

sion that we in the U.S. Navy share and take very seriously."

The vessel's captain noted that the crew of the *Kinloss* had just practiced a man-overboard/Williamson turn as part of a drill two days before. That refresher came in handy and the crew managed to maneuver the vessel within a few meters of the floating tank as several engineers joined the rescue team on deck.

A life ring was deployed and the fishermen were able to climb the pilot ladder with some assistance. The tank capsized during the rescue, but all three fishermen were successfully rescued. They were medically treated, clothed and fed, and later transferred to the Omani Coast Guard.

MLL Vice President of Labor and Marine Standards Ed Hanley stated, "Rendering assistance to save lives if possible is not only international law and custom of the sea, but it is also the right thing to do. 'Sadly, the Iranians said that in the course of being adrift over 19 days, several other ships had stopped, provided them with food and water, but refused to take them aboard. Whether this was to avoid the cost of delays associated with rescue efforts or for other reasons, we can never know.'"

Giray concluded, "Helping other people at sea when they get stranded is important. When I saw their faces, they knelt down on deck and were obviously really happy they were still alive. Nineteen days at sea in those conditions is not fun at all.... The ABs that I was working with, they're professional and they were a big help."

He also credited the training he received at the SIU-affiliated Paul Hall Center for Maritime Training and Education as being a key component to the success of the rescue.

SIU Jobs Secure in ATC Sale

Seafarers-contracted Overseas Shipholding Group (OSG) in late December announced an agreement to purchase three U.S.-flagged crude oil carrier vessels operated by Alaska Tanker Company LLC (ATC). OSG is a founding member of ATC with an existing 37.5% ownership interest. As part of the above transaction, OSG will also acquire the remaining 62.5% interest of ATC that it does not own. Completion of the transaction is subject to approval of the U.S.



Maritime Administration, U.S. Coast Guard and other regulatory agencies. ATC is an SIU-contracted business and all SIU shipboard jobs will be maintained as ATC becomes a wholly owned subsidiary of OSG. The three operating vessels affected, all of which sail in the Jones Act trade, are the *Alaskan Legend*, *Alaskan Navigator* and *Alaskan Explorer* (pictured late last year at the end of a scheduled shipyard period in Singapore). A fourth vessel, the *Alaska Frontier*, currently in lay-up in Malaysia, is not included in the transaction announced in December.

Congress Extends U.S. Maritime Security Program

2019 Ends with Flurry of Legislative Victories for Industry

Before members of Congress left Washington late last year to head home for the holidays, the House and Senate both passed major spending bills, which were signed by President Trump, that contain significant wins for the U.S.-flag maritime industry.

Within the National Defense Authorization Act (NDAA) for fiscal year 2020 was an SIU-backed component extending the Maritime Security Program (MSP) by 10 years, through fiscal year 2035. Additionally, the MSP stipend was boosted to \$5.3 million per vessel beginning in 2022, followed by gradual increases to \$6.8 million in 2032.

Enacted in 1996, the MSP ensures that the Defense Department has access to a fleet of U.S.-crewed, U.S.-flagged, militarily useful vessels in times of war or national emergency. In exchange, U.S.-flag companies whose ships are enrolled in the program receive an annual stipend. The MSP and its related Voluntary Intermodal Sealift Agreement have saved the federal government billions of dollars that would be needed to replicate its efforts.

Sixty ships currently are included in the MSP, and Congress still must approve the stipends annually.

Moreover, the NDAA authorized an MSP-like cable ship program beginning in fiscal year 2021. It provides a \$5 million per-vessel stipend for two privately owned cable installation vessels.

A program involving U.S.-flag tankers also may be on the horizon thanks to the recently enacted legislation. The Defense bill mandates a report on American-flag

tanker vessel capacity from the Secretary of Defense. The report will be created in conjunction with the Secretary of Transportation.

Also within the NDAA is language aimed at making the transition from the U.S. Coast Guard to the U.S. Merchant Marine easier. It includes a study on the availability of Jones Act vessels for offshore wind farm work.

A second and much larger appro-

more than \$75 million for the construction of a new larger lock within the Soo Locks system between Lake Superior and the rest of the Great Lakes.

Presently, only one of the three operational locks – the Poe Lock – can handle the longest thousand-footers that ply the Lakes. Maritime and business experts have conjectured for years that if the Poe Lock (built in 1968) ever became disabled for an extended time during the sailing

season, it could lead to an economic disaster for that U.S.-Canadian area.

The Lake Carriers' Association, which represents the U.S.-flag Great Lakes fleet, reported the Soo Locks is responsible for 87,000 American jobs, paying \$6.4 billion in salaries and generating \$17.4 billion in economic activity in the U.S.

Complementing the new resources will be \$52 million provided by the state of Michigan in 2018 as well as \$32 million from the U.S. Army Corps of Engineers 2019 discretionary work funds.

Jim Weakley, president of the asso-

ciation, stated, "These funds will lay the groundwork for the next big step – the construction of the lock chamber. With continued efficient funding, the construction of the new lock could be complete in as little as seven years."

Congress authorized construction of a new lock in 1986, but funding was never granted. In 2015, the Department of Homeland Security pointed out a 2007 Army Corps of Engineers study stating there was no need for a second Poe-sized lock contained flawed data.

In addition, the appropriations legisla-

tion had good news for many unions. It repealed the so-called "Cadillac" tax on quality health care coverage that could have adversely affected millions of union members and their families. It also provided funding for the American Miners Act that secures the pensions and health care for thousands of Mine Workers and their families.

"What we and the rest of maritime labor were able to accomplish in 2019 is nothing short of incredible," said Brian Schoeneman, the SIU's Political and Legislative Director. "In a year where everyone has been complaining about gridlock, and with Democrats and Republicans fighting on almost every issue, we were able to get significant victories that provide job security and stability for our membership and keep America safe. These wins demonstrate that the SIU's bipartisan approach, made possible through the membership's support for SPAD, can get things done even in the toughest political environments."

"What we and the rest of maritime labor were able to accomplish in 2019 is nothing short of incredible. In a year where everyone has been complaining about gridlock, and with Democrats and Republicans fighting on almost every issue, we were able to get significant victories that provide job security and stability for our membership and keep America safe ..." - Brian Schoeneman, SIU Political and Legislative Director

priations bill (which covers the federal government through September 2020) reauthorized the U.S. Export-Import Bank for seven years. Cargo generated by Ex-Im Bank funds must be moved overseas on U.S.-crewed, U.S.-flagged vessels. It permitted the bank's board to authorize loans in the event it lacks a quorum.

The package also included \$1.7 billion for the Food for Peace Program (PL 480). Fifty percent of the cargo must be moved aboard U.S.-crewed, U.S.-flagged vessels.

The fiscal year 2020 bill contained

New Jobs Aboard M/V Winters



Seafarers are sailing aboard Sealift Inc.'s cargo ship *M/V Maj. Richard Winters*, which entered the fleet last year. Sealift purchased the vessel and reflagged it in Port Arthur, Texas. The 350-foot-long ship is sailing in North Atlantic trades. Pictured from left to right outside the vessel (photo above) are SIU Houston Safety Director Kevin Sykes and AB Elvin Ruiz. Pictured from left in the photo below are SIU Houston Port Agent Joe Zavala, OMU Vincent Hall, Sykes, Ruiz, OMU Thomas Zamora and Steward/Baker Lonnie Myers.



ConRo Lurline Joins Matson's SIU Fleet

The period between Christmas and New Year's Day typically is slow in many workplaces, but not for Seafarers who are sailing aboard Matson's newest ship.

The combination container roll-on/roll-off (ConRo) vessel *Lurline* was delivered Dec. 26, and SIU members climbed the gangway a day later. The union represents steward department mariners on the *Lurline*, which is sailing in the Jones Act trade.

"What better way to kick off 2020 than with new jobs on a new ship?" said SIU Vice President Contracts George Tricker. "As always, I am fully confident that the members aboard the *Lurline* will rise to the occasion and will do a typically outstanding job."

Built by union workers in San Diego at General Dynamics NASSCO, the *Lurline* is 870 feet long and has a beam of 114 feet. The ship has a deep draft of 38 feet and weighs in at more than 50,000 metric tons. It is one of Matson's fastest vessels, with a top speed of 23 knots, helping ensure on-time deliveries in Hawaii from the company's three West Coast terminals in Seattle, Oakland and Long Beach, California.

Recertified Steward **Stephen Valencia** said from aboard the vessel, "Things are going very well. We have a three-person steward department. The galley is very modern and functional, and the vessel overall is one of the most modern ships in the American fleet. Matson went all-out."

Valencia particularly complimented the living quarters.

"The staterooms are the finest and most comfortable I've seen on a ship," he said. "You have your own room, your own TV, your own bathroom. When I first started sailing (in 1974), there were four guys to a room and the bathroom was down the hall."

Billed as the largest American-built ConRo, it's the sixth Matson vessel named *Lurline*, dating to 1887. NASSCO also is building a second ConRo for Matson; that ship is expected to enter service in the third quarter of this year.

"We are proud to deliver the lead ship of the Kanaloa Class," said Dave Carver, president of General Dynamics NASSCO. "It is an honor for our design and production teams to work on the latest Jones Act vessels that will support our customers and the communities they serve."

According to Matson, "Both new Kanaloa Class vessels will have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling

stock and breakbulk cargo. They will also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double hull fuel tanks, fresh water ballast systems and the first Tier 3 dual fuel engines to be deployed in containerships serving West Coast ports. Both new vessels will enter service fully compliant with new International Maritime Organization (IMO) emission regulations going into effect January 1, 2020."

Under the latest IMO requirements for engine manufacturers, Tier 3 engines reduce the levels of particulate emissions by 40 percent and nitrogen oxide emissions by 20 percent, as compared to Tier 2 standards.

The Jones Act requires that cargo moving between domestic ports is carried aboard ships that are crewed, built, flagged and owned American. The century-old law, which has extensive bipartisan support, helps protect U.S. national, economic and homeland security. A newer study by PricewaterhouseCoopers found that the nation's freight cabotage law helps sustain nearly 650,000 American jobs while contributing \$154 billion to the nation's economic growth annually.



The new ship is pictured during its christening last summer. The *Lurline* was delivered to Matson on Dec. 26.



Gathering at the conclusion of negotiations are (from left) Seafarer Kevin Wells, Bisso Operations Manager Timothy Michel, Seafarer Jacob Toler, Bisso President Matthew Holzhalt, Bisso CFO Casey Willis, Bisso VP Mike Vitt, SIU New Orleans Port Agent Chris Westbrook and Seafarers Todd Rabalais and Nick Narvaez.

Bisso Crews Ratify Three-Year Contract

SIU boatmen employed by E.N. Bisso & Son have approved a new three-year contract highlighted by annual wage increases.

Negotiations took place Nov. 19-20 in Kenner, Louisiana, followed by ratification on the boats Nov. 20-29. The pact was approved by an overwhelming majority, according to SIU New Orleans Port Agent Chris Westbrook, who headed up the union's negotiating committee.

Rounding out the SIU bargaining group were Engineer **Todd Rabalais**, Wheelman **Nick Narvaez**, Deckhand **Jacob Toler** and Engineer **Kevin Wells**.

The contract covers 70 Seafarers who operate the company's 13 boats in ship-docking and offshore towing. The agreement maintains health benefits at the top level (Core Plus), adds a holiday, and boosts vacation days for longer-tenured employees. It also increases incentive pay with certain manning scales.

Wells stated, "Negotiations went well and everybody is pleased with the outcome. As far as the SIU and E.N. Bisso, I'm pretty sure we're going to have a bright future together – move forward and continue to get better."

He added, "Bisso was willing to listen; it wasn't a fight. They understand what we needed, and their willingness to work with the

SIU and the employees were the best parts of the experience. The future looks bright, and also, hats off to Chris. He worked hard and did an excellent job."

Narvaez said the contract's highlights included getting an extra holiday and increased pay for wheelmen. He described the negotiating sessions as "cordial, professional. Everything went okay."

Westbrook credited the committee for its work.

"We set out with some specific objectives and were able to attain them," he said. "We collected suggestion forms from the members along with delegate election sheets, and put a clear proposal forward. This was really a fantastic committee; they did a tremendous job putting the issues on the table and making valid points."

Westbrook continued, "The contract shows that the company really appreciates the value of tenure and the stability of the workforce. They used to have a lot of turnover, but they're now on par with our other inland companies in terms of employee retention. Bisso did a great job stepping up to the plate to really show they value the employees and they want to retain and attract qualified, professional mariners. You've got to applaud them for that."



Pictured from left are members Kevin Wells, Dickie Valois and Farryl Wiggins, SIU New Orleans Port Agent Chris Westbrook and members Matthew Holmes, Jacob Toler, Cale Carlson and Zach Norris.

Retired Port Agent Bensman Passes Away at 90



Retired Port Agent Donald Bensman

When Donald Bensman retired from sailing in late 1992, the former SIU port agent and organizer offered two messages to new members of the union.

First, he said, don't take for granted all the benefits of union representation. And second, remember the importance of the union-affiliated school in Piney Point, Maryland.

Bensman passed away Dec. 5 at a medical rehabilitation center in Maumee, Ohio. He was 90.

"He worked hard to try to make other people's lives better," said his son, Jonathan. "He would help anybody at any time."

Bensman remained politically active following his retirement, especially in the Lucas County, Ohio, Democratic Party.

"He paid attention to everything from the local precincts to the White House," U.S. Rep. Marcy Kaptur (D-Ohio) told the *Toledo Blade*. "Donald was an extraordinary labor leader and patriot. He knew the Great Lakes and championed their cause throughout his life. He tried to make a difference in

the lives of working men and women across our region."

Bensman entered the maritime industry at age 15 – he started sailing on the Great Lakes in 1945.

His career spanned nearly half a century, only interrupted by service in the U.S. Army during the Korean War, and included substantial time both as an engine department mariner and as a union representative. Bensman was part of the SIU's early organizing efforts on the Lakes; he helped bring American Steamship Company, Reiss, and Kinsman Marine Transport (among others) under the SIU umbrella. He became the union's port agent in Duluth, Minnesota, in 1962 and helped establish AFL-CIO Maritime Trades Department Port Councils in the Cleveland, Detroit, and Toledo, Ohio, metro areas.

He returned to sailing in the mid-1970s; his last vessel was the *Paul Thayer*.

When Bensman visited SIU headquarters upon his retirement, he reflected on the progress made by maritime unions throughout the years.

"A lot of people forget how rotten the companies were back then (before significant numbers of mariners gained union representation)," he said. "A lot of new members don't understand that and don't know what we fought for."

For example, Bensman said the pre-union era was one of firings on the spot for little or no reason. No seaman had a right to a grievance procedure or fair hearing. He also said it was a period of almost legalized blackballing.

During that same interview, he was asked what advice he would give to a person entering the union. He replied, "Get an education. The greatest legacy (the late SIU President) Paul Hall and others left this union is the school in Piney Point. That is the only reason we are alive as a union – because we have stayed up-to-date in technology advances and we train people to stay that way."

Bensman was preceded in death by his wife of 59 years, Patsy, in 2012. Survivors include two children, a brother and two grandchildren.

Maersk Columbus Crew Helps Save 11

The SIU-crewed *Maersk Columbus* recently played a vital role in a successful search-and-rescue mission off the coast of Spain. SIU members teamed up with mariners from the MEBA and MM&P to assist 11 Algerian individuals (including a small child and an infant) who were in a small rubber boat, trying to sail to Spain.

The mariners received a thank-you letter from the Spanish Maritime Safety Agency that read in part, “We would like to express our deepest appreciation for the assistance that your vessel, *M/V Maersk Columbus* provided to *MCC Almeria* to locate a small rubber boat with several persons on board.... The actions of [your] Master and the Crew are keeping with the highest traditions of Maritime Search and Rescue. We are pleased to convey our special thanks to you and your crew for a job well done.”

Maersk Columbus vessel master Capt. John C. Finney provided the following recap:

On November 30, 2019 at about 2000 hours, the *Maersk Columbus* received a radio call from *RCC ALMERIA* in Spain, asking if we could assist in a search for a small boat, with unknown persons aboard. All hands were mustered, and the ship turned about, to begin the search. Extra lookouts were posted and bridge wing search lights were manned.

A SAR aircraft gave us a bearing from our position to the last suspected position of the small craft. With the engine room now fully manned, the Captain began slowing the ship as we came about onto the search course. The SAR aircraft was instrumental in locating the craft, as the craft had no lights showing, and the night was very dark. Suddenly, small flashing lights were seen off the ship’s port bow. The craft turned out to be a small black rubber boat, with 11 persons on board, including one small child and one infant. They had managed to use their cellphones as lights to attract our attention.

First, the ship was slowed and maneuvered into hailing distance of the small boat. The Chief Mate, being fluent in Arabic, was sent down to main deck to try and establish communication with the people in the boat, and to get an accurate count of persons on board. We reported back to *RCC ALMERIA* our findings. The Chief Mate was able to determine that all persons were Algerian, and discovered that they had “lost their way” as they were attempting to cross the Med from Algeria to



Many of the *Maersk Columbus* mariners are pictured above.

Spain. The Mate could see that they had food, water, and fuel on board the small boat, and that the boat was not taking on water.

At first, the RCC asked if we could launch our Rescue boat and take the persons on board. Due to the rough conditions, the Captain advised the RCC that launching the rescue boat would put more people at risk. The RCC advised that there was a Spanish patrol boat in the area, but it was involved in another rescue several miles to the north, and that it would be close to an hour before they could assist. The captain informed the RCC that we would remain on station alongside the small boat until the patrol arrived. The RCC concurred, and proceeded to keep the ship informed of the patrol boat’s ETA to our position. The ship’s crew kept

search lights manned and on the small boat, and the Chief Mate stayed on deck to assure them that help was on the way. The Captain had the Mate tell them that we would not leave them, that we would stay as long as it took for the patrol boat to arrive. The Captain maneuvered the ship to create a lee off the port side, and instructed the Mate to tell the person in charge on the little boat to stay in the lee, and to stay right alongside the ship.

The Spanish patrol boat arrived on scene at about 2120 hours, and proceeded to take all persons from the small boat on board the patrol boat. Once all persons were safely on board the patrol boat, *RCC AMERIA* was notified, and at about 2145 hours, we were released to continue on to our next port of call.

MM&P members on board: Capt. John

Finney, C/M Marwan Elsamny, 2/M Greg Danaher, 3/M Cassandra Clark.

MEBA members on board: C/E Jon Schmidt, 1/E Frank Whelpley, 2/E Julianne Cona, 3/E Seth Kaye.

SIU members on board: Recertified Bosun **Ion Irimia**, Daymen **Eduardo Barlas** and **Sacarias Suazo**, ABs **Jerzy Marciniak**, **Marcos Santos Gamboa**, and **Jose Calix**, Electrician **Tousif Ahmed**, QMED **George Santiago**, DEU **Amado Laboriel-Reyes**, Chief Steward **Fernando Lopes**, Chief Cook **Adele Messina**, and SA **Angel Corchado**.

Submitted on behalf of the Officers and Crew of the *MV MAERSK COLUMBUS*.

Respectfully,
Capt. John C. Finney
Master, *MAERSK COLUMBUS*



The Algerians (photo at right) are shown alongside the SIU-crewed ship and being pulled to safety by a Spanish patrol boat (above).

Former DOL Deputy Lauds SIU, Paul Hall Center

Seth Harris, former Acting U.S. Secretary and Deputy U.S. Secretary of Labor, gave testimony to the House Education and Labor Committee Subcommittee on Higher Education and Workforce Investment in December 2019. During that testimony, Harris cited the SIU-affiliated Paul Hall Center for Maritime Training and Education as an example of what union training schools can do for the global workforce.

As Harris said in his testimony, "The success of registered apprenticeships and other labor-management training and job placement programs do not just happen to include unions. They are successful *because* of unions." He then offered a few reasons for this, including higher union member wages and workplace accountability when it comes to investments in training.

"I can offer evidence based on my own experience working for the Seafarers Inter-

national Union in the 1980s," he continued. (Harris was a field representative for the SIU during that timeframe.) "The SIU is a union of merchant mariners. Young people from around the country, most of whom may not be prospects for traditional higher education, enroll in the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Maryland. The Lundeberg School is ... financed by the companies whose employees it represents.

He then described the apprentice program and the options for upgrading – "known in the workforce development world as upskilling or reskilling," Harris said. "Many members plan their careers around upgrading opportunities at Piney Point. Then, with a new credential in hand, they know they can ship out in a higher-skilled, better-paying job for another period of several months, and then return to Piney Point

to earn another specialized credential."

Later in his testimony, he lauded the career paths available to Seafarers.

"SIU members do not have to guess which skills and credentials to pursue," Harris stated. "They know exactly what skills and credentials they need to make themselves more valuable to their employers. Their union and the employers with which it works have solved this problem. SIU members also do not navigate career pathways on their own. They had clear and well-established career pathways even before the phrase 'career pathways' had been coined. Those career pathways have been married to a skills acquisition curriculum. As a result, SIU members know exactly how they can climb career ladders by acquiring well-defined competencies and credentials."

He added, "Most fundamentally, if job

training is about upward mobility, then it is a core and necessary part of unions' mission. Simply, if we had more unions and union members, we have would have more workers able to access successful skills and knowledge acquisition programs to advance up well-defined and rational career ladders."

Harris also backed House legislation that aims to boost America's working families: the Protecting the Right to Organize (PRO) Act.

"The PRO Act would help to reverse the long-term decline in union density and give workers a free and fair choice to organize a union and bargain collectively with their employers about skills acquisition, career pathways, and many other issues," Harris testified. "That is the promise of the National Labor Relations Act. The PRO Act will help us to achieve that promise."

U.S. Senate Passes Bill Honoring World War II Merchant Mariners

The U.S. Senate – by unanimous consent – passed the Merchant Mariners Congressional Gold Medal Act with a minor language amendment on Dec. 19. Having been passed unanimously by the House of Representatives on Sept. 19, the bill now returns to the House for one more vote (expected to be a formality) before it is sent to the White House for the president's signature.

The legislation, sponsored in the House by Rep. John Garamendi (D-California) and in the Senate by Senator Lisa Murkowski (R-Alaska), authorizes the creation of a gold medal to honor the U.S. Merchant Marine of World War II. The medal would be displayed in the American Merchant Marine Museum at the U.S. Merchant Marine Academy in New York. Duplicates then would be struck and made available to the public.

The SIU and the Transportation Institute, alongside a number of other backers, took lead roles in obtaining co-sponsors for both the House and Senate bills.

More than 1,200 SIU members lost their lives in wartime service during World War II.

"Despite their loyalty and patriotic services and commitment to the United States, our World War II Mer-

chant Mariners didn't receive their veteran status until nearly 40 years after the war had ended," Murkowski said. "The merchant mariners provided crucial services during World War II by transporting soldiers, tanks, airplanes, ammunition, fuel and food to aid soldiers on the front lines. This legislation recognizes the unsung heroes of the World War II conflict, for their loyalty and bravery, as they risked their lives to keep the Allied troops properly equipped. I'm thankful my Senate colleagues recognize the importance of honoring the brave merchant mariners for their pivotal role in our nation's history and their efforts in defense of freedom."

The House version of the bill was initially co-sponsored by Rep. Don Young (R-Alaska) and Rep. Susan Brooks (R-Indiana). In the Senate, the bill was initially co-sponsored by Sen. Angus King, Jr. (I-Maine), Sen. Dan Sullivan (R-Alaska), Sen. Maria Cantwell (D-Washington) and Sen. Sheldon Whitehouse (D-Rhode Island). The bill eventually gathered 72 co-sponsors in the Senate and 302 in the House.

"The time has come for our nation to provide a well-deserved thank you and honor the remaining U.S. Merchant Marine Veterans of World War

II with a Congressional Gold Medal," said Christian Yuhus, vice president of the American Merchant Marine Veterans (AMMV). The AMMV helped champion this bill, as well as similar legislation in the past.

Yuhus continued, "This group of unsung heroes nobly served our country by operating the ships that transported critical supplies to front lines of the war, and in doing so suffered a casualty rate higher than any other branch of the military. In fact, one out of every 26 casualties during World War II was a volunteer merchant mariner. America would not be the great nation it is today without their valiant service of yesterday. I urge Congress to support this important bill and recognize this dwindling group of merchant marine veterans from World War II that have served our nation so admirably."

Despite seeing action and danger across the globe during the war, merchant mariners were excluded from any type of veterans' status until 1988. Even then, mariners received a fraction of what others who served during World War II obtained.

There are approximately 4,000 World War II U.S. Merchant Mariners alive today, according to Murkowski's office.

Maritime Briefs

Sealift Awarded Contract, SIU Retains Jobs

SIU-contracted Sealift, Inc., has been awarded a new \$7.9 million contract to continue operating the U.S. Army ammunition prepositioning vessel *M/V LTC John U.D. Page*. The contract can be extended through November 15, 2024. The ship is owned by Military Sealift Command, and will continue to employ SIU members in every department.

Random Drug Testing Rate Set for 2020

The Coast Guard has set the minimum random drug testing rate for calendar year 2020 at 50 percent for covered crew members. The Coast Guard requires marine employers to establish random drug testing programs for covered crew members in accordance with 46 CFR 16.230. As stated by the Coast Guard, the purpose of setting a minimum random drug testing rate is to promote maritime safety by establishing an effective deterrent to drug misuse within the maritime workforce.

Extension of Qualified Assessor Requirements

The Coast Guard has issued an update to the requirements for Qualified Assessor (QA), and addressed the potentially inadequate amount of approved QAs available to sign off on Assessments of Competence for STCW endorsements.

As stated in a recent news release, "The Coast Guard is aware that as a result of the limited number of approved QAs, there may be a hardship on mariners trying to complete STCW assessments after December 31, 2019. In consideration of this, the Coast Guard will continue to allow STCW assessments to be signed by an assessor who meets the requirements specified in NVIC 19-14 until December 31, 2021."

Additionally, mariners are encouraged to obtain approval as a QA in accordance with 46 CFR 10.405(a).

T-AGOS Extension Requires Additional Medicine on Deployment

In an SIU contract extension covering T-AGOS vessels, all crew are now required to carry enough of their prescribed drugs to last 60 days beyond the length of the deployment.

As stated in the contract, "The Medical Department Representative (MDR) will review crew, embarked personnel medical records, and verify that all personnel have arrived with deployment plus sixty-day supply of all required prescription medications onboard ship at the time of assignment.... The member should also bring spare glasses or contact lens on the ship during assignments."

USMMI Reaches Safety Milestone

U.S. Marine Management Inc. (USMMI), a subsidiary of SIU-contracted Maersk Line, Limited, has reported attaining a significant safety goal. It's been one year since they last experienced a lost-time accident (LTA) aboard any of the vessels they own or operate for the U.S. Military Sealift Command.

According to Maersk Line, Limited's Contracting and Procurement Senior Director David Sloane, "This is evidence that our Safety Management System is effective and that our policies and procedures as implemented match our goal of ensuring that all of our mariners go home to their families injury-free after they complete their shipboard assignments."

VERTREP in the Atlantic



The USNS William McLean (foreground), crewed by CIVMARS from the SIU Government Services Division, delivers cargo to the amphibious assault ship USS Bataan via a Sea Hawk helicopter in the Atlantic. The vertical replenishment took place Dec. 31. (U.S. Navy photo by Mass Communication Specialist 1st Class Kathryn E. Macdonald)

Members Ring in Holidays at Halls

The union's tradition of hosting winter holiday events for members and their families at the hiring halls dates back almost to the SIU's founding in 1938.

The custom continued late last year at

numerous halls, as did the SIU's practice of contributing to their communities. For instance, members donated toys and other items in Jersey City, New Jersey, and in Fort Lauderdale, Florida, to community

service organizations who in turn assist local families. (See related story, back page.)

The photos on these two pages were taken at the following halls: Houston; Fort

Lauderdale; Baltimore; Mobile, Alabama; Jersey City; and Jacksonville, Florida. Additional snapshots from these gatherings and others are available on the SIU's Facebook page (@SeafarersInternational).

Baltimore



SIU Exec. VP Augie Tellez, Port Agent John Hoskins, VP Atlantic Coast Joseph Soresi



AB Ahmed Mohamad



Administrative Assistant Brenda Janne (right) and granddaughter Mia



QMED Tim Chestnut (foreground), AB Ahmed Mohamad

Houston



Safety Director Kevin Sykes (second from left) and guests



Retired Recertified Steward Denis Burke, Patrolman J.B. Niday, Recertified Bosun Emanuel Gazzier



Fort Lauderdale



Seafarers generously stepped up with these donations to LifeNet4Families, which aids citizens of Broward County, Florida.



Loading the donated items are (from left) Pumpman Dan Coffey, Chief Cook Jorge Ellis and a LifeNet staff member. OMU Hipolita Roches (not pictured) also assisted.

Jersey City



Seafarers, officials, staff and guests gather near a few of the donations that were sent to LSA Family Health Service, a neighborhood-based nonprofit founded by The Little Sisters of the Assumption in 1958.



For more holiday photos from union hiring halls, see next page.

More Holiday Activities Photos from SIU Hiring Halls

Jacksonville



Port Agent Ashley Nelson (center) welcomes pensioner Leon Butler (right) and Leon's wife, Elizabeth. Brother Butler is still going strong at age 92.



Winners of the "ugly sweater" contest, from left: SA Nala Johnson (first place) and TOTE crewing specialists Ella Holman (second) and Shawn Conway (third).



Chief Storekeeper Renee Clayton, Safety Director Joseph Koncul, Recertified Bosun Evan Bradley



Personnel from the local Seafarers-contracted health clinic



Mobile



Port Agent Jimmy White (standing) welcomes guests.



QMED Robert Pendarvis (left) and his son.



Port Agent Jimmy White (standing) chats with visitors.

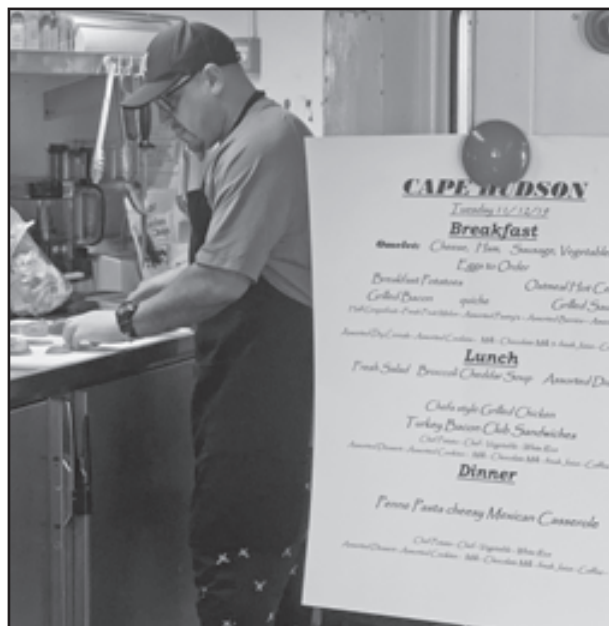


GRASSROOTS IN HOUSTON – Numerous Seafarers volunteered to support labor-backed candidates ahead of Election Day 2019. Among other activities, they worked phone banks, assisted people in getting to the polls, and helped with the Election Day operations themselves. A few of the SIU personnel are pictured in the group photo above. The snapshot at left includes (from left) SIU VP Gulf Coast Dean Corgey, Houston Mayor Sylvester Turner and SIU Asst. VP Mike Russo. Turner was reelected.

At Sea and Ashore with the SIU



ABOARD SAGAMORE – This snapshot was taken Dec. 10 in Concord, California, shortly after the Sealift Inc. vessel returned from Korea. Pictured from left are Bosun Isaac Amissah, Steward Isabel Miranda, SIU Oakland Port Agent Nick Marrone II, Chief Cook Tkeyah Elliot, SA Ahmed Haridy, AB Moussa Hamdy, OS Rahsean Sharp, (rear) OS Angel Pagan, Oiler Antonio De Luna and Oiler Jeffrey Hamer.



ABOARD CAPE HUDSON – Steward/Baker Joseph Hernandez focuses on the task at hand aboard the Matson-operated vessel, on the West Coast.



WITH MEMBERS IN JERSEY – Pictured from left are SIU Port Agent Ray Henderson and shore gang members Mike Penkwitz, Jimmy Niotis, George DiCanio and Gus Guerra.



ABOARD HORIZON ENTERPRISE – Pictured on the Sunrise Operations vessel on the West Coast are OMU Benny Orosco, SIU Oakland Patrolman Adrian Fraccarolli, AB Andrei Tretyak, Chief Cook Joseph Gallo, retiring Recertified Steward Raymond Garcia, oncoming Recertified Steward Fakhruddin Malahi, SA Steven Wasch, QEE Carlos Guzman and ABM Robert Goldson.



NY WATERWAY EMPHASIZES SAFETY – Last November, Seafarers employed by NY Waterway completed an eight-hour class titled Vessel Personnel With Designated Security Duties (VPDSD). The course was run by an instructor from the SIU-affiliated Paul Hall Center for Maritime Training and Education. It took place at the company's facilities in Weehawken, New Jersey. Approximately 150 Seafarers completed the class; many are pictured above.

CAPE VINCENT ACTIVATES – The photo at right was taken during the Patriot ship's activation late last year, during a port of call stop in Souda Bay, Greece. Starting fourth from left are: Chief Cook Laura McBroom, Electrician Glenn Snow, Recertified Steward Rocky Dupraw, (front) SA Cathleen Dell, SA Kianda Caridine and MM&P Capt. Carbone. At the far right is 3/M Sergio Robles. Other personnel in the photo include security and intelligence team members.



At Sea and Ashore with the SIU



ABOARD ALASKAN EXPLORER – Recertified Bosun Carlos Loureiro provided these photos of the ATC vessel, taken during and after a recent shipyard period in Singapore. Pictured in the photo at left (from left) in the galley are Chief Cook Roberto Martinez, the bosun and Chief Steward Justo Reyes. SA David Simon is in the individual shot at right, while the group photo below in the crew mess includes AB Bronislaw Kuchczynski, AB Hussein Mohsen, GUDE Mused Saleh, AB Domingo Cazon, AB Lenny Soriano and AB Charles Ford.



ABOARD USNS WRIGHT – Pictured aboard the Crowley-operated ship in Philadelphia are (standing, from left) SIU Safety Director Andre MacCray, Chief Cook Kenneth Kelly, Bosun Tom Moore, SIU Port Agent Joe Baselice, GUDE Martin Arcenio, GVA Dennis Saggese and (front) QEE Gary Torres.



FULL BOOK ON THE LAKES – Inland member Taylor Walkowiak (right) receives his full book aboard the ITB *Clyde S. VanEnkevort*. He's pictured with SIU Algonac Safety Director Gerret Jarman in Toledo, Ohio.



ABOARD USNS MENDONCA – Seafarers and AMO officers team up for lifeboat inspections aboard the U.S. Marine Management ship in Newport News, Virginia. Boats were lowered, and crew members then entered them and conducted on/offload releases and exercised the engines. One participant said temperatures were in the thirties, and the testing was "cold but successful." Pictured are Chief Mate Jonathan Leck, Third Mate John Joseph Arnold, Third Mate Terrance Franklin, AB Antonio Jones and AB Walter Bonifacio.



ABOARD USNS BOWDITCH – Members pause from enjoying a cookout aboard the Ocean Shipholdings-operated vessel. Thanks to AB Melvin Kennedy for the photo.

At Sea and Ashore with the SIU



HEAVENLY DESSERTS – Chief Steward Michael Sanders and some of his culinary delights are pictured aboard the *USNS Maury* (Ocean Shipholding). Sanders (Piney Point Apprentice Class 673) sails from the port of St. Louis, and his father (Michael, now retired) sailed as an SIU tugboat captain. He says he’s learned a lot about his trade by upgrading back at the Paul Hall Center and eventually hopes to open and operate his own restaurant/bar.



ABOARD USNS MENDONCA – Vessel master Capt. Jennifer L. Senner commended the work of (photo above, from left) Chief Steward Eileen Mendiola and Chief Cook Garry Brandon, who put out an exceptionally good Christmas spread (a few days early) aboard the U.S. Marine Management ship. “They did a fantastic job,” noted Senner.

| | |
|---|-------------------------|
| 19 DECEMBER 2019 | |
| USNS MENDONCA | |
| CHRISTMAS MENU | |
| MERRY CHRISTMAS | |
| BREAKFAST | |
| CHILLED FRUIT JUICES | CHILLED FRESH FRUITS |
| HASH BROWN POTATO | CREAMY OATMEAL |
| BISCUITS & SAUSAGE GRAVY | BUTTERED GRITS |
| BACON SLICES / PORK SAUSAGES | WAFFLES |
| GRILLED EGGS TO ORDER | GARLIC FRIED RICE |
| COFFEE - TEA - MILK | |
| CHRISTMAS DINNER (1200-1300) | |
| PRIME RIB W/ AU JUS | MASHED POTATO/ GRAVY |
| ROAST TOM TURKEY | MAC & CHEESE |
| LOBSTER TAIL | BREAD STUFFING |
| HAM STEAK | STEAMED RICE |
| GREEN BEANS | STEAMED CARROTS |
| CANDIED SWEET POTATOE | CHILLED CRANBERRY SAUCE |
| DINNER ROLLS | DEVIL EGGS |
| FRESH SALAD BAR | |
| Desserts Pumpkin Pie, Cheese Cake & Pecan Pie | |



With Seafarers Aboard USNS William Button – The deck gang (photo at immediate left) is pictured on Christmas Day aboard the Crowley-operated ship. That’s Recertified Bosun Greg Jackson at front left, who noted, “We went into the New Year with great food. Thanks to the steward department for a good spread.” He and Chief Steward Edwin Bonefont also commended SA Latara Rengifo (that’s her in the photo directly below) for a job well done and for her interest in upgrading. Pictured from left in the group photo at bottom left are Chief Cook James Martin, Bonefont, SA Kenisha Neal, SA Jasmine Donahue, Rengifo and SA Jcorei Williams.



U.S. Coast Guard Announces Regional Exam Center Changes

Editor's note: The U.S. Coast Guard's National Maritime Center (NMC) on Jan. 15 issued the following notice. It's available on the NMC website and in the Labor/Maritime News section of the SIU website. The online version of the announcement contains related links.

2020 Mariner Examination Process Updates

In an effort to provide consistent, quality customer service to all mariners, the National Maritime Center (NMC) is implementing the following changes at all Regional Examination Centers (RECs). These changes take effect Monday, April 6, 2020:

■ Walk-in services for examinations will no longer be offered. All

examinations must be scheduled at least 2 business days in advance. After receiving a letter from the NMC indicating you are approved to test, schedule an examination appointment by:

1. Using the Schedule Exam/REC Appointment link on the Examinations page of the NMC Website.

2. Calling the NMC Contact Center at 1-888-IASKNMC (427-5662).

3. Contacting the NMC Contact Center by chat.

■ All RECs will have two examination periods daily, a 3 ½-hour a.m. (morning) session and a 3 ½-hour p.m. (afternoon) session with a minimum ½-hour break between sessions. See the REC webpage for specific hours.

■ Mariners who finish a module early may take additional mod-

ules during an examination period but will not be given additional time to complete the extra modules. Requests for additional modules during a specific examination period are coordinated with the REC staff at the time of examination.

■ There will be no changes to the First Class Pilot examination process.

■ Appointments are highly recommended for all other services. See the REC webpage for facility access requirements.

Should you have any questions or concerns visit the Examinations or Frequently Asked Questions webpages, or contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

With Seafarers Aboard USNS Stockham



Members are pictured aboard the Crowley-operated ship late last year in Yeosu, South Korea.

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, 2018 and ending July 31, 2019 (the "2018 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 2018 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.

| | 2018 Plan Year | 2017 Plan Year | 2016 Plan Year |
|----------------------|----------------|----------------|----------------|
| Valuation Date | August 1, 2018 | August 1, 2017 | August 1, 2016 |
| Funded Percentage | Over 100% | Over 100% | Over 100% |
| Value of Assets | \$105,673,021 | \$104,556,811 | \$104,135,946 |
| Value of Liabilities | \$97,021,217 | \$90,405,432 | \$91,445,010 |

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, 2019 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 2018 annual report filed with the Department of Labor in May 2020.

| | July 31, 2019 | July 31, 2018 | July 31, 2017 |
|-----------------------------|---------------|---------------|---------------|
| Fair Market Value of Assets | \$104,089,292 | \$105,757,360 | \$104,354,750 |

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 2018 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,180. Of this number, 854 were current employees, 1,006 were retired and receiving benefits, and 320 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 2018 Plan Year. These allocations are percentages of total assets:

| Asset Allocations | Percentage |
|---|------------|
| 1. Cash (Interest bearing and non-interest bearing) | 4.1% |

| | |
|--|-------|
| 2. U.S. Government securities | 0.9% |
| 3. Corporate debt instruments | 0.3% |
| 4. Corporate stocks (other than employer securities): | 19.1% |
| 5. Real estate (other than employer real property): | 9.0% |
| 6. Value of interest in registered investment companies (e.g., mutual funds) | 62.2% |
| 7. Other | 4.4% |

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the U.S. 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 U.S. 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 2016 Plan Year and earlier plan years are available now. The annual report for the 2017 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2019. 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.pbtc.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.

Whats New for the 2020 Tax Filing Season

Following are some of the changes that took effect in 2019 and 2020, along with provisions that remain in effect from 2018. Please check www.irs.gov before filing your return.

Due date of return - File Form 1040 by April 15, 2020.

Exemptions - For tax years 2018-2025, the deduction for the personal exemption is reduced to zero.

Standard Deductions - The standard deduction for married couples filing a joint return has increased to \$24,400 for 2019. The standard deduction for single individuals and married couples filing separate returns has increased to \$12,200 for 2019. The standard deduction for heads of household increased to \$18,350 for 2019. The additional standard deduction for people who have reached age 65 (or who are blind) is \$1,300 for married taxpayers or \$1,650 for unmarried taxpayers.

Itemized Deductions - Before 2018, an individual's itemized deductions were reduced by 3% of the amount adjusted gross income (AGI) exceeded certain threshold amounts. This phaseout of itemized deductions was eliminated by the Tax Cuts and Jobs Act ("TCJA"), and therefore does not apply to 2019.

State Itemized Deductions - The TCJA modified or eliminated several popular itemized deductions. It is important to note that although the federal deductions have been adjusted, you may still qualify for deductions at the state level.

Medical Care Itemized Deduction Threshold - Unreimbursed medical expenses may be claimed as an itemized deduction to the extent they exceed 7.5% of adjusted gross income. The Taxpayer Certainty and Disaster Tax Relief Act of 2019 extended this threshold, eliminating the initial increase to 10% of AGI.

Earned Income Credit (EIC) - The EIC is a credit for certain people who work. The credit may give you a refund even if you do not owe any tax. The maximum amount of income you can earn and credit available increased for 2019:

- Credit of \$6,557 if you have three or more qualifying children and you earn less than \$50,162 (\$55,952 if married filing jointly)

- Credit of \$5,828 if you have two qualifying children and you earn less than \$46,703 (\$52,493 if married filing jointly)

- Credit of \$3,526 if you have one qualifying child and you earn less than \$41,094 (\$46,884 if married filing jointly), or

- Credit of \$529 if you do not have a qualifying child and you earn less than \$15,570 (\$21,370 if married filing jointly)

For tax years beginning after 2015 - a SSN is not valid for EIC purposes unless it was issued on or before the due date of the return. For Tax years beginning after 2017, you may be able to qualify for the EIC under the rules for taxpayers without a qualifying child if you have a qualifying child for the EIC who is claimed as a qualifying child by another taxpayer.

Social Security and Medicare Taxes - The maximum amount of wages subject to the Social Security tax for 2019 is \$132,900.

There is no limit on the amount of wages subject to the Medicare tax. In 2019, hospital insurance tax in addition to the Medicare tax will be an additional 0.9% tax on wages that exceed the following threshold amounts: \$250,000 for married filing jointly, \$125,000 for married filing separately, and \$200,000 for all others. This additional assessment also applies to self-employed workers. For 2020, the maximum amount of wages subject to Social Security tax is \$137,700.

Self-Employment Tax Rate and Deduction - The FICA portion of the self-employment tax is 12.4% in 2019. The Medicare portion of the SE tax is 2.9% not including the 0.9% additional tax on the

amounts above the applicable thresholds as noted above. The SE tax rate for 2020 is 15.3%, and the deduction is equal to one-half of self-employment tax.

Capital Gains and Losses - Continuing from 2012, you must report your capital gains and losses on Form 8949 and report the totals on Schedule D. If you sold a covered security in 2019, your broker will report the cost basis on your Form 1099-B. Refer to the IRS website at www.irs.gov/form8949 for additional information and other new developments affecting this form and Schedule D.

Personal Casualty and Theft Loss Deduction: For years 2018-2025, the personal casualty and theft loss deduction is eliminated, except for personal casualty losses incurred in a federally declared disaster. The loss is reported on Form 4684 (Casualty and Theft Losses), Part A. A casualty loss equals the lesser of the adjusted basis in the property before the casualty, or the decrease in fair market value of the property as a result of the casualty.

Qualified Dividend and Capital Gains Tax Rate - In 2019, the tax rate on long-term gains and qualified dividends is 20% for income that exceeds the following thresholds:

- \$488,850 for married filing jointly and surviving spouses

- \$461,700 for head of household

- \$244,425 for married filing separately

- \$434,550 for single

The tax rate on long-term gains and qualified dividends is 15% for income that is within following range:

- \$78,751 - \$488,850 for married filing jointly and surviving spouses

- \$52,751 - \$461,700 for head of household

- \$39,376 - \$244,425 for married filing separately

- \$39,376 - \$434,550 for single

The tax rate on long-term gains and qualified dividends is 0% for income that is below the following thresholds:

- \$78,750 for married filing jointly and surviving spouses

- \$52,750 for head of household

- \$39,375 for married filing separately

- \$39,375 for single

In 2019, capital gain income will be subject to an additional 3.8% Medicare tax for income that exceeds the threshold amounts listed in the next section.

Medicare Tax on Investment Income - In 2019, a tax equal to 3.8% of the lesser of the individual's net investment income for the year or the amount the individual's modified adjusted gross income (MAGI) exceeds the threshold amount. The threshold amounts for the additional Medicare tax are as follows:

- \$250,000 for married filing jointly and surviving spouses

- \$125,000 for married filing separately

- \$200,000 for all others

Investment income reduced by deductions properly allocable to that income is net investment income. Investment income includes income interest, dividends, annuities, royalties and rents and net gain from disposition of property, other than such income derived in the ordinary course of a trade or business. However, income from a trade or business that is a passive activity and from a trade or business of trading in financial instruments or commodities is included in investment income.

Modified adjusted gross income for the purpose of calculating the additional Medicare tax is a person's adjusted gross income with the foreign earned income exclusion or foreign housing exclusion added back in.

Adoption credit - The maximum adoption credit has increased to \$14,080 per child with adjusted gross income phase out starting at \$211,160. The credit is non-refundable. Any unused credit can be carried forward for five years. In general, the adoption credit is based on the reasonable and necessary expenses related to a legal

adoption, including adoption fees, court costs, attorney's fees and travel expenses. Income limits and other special rules apply. In addition to filling out Form 8839, Qualified Adoption Expenses, eligible taxpayers must include with their 2019 tax returns one or more adoption-related documents.

Child Tax Credit - The maximum child tax credit for tax year 2019 is \$2,000 per child.

The child tax credit starts to be reduced when income reaches the following levels:

- \$200,000 for married couples filing separately

- \$200,000 for single, head of household, and qualifying widow(er) filers, and

- \$400,000 for married couples filing jointly

The TCJA eliminated the exemption deduction for dependents for year 2019. Therefore, releasing the dependency exemption to the noncustodial parent does not entitle that parent to an exemption deduction; however, it does make the noncustodial parent eligible for the child tax credit with respect to the child.

In the phase-out range, the child tax credit is reduced by \$50 for each \$1,000 of income above these threshold amounts.

The child tax credit is generally non-refundable credit that is limited to regular tax liability plus alternative minimum tax liability. However, a portion of the credit is refundable for certain taxpayers (see Form 8812 and IRS Pub. 972). Effective from 2016: Taxpayers cannot claim the Child Tax Credit for any tax year if the individual or a qualifying child did not have an individual SSN issued on or before the due date of the return for that tax year. For tax years beginning after 2015 - the Child Tax Credit is not allowed for (1) two tax years after a final determination of reckless or intentional disregard of rules and regulations or (2) 10 tax years after a final determination of fraud. If the Child Tax Credit is denied due to failure to supply required information to the IRS, no Child Tax Credit is allowed for any later tax year unless the taxpayer supplies the needed information.

Additional (Refundable) Child Tax Credit - This credit is for certain individuals who get less than the full amount of the child tax credit. The additional child tax credit may give you a refund even if you do not owe any tax.

Child and Dependent Care Credit - For 2019, there is a credit equal to the amount of qualified expenses multiplied by an applicable percentage determined by the taxpayer's adjusted gross income. The maximum amount of qualified expenses to which the credit may be applied is \$3,000 for cost to care for one child under the age of 13 or up to \$6,000 for two or more children, so that the parents can either go to work or be in the process of looking for work. There must be earned income in order to take the credit (the credit amount has not changed).

The American Opportunity Tax Credit - For tax year 2019, the maximum credit amount can be up to \$2,500 and up to 40% of that credit amount may be refundable. The credit applies to the first 4 years of post-secondary education in a degree or certificate program. The credit is calculated by taking 100% of the first \$2,000 of qualified tuition and related educational expenses and 25% of the next \$2,000 of such expenses. The credit is gradually reduced if your Modified AGI is:

- \$90,000 for Single, Head of Household, and Qualifying Widow(er)

- \$180,000 for Married Filing Jointly

Taxpayers cannot claim the American Opportunity Credit for any tax year if the individual or a student did not have a Taxpayer Identification Number (TIN) issued on or before the due date of the return for that tax year. For Tax years beginning after 2015, the American Opportunity Credit is not allowed for (1) two tax years after a final determination of reckless or inten-

tional disregard of rules and regulations or (2) 10 tax years after a final determination of fraud. If the American Opportunity Credit is denied due to failure to supply required information to the IRS, no American Opportunity Credit is allowed for any later tax year unless the taxpayer supplies the needed information. Taxpayers must report the Employer Identification Number (EIN) of the educational institution to which payments were made.

Lifetime Learning Credit - For tax year 2019, the maximum credit amount per tax return can be up to \$2,000. The credit is calculated by taking 20% of the educational expenses on the first \$10,000 of qualified educational expenses. The credit is gradually reduced if your Modified AGI exceeds \$58,000 (\$116,000 if married filing joint return) and is completely eliminated if your Modified AGI exceeds \$68,000 (\$136,000 if married filing joint return). The credit cannot be claimed if your filing status is "married filing separately". There is no limit on the number of years for which the credit can be claimed for each student.

Form 1098-T Required to Claim Certain Education Incentives - Taxpayers must receive a form 1098-T, Tuition Statement, from educational institutions to claim the American opportunity credit, the Lifetime Learning tax credit or the above-the-line deduction for qualified tuition and fees.

Tuition and Fees Deductions - The Taxpayer Certainty and Disaster Tax Relief Act of 2019 extended this deduction through 2020. The deduction is not allowed for Married Filing Separately filers or for any taxpayer who qualifies as a dependent (whether or not claimed) on another taxpayer's tax return. The tuition and fees deduction may not be claimed if an education credit is claimed for the same student in the same year [IRC Sec. 222 (c)(2)(A)].

Expanded Definition of Qualified Expenses for Qualified Tuition Programs - Qualified higher education expenses generally include tuition, fees, and related expenses such as books and supplies. The expenses must be for the student pursuing a degree, certificate, or similar program, at an eligible educational institution. An eligible educational institution includes most colleges, universities, and certain vocational schools.

529 Plan Qualified Education Expenses - The TCJA changed the definition of qualified higher education expense. For purposes of the 529 plan rules, qualified higher education expenses now include expenses for tuition for attendance at an elementary or secondary public, private or religious school [IRC Secs. 529(c)(7) and 530(b)(3)(B)]. Cash distributions from all 529 plans are limited to \$10,000 for elementary and secondary school tuition per tax year, per-student. [IRC Sec. 529(e)(3)(A)].

Educator Expenses - The Protecting Americans from Tax Hikes Act of 2015 extended the above-the-line deduction for eligible elementary and secondary school teachers of up to \$250 per year (\$500 if you and your spouse were both eligible educators) for expenses paid or incurred for books, certain supplies, computer and other equipment, and supplementary materials used in the classroom. For tax years beginning after 2015, eligible expenses also include expenses for professional development courses the educator takes related to the curriculum he/she teaches or to the student he/she teaches.

State & Local Sales and Use Tax Deduction - For 2019, the itemized deduction for state and local taxes is limited to \$10,000 (\$5,000 for MFS) of the aggregate of (1) state and local property taxes and (2) state and local income, war profits and excess profits taxes (or sales taxes in lieu of income, etc. taxes) paid or accrued in the tax year

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Individual Retirement Accounts

Education IRAs (Coverdell Education Savings Account) - Taxpayers can contribute a maximum of \$2,000 cash each year to an Education IRA for a person under age 18. The dollar limit is phased out for married individuals filing jointly with modified adjusted gross income between \$190,000 and \$220,000, and between \$95,000 and \$110,000 for single filers. The contribution is not deductible.

Traditional IRAs - For 2019, the contribution limit to a traditional IRA is the lesser of \$6,000 or your compensation. For taxpayers age 50 or older as of year-end, an additional catch-up contribution of up to \$1,000 is allowed. Thus, the 2019 contribution limit for these taxpayers is the lesser of \$7,000 or your compensation. For the deduction, the Modified Adjusted Gross Income (AGI) phase-out range in 2019 is \$64,000-\$74,000 for single and head of household, \$103,000-\$123,000 for married couples filing jointly or qualifying widow(er), and less than \$10,000 for married individuals filing separate returns when a taxpayer is covered by an employer's retirement plan at any time during the year.

Roth IRAs - The maximum total yearly contribution that can be made by an individual to a Roth IRA is the lesser of \$6,000 (increased to \$7,000 for taxpayers age 50 or older at year end) or your compensation. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single and head of household taxpayers with an Adjusted Gross Income (AGI) between \$122,000 and \$137,000, for joint filers and qualifying widow(er) with an AGI between \$193,000 and \$203,000, and married filing separate filers with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

Special Charitable Contributions for Certain IRA Owners - The Protecting Americans from Tax Hikes (PATH) Act of 2015 permanently extends the Qualified Charitable Distributions. It offers older owners of IRAs a different way to give to charity. An IRA owner age 70 and one-half or older can directly transfer, tax-free, up to \$100,000 per year to eligible charities. Known as a qualified charitable distribution (QCD), this option is available for distributions from IRAs, regardless of whether the owners itemize their deductions. Distributions from employer-sponsored retirement plans, including SIMPLE IRAs and simplified employee pension (SEP) plans, are not eligible to be treated as a qualified charitable distribution. To qualify, the funds must be contributed directly by the IRA trustee to an eligible charity. Amounts so transferred are not taxable and no deduction is available for the transfer. Not all charities are eligible. For example, donor-advised funds and supporting organizations are not eligible recipients. Remember to check eligibility of the charity before requesting a QCD. All QCDs from an IRA to eligible charities are counted in determining whether the owner has met the IRA's required minimum distribution. Where individuals have made nondeductible contributions to their traditional IRAs, a special rule treats QCD amounts as coming first from taxable funds, instead of proportionately from taxable and nontaxable funds, as would be the case with regular distributions.

Foreign Financial Assets - If you had foreign financial assets in 2019, you may have to file Form 8938 with your return. In addition, a separate FBAR document must be e-filed by April 15, 2020 if the aggregate value of the foreign accounts exceeds \$10,000 in any time during the calendar year.

Repayment of First-Time Homebuyer Credit - The first-time homebuyer

credit is not available for homes purchased in 2019. However, taxpayers who claimed the credit, which was available for homes purchased during 2008-2011, may have to repay (recapture) their credits.

Mortgage Insurance Premiums - The deduction for mortgage insurance premiums (PMI) has now been extended by the Taxpayer Certainty and Disaster Tax Relief Act of 2019 through 2020. This allows a taxpayer whose income is below certain thresholds to deduct the cost of premiums on mortgage insurance purchased in connection with acquisition indebtedness on a taxpayer's principal residence. The deduction is reduced by 10% for every \$1,000 by which the taxpayer's AGI exceeds \$100,000.

Residential Energy Efficient Property Credit - For property placed in service after December 31, 2016 and before January 1, 2022, the credit is available only for eligible solar electric property and solar water heating property. The credit is equal to 30 percent of the cost of eligible property placed in service in 2018 or 2019; 26 percent of the cost of the property placed in 2020; and 22 percent of the cost of property placed in service in 2021.

Standard mileage rates - The standard mileage rate for 2019 is 58 cents per mile for business miles driven and was increased to 20 cents per mile for medical or moving expenses. The rate for providing services for a charity is set by statute and equals 14 cents per mile.

Foreign Earned Income Exclusion - For tax year 2019, the maximum foreign earned income exclusion amount is \$105,900. This amount is up \$2,000 from tax year 2018.

The Alternative Minimum Tax (AMT) Exemption - In 2019, the AMT exemption amounts increased to \$111,700 for married filing jointly, \$55,850 for married filing separately, and \$71,700 for other filers. The AMT exemption begins to phase out at \$1,020,600 for married filing jointly and \$510,300 for other filers.

Health Care Coverage - For 2019, you no longer need to either make a shared responsibility payment or file Form 8965 if you don't have essential health care coverage for part or all of 2019. The "Full-year health care coverage or exempt" box has been removed from Form 1040.

Premium Tax Credit - Individuals with low to moderate income who get health coverage through the Health Insurance Marketplace may be eligible for this refundable credit.

Individuals who are eligible for PTC need to meet the following requirements:

- Purchased coverage in the Marketplace for someone in their tax family (taxpayer, spouse, if married filing jointly and dependents for which a personal exemption is claimed) for a month that person was not eligible for minimum essential coverage (other than coverage in the individual market).

- Have household income at least 100%, but no more than 400% of the federal poverty line for taxpayer's family size. **Exception:** In some cases, taxpayers with household income less than 100% of the federal poverty line can take the credit.

- If married, individuals must file a joint return. **Note:** Exceptions apply to victims of domestic abuse or spousal abandonment and to individuals who are considered unmarried.

- Cannot be claimed as a dependent by another person.

Health Coverage Tax Credit (HCTC) - The Health care tax credit is a tax credit that pays a percentage of health insurance premiums for certain eligible taxpayers and their qualifying family members. The Health Coverage Tax credit is a separate tax credit with different eligibility rules than the premium tax credit.

Affordable Care Act - Several very important provisions of the Affordable Care Act (ACA) that affect individuals and businesses first became effective in 2015. The Employer Shared Responsibility provision of the Affordable Care Act requires employers with 50 or more full-time

equivalent employees to either offer minimum essential coverage that is "affordable" and that provides "minimum value" to their full-time employees and their dependents, or potentially make an employer shared responsibility payment to the IRS.

Transit Benefits - The Protecting Americans from Tax Hikes Act of 2015 extended transit benefits. These include van pool benefits, transit passes and qualified parking. For 2019, the monthly exclusion amount has increased to \$265.

Earned Income Credit and Additional Child Tax Credit - IRS Refund Claim - The IRS has additional time to review refund claims based on the Earned Income Credit or the refundable portion of the additional Child Tax Credit in order to reduce fraud and improper payments. No credit or refund for an overpayment shall be made to a taxpayer before February 15 following the close of the tax year, if the taxpayer claimed the Earned Income Credit or additional Child Tax Credit.

Rollovers to SIMPLE IRAs - For rollover contributions made after December 18, 2015, distributions from employer sponsored retirement plans and traditional IRAs may be rolled over into a SIMPLE IRA, as long as the SIMPLE IRA has been open for at least two years.

Tax Rates for 2019 - For 2019, there is a 37% bracket (for single individuals at \$510,301, head of household at \$510,301, married filing jointly at \$612,351 and married filing separately at \$306,176). Trusts and estates will hit the 37% bracket at \$12,750. The rate for capital gains and qualified dividends is 20% if the income is in excess of the threshold amount:

- \$510,300 for single individuals
- \$510,300 for heads of household
- \$612,350 for married filing joint
- \$306,175 for married filing separately

Exclusion of Cancellation of Indebtedness on Principal Residence - Cancellation of indebtedness income is generally includible in income. However, income from cancellation of debt on a qualified principal residence, of up to \$2 million, may be excludable. This was extended by the Taxpayer Certainty and Disaster Tax Relief Act of 2019 for discharges of indebtedness before January 1, 2021.

Uniform Definition of a Qualifying Child - To be claimed as a qualifying child, the person must meet four criteria:

- **Relationship** - the person must be your child, step child, adopted child, foster child, brother or sister, or a descendant of one of these (for example, a grandchild or nephew).

- **Residence** - for more than half the year, the person must have the same residence as you do.

- **Age** - the person must be under age 19 at the end of the year, or under age 24 and be a full-time student for at least five months out of the year, or any age and totally and permanently disabled.

- **Support** - the person did not provide more than half of his or her own support during the year.

What's New for 2019 - Right before the year end, the House and Senate passed the Consolidated Appropriations Act, 2020. The new Act provides several fixes to the Tax Cuts and Job Act.

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. See some additional changes in the tax provisions still in effect for 2019 below:

- **Miscellaneous Deductions** - Job-related expenses, as well as other miscellaneous itemized deductions that were previously subject to the 2%-of-adjusted-gross-income floor, are no longer deductible for tax year 2019. The eliminated deductions include expenses for tax preparation, union dues, and investment fees.

- **Kiddie Tax** - The new kiddie tax in Sec. 1(j)(4) introduced by the TCJA was repealed by the Consolidated Appropriations

Act, 2020. The taxable income of a child attributable to earned income is taxed under the rates for single individuals, and taxable income of a child attributable to net unearned income has been reverted back to being taxed at the parents' tax rate. This change is effective for tax years that begin after December 31, 2019.

- **Mortgage Interest Deduction** - The deduction for mortgage interest is limited to underlying indebtedness of up to \$750,000 (\$375,000 for MFS). The deduction for interest on home equity indebtedness is eliminated. The new lower limit doesn't apply to any acquisition indebtedness incurred on or before December 15, 2017.

- **Charitable Contribution Deduction** - The limitation under IRC Sec. 170(b) for cash contributions to public charities and certain private foundations is 60%. Contributions exceeding the limitation are generally allowed to be carried forward and deducted for up to five years, subject to the later year's ceiling.

- **Gambling Losses** - All deductions for expenses incurred in carrying out wagering transactions, and not just gambling losses, are deductible only to the extent of gambling winnings.

- **Deduction for Qualified Business Income** - An individual generally may deduct 20% of qualified business income from a partnership, S corporation or sole proprietorship, as well as 20% of aggregate qualified REIT dividends and qualified publicly traded partnership income. The 20% deduction is not allowed in computing AGI, but rather is allowed as a deduction reducing taxable income. A limitation based on W-2 wages paid or capital investment is phased in for MFJ taxpayers with taxable income of \$321,400 or more (\$160,700 for other individuals). A disallowance of the deduction with respect to specified service trades or businesses also is phased in above these threshold amounts of taxable income.

- **Moving Expenses** - Moving expenses are no longer deductible unless you are a member of the armed forces on active duty (and their spouse and dependents) who moved pursuant to a military order and incident to a permanent change of station.

Additional Provisions Made by the Consolidated Appropriations Act, 2020: Individual Extenders

- Medical and Dental Expense Deduction - AGI floor remains at 7.5% instead of increasing to 10%

- Above-the-line deduction for Tuition and Fees

- Mortgage Insurance Premiums (PMI) treated as deductible qualified residence interest

- Qualified residence indebtedness exclusion from gross income

The SECURE Act includes significant changes for IRAs, 401(k) plans, and introduces a new pooled multiple employer plan

IRA Changes:

- The starting age for individuals to begin taking Required Minimum Distributions (RMDs) has been increased to 72 years old from 70 ½ years old. This is effective for individuals turning 72 years old January 1, 2020 or later

- The 70 ½ age limit for contributions to an IRA has been eliminated for taxable years after December 31, 2019

- Non-spouse individuals who inherit an IRA after December 31, 2019 must withdraw the balance within 10 years, subject to certain exceptions.

401(k) Changes:

- Long-term, part-time employees may now qualify to participate in elective deferral plans in plan years beginning after December 31, 2020

- Early withdrawal penalty exemption of \$5,000 for qualified birth or adoption distributions in taxable years beginning after December 31, 2019

- Included in compensation for purposes of determining retirement plan

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contributions are taxable non-tuition fellowships/stipends and nontaxable “difficulty of care payments” earned by home healthcare workers in taxable years beginning after December 31, 2019

■ **Increased cap to encourage higher auto-enrollments** in taxable years beginning after December 31, 2019

■ **The Disaster Act**, officially titled the “Taxpayer Certainty and Disaster Relief Act of 2019,” provides relief for taxpayers affected by disasters in 2018 through 30 days following the date of the enactment of the Disaster Act. New laws resulting from The Disaster Act are listed below.

■ **Use of Retirement Funds** – To allow for the re-contribution of retirement plan withdrawals for home purchases canceled due to eligible disasters and provide flexibility for loans from retirement plans for qualified hurricane relief, there is now an exception to the 10% early retirement plan withdrawal penalty for qualified disaster relief distributions. The amount cannot exceed \$100,000 in qualified hurricane distributions cumulatively. (Disaster Act Sec. 202)

■ **Employee Retention Credit** – The newly created “2018 through 2019 qualified disaster employee retention credit” allows for a tax credit equal to 40% of wages (up to \$6,000/employee) paid by disaster-affected employers to employees from a core disaster area. This credit applies to wages paid regardless of where the services associated with those wages were performed. The credit should be taken as a current year business credit under Code Sec. 38(b). (Disaster Act Sec. 203)

■ **Other Disaster-Related Tax Relief** – Per the Disaster Act Sec. 204, other disaster-related tax relief items include the following

■ **Temporary suspension of limitations on charitable contributions** associated with qualified disaster relief

■ **For personal casualty losses**, The Disaster Act eliminates the current requirements that personal uncompensated casualty losses must exceed 10% of AGI to qualify for deduction. Also, the taxpayer is not required to itemize deductions to qualify for this relief

■ **Taxpayers in designated disaster areas** may use the immediately preceding year to determine the Earned Income Tax Credit and the Child Tax Credit

■ **Automatic Extension of Filing Deadline** – Any individual with a principal place of abode in a disaster area is granted an automatic 60-day extension with regard to any tax filing. This applies to federally declared disasters declared after the date of the enactment of the Disaster Act. (Disaster Act Sec. 205)

■ **Other Credits affected by The Taxpayer Certainty and Disaster Relief Act of 2019**

■ **Alternative Fuel Refueling Property Credit** – An individual taxpayer may claim a 30% credit for the cost of installing non-hydrogen alternative vehicle refueling property at the taxpayer’s principal residence. This credit has been extended to include property placed in service before January 1, 2021.

■ **Nonbusiness Energy Property** – A credit is allowed for 10% of the amounts paid/incurred by the taxpayer for qualified energy improvements of principal residences (windows, doors, skylights, and roofs). Taxpayers can take \$50-\$300 fixed dollar amount credits allowed for energy-efficient property including furnaces, boilers, biomass stoves, heat pumps, water heaters, central air conditioners, and circulating fans, which are subject to a lifetime cap of \$500. This credit has been extended through 2020.

■ **Energy Efficient Homes Credit** – An eligible contractor may claim a tax

credit of \$1,000 or \$2,000 for the construction or manufacture of a new energy efficient home that meets qualifying criteria. The credit is available on homes acquired before January 1, 2021.

■ **Qualified Fuel Cell Motor Vehicles** – Extended through 2020, a credit of between \$4,000 and \$40,000, depending on the weight of the vehicle, is available for the purchase of qualified fuel cell motor vehicles. Depending on fuel efficiency, other vehicles may qualify for an additional \$1,000 to \$4,000 credit.

■ **2-Wheeled Plug-In Electric Vehicle Credit** – Capped at \$2,500, the 10% credit for highway-capable, two-wheeled plug-in electric vehicles has been extended for vehicles acquired prior to January 1, 2021. To qualify, battery capacity within the vehicle must be greater than or equal to 2.5 kilowatts/hour.

■ **Your Online Account** – In order for you to access your online account, you must authenticate your identity. To securely log in to your federal tax account, go to [IRS.gov/Account](https://irs.gov/Account). View the amount you owe, review 24 months of payment history, access online payment options, and create or modify an online payment agreement. You can also access your tax records online.

■ **Consumer Alert** – The IRS warns taxpayers to be on the alert for emails and phone calls they may receive which claim to come from the IRS or other federal agencies and which mention their tax refund.

These are almost certainly a scam whose purpose is to obtain personal and financial information — such as name, Social Security number, bank account and credit card or even PIN numbers — from taxpayers which can be used by the scammers to commit identity theft. The emails and calls usually state that the IRS needs the information to process a refund or deposit it into the taxpayer’s bank account. The emails often contain links or attachments to what appears to be the IRS web-

site or an IRS “refund application form.” However genuine in appearance, these phonies are designed to elicit the information the scammers are looking for.

The IRS does not send taxpayers emails about their tax accounts. Also, the IRS does not request detailed personal information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts. If you receive an unsolicited email claiming to be from the IRS, forward the message to: phishing@irs.gov. You may also report misuse of the IRS name, logo, forms or other IRS property to the Treasury Inspector General for Tax Administration toll-free at 1-800-366-4484 or TTY/TDD 1-800-877-8339. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338). Visit [IRS.gov](https://irs.gov) and enter “identity theft” in the search box to learn more about identity theft and how to reduce your risk.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter. If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, etc., contact the IRS Identity Protection Specialized Unit at 1-800-908-4490 or submit Form 14039. For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance. Victims of identity theft who are experiencing economic harm or a systemic problem or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the National Taxpayer Advocate helpline toll free case intake line at 1-877-777-4778.

Tax Tips for Members

How to Prepare A Tax Return

Step 1. Get all records together.

■ **Income Records.** These include any Forms W-2, W-2G and 1099

■ **Itemized deductions and tax credits**

■ **Medical and dental payment records**

■ **Charitable contributions**

■ **Real estate and personal property tax receipts**

■ **Interest payment records for items such as a home mortgage or**

■ **Home equity loan**

■ **Records of payments for child care** so an individual could work

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS website at www.irs.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099-R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social

Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-888-872-9829 or 1-888-729-1040 or visit websites www.officialpayments.com/fed or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund: Taxpayers are able to request direct deposit of their tax refunds by filling out lines 21b, 21c and 21d on their Form 1040. Line 21b is for the bank’s routing number. Line 21c indicates the type of account, and line 21d is the taxpayer’s account number at the bank. When tax returns are filed electronically, a refund will be received in about 3 weeks or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. Beginning in 2009, an individual that prepares his or her own return can access most commonly used Federal tax forms from the IRS website and website at: www.irs.gov.

What Are Considered Deductions and Credits

Personal Exemption Amount: The TCJA eliminated the exemption deduction for dependents for years 2018-2025. Therefore, releasing the de-

pendency exemption to the noncustodial parent does not entitle that parent to an exemption deduction; however, it does make the noncustodial parent eligible for the child tax credit with respect to the child.

Standard Deduction: The standard deduction, or dollar amount that reduces the amount that is taxed, which increased for married couples filing jointly in 2019 at \$24,400. The standard deduction for single individuals and married couples filing separate returns also increased in 2019 at \$12,200. The standard deduction for heads of household increased to \$18,350 for 2019.

State & Local Sales and Use Tax Deduction – For 2019, the itemized deduction for state and local taxes is limited to \$10,000 (\$5,000 for MFS) of the aggregate of (1) state and local property taxes and (2) state and local income, war profits and excess profits taxes (or sales taxes in lieu of income, etc. taxes) paid or accrued in the tax year.

Charitable Contribution Deduction: The limitation under IRC Sec. 170(b) for cash contributions to public charities and certain private foundations is 60% of an individual’s contribution base. The contribution base is an individual’s adjusted gross income (AGI), not including the charitable deduction or any net operating loss (NOL) carrybacks. The percentage limit depends on the aggregate contributions of the spouses if married filing jointly. Contributions exceeding the limitation are generally allowed to be carried forward and deducted for up to five years, subject to the later year’s ceiling.

Personal Interest Deductions: For 2019, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

Interest on Secured Loans Deductible: Deduct all your home mortgage

Away At Tax Time

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

interest depending on the date of your mortgage, the amount of the mortgage and how the proceeds were used. Interest paid on investments is also 100 percent deductible but limited to the amount of investment income earned each year. Any excess can be carried forward to the next year.

Union Dues Deduction: Union dues, including working dues, are no longer deductible for 2018-2025.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

Deductions Subject to 2% of Adjusted Gross Income: The TCJA suspended the deduction for miscellaneous itemized deductions subject to the 2%-of-AGI limit for 2018-2025 [IRC Sec. 67(g)]. Therefore, these expenses are not deductible in 2019. Miscellaneous itemized deductions not subject to the 2%-of-AGI limit remain deductible on Schedule A.

Continued on next page

Tax Tips For Members

Continued from Page 14

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get a SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive a SSN.

Student Loan Interest: Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Other Tax Information

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order. If you file your return electronically you may be able to make your payment electronically.

Which Records To Keep

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

Change of Address: If an individual

has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2018, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

Which Income To Report

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported:

- Jones Act settlements for lost wages
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid
- Canceled debts
- State income tax refunds
- Rents
- Repayments
- Royalties
- Unemployment benefits
- Profits from corporations, partnerships, estates and trusts
- Endowments
- Original Issue Discount
- Distributions from self-employed plans
- Bartering income (fair-market value of goods or services received in return for services)
- Tier 2 and supplemental annuities under the Railroad Retirement Act
- Lump-sum distributions
- Gains from the sale or exchange (including barter) of real estate, securi-

Where To Get Information

General Information: 1-800-829-1040 may be called for general information between 7 a.m. and 7 p.m. your local time.

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

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.

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.

Personal Computer: Access the IRS's internet 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.

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

Standard Deductions

This is the standard deduction chart for most people. The additional standard deduction for people who have reached age 65 (or who are blind) is \$1,300 for married taxpayers or \$1,650 for unmarried taxpayers.

Filing Status Standard Deduction

| | |
|---|-----------|
| Single and Married filing separate..... | \$12,200 |
| Married couples filing a joint return | \$24,400 |
| Heads of household | \$18,350. |

ties, coins, gold, silver, gems or other property (capital gains)

- Accumulation distributions from trusts
- Prizes and awards (contests, raffles, lottery and gambling winnings)
- Earned income from sources outside the United States
- Director's fees
- Fees received as an executor or administrator of an estate
- Embezzled or other illegal income
- Social Security benefits

Which Income Need Not Be Reported

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs
- Jones Act settlements for injuries, pain, suffering, and medical costs
- Maintenance and Cure
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness
- Disability retirement payments (and other benefits) paid by the Veterans Administration
- Child support
- Gifts, money or other property inherited or willed
- Dividends on veterans' life insurance
- Life insurance proceeds received because of a person's death
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home
- Certain amounts received as a scholarship

Filing an Extension

Taxpayers can get an automatic 6-month extension if, no later than April 15, 2020, Form 4868 will be filed with the IRS. It is important to remember that a 6-month extension to file does not extend the time to pay the taxes. Form 4868, when sent in, must be accompanied by all tax monies due to the U.S. government.

Where is My Refund

If taxpayers have not received a refund check within 28 days from the original IRS mailing date, information can be accessed through the website at www.irs.gov. To get the refund status, taxpayers will need to provide the information from their tax returns. You should know your Social Security Number (or IRS Individual Taxpayer Identification Number), Filing Status (Single, Married Filing Joint Return, Married Filing Separate Return, Head of Household, or Qualifying Widow(er)) and the refund amount. It is important to enter the refund amount exactly as it is shown on your return.

Why Seafarers Must Pay State Income Tax

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships. Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercostal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live. Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank. Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state. Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state. In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state. If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

SHBP Offers COBRA Continuation Coverage to Union Members

The Seafarers Health and Benefits Plan (SHBP) is notifying you of the right to elect to purchase continuation of health coverage if you lose coverage, or experience a reduction in coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if you are the employee, you will be eligible to purchase COBRA coverage for a certain period of time if you lost coverage because you did not have enough days of covered employment (unless the job was lost due to gross misconduct). If you are the family member of a covered employee, you may also elect COBRA for a certain period of time when the employee loses coverage; or if you are going to lose coverage because of a divorce or the death of the employee; or in the case of a

child of an employee, the child reaches an age at which the Plan no longer considers him or her to be a "dependent child." In the case of a divorce or the death of an employee, you must notify the Plan within 60 days of the divorce or death in order to be eligible to purchase continuation coverage. If you do not notify the Plan in a timely manner, you may not be eligible to receive further coverage. If you are the spouse or dependent child of an employee, you may also elect COBRA if you experience a reduction in coverage when the employee retires.

When you retire, if you were eligible for benefits from the SHBP at the time of your retirement, you will be eligible to purchase COBRA continuation coverage for yourself and/or your family members, even if you

are eligible for retiree health benefits. This will enable you and/or your family to continue to receive the same level of benefits that you had prior to your retirement for a certain period of time. If you meet the eligibility requirements for retiree health benefits, you will begin to receive those benefits when the COBRA period ends.

For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits." The guide is also available in PDF format on the SIU website, www.seafarers.org, under "Member Benefits-Seafarers Benefit Plans-Seafarers Health and Benefits Plan." If you have questions regarding this notice or COBRA, contact the Plan at (800) 252-4674.

School Still Offers Culinary 2.0

The SIU-affiliated Paul Hall Center for Maritime Training and Education continues to offer Culinary 2.0 classes designed to help students boost their skills while complying with a new rule that took effect at the beginning of 2020. Completing the coursework also is intended to aid individual shipping opportunities.

Shipping Rule 5.A.(6), which went into effect January 1, 2020, states, “Within each class of seniority in the Steward Department, priority shall be given to those seamen who possess an advanced Culinary 2.0 certificate from the Seafarers Harry Lundeberg School of Seamanship, in the event such program is being offered and that the seaman is registered in Group I, Steward Department.”

While every new member of the steward department who completes their apprenticeship at the Paul Hall Center’s Lundeberg School of Seamanship will have successfully passed Culinary 2.0, it’s important to remem-

ber that those already sailing as chief cooks and chief stewards must also take the coursework in order to exercise preference and priority beginning next year (unless they have received training after January 1, 2017 at the Piney Point, Maryland-based campus).

For those seamen currently employed as permanent stewards aboard commercial vessels, they must attend Culinary 2.0 in order to maintain their current employment status.

For those already sailing as chief cooks and chief stewards, there are two new revalidation courses that have been designed to ensure a consistent level of culinary training and efficiency: Orientation/Assessment Chief Steward 2.0 and Orientation/Assessment Chief Cook 2.0. The courses are being offered regularly, but spaces are limited, so members are encouraged to plan ahead and enroll as soon as possible.

For more information, contact your port agent and/or the school’s admissions office.

February & March Membership Meetings

| | |
|----------------------|---|
| Piney Point..... | Monday: February 3, March 2 |
| Algonac..... | Friday: February 7, March 6 |
| Baltimore..... | Thursday: February 6, March 5 |
| Guam..... | Thursday: February 20, March 19 |
| Honolulu..... | Friday: February 14, March 13 |
| Houston..... | Monday: February 10, March 9 |
| Jacksonville..... | Thursday: February 6, March 5 |
| Joliet..... | Thursday: February 13, March 12 |
| Mobile..... | Wednesday: February 12, March 11 |
| New Orleans..... | Tuesday: February 11, March 10 |
| Jersey City..... | Tuesday: February 4, March 3 |
| Norfolk..... | Thursday: February 6, March 5 |
| Oakland..... | Thursday: February 13, March 12 |
| Philadelphia..... | Wednesday: February 5, March 4 |
| Port Everglades..... | Thursday: February 13, March 12 |
| San Juan..... | Thursday: February 6, March 5 |
| St. Louis..... | Friday: February 14, March 13 |
| Tacoma..... | Friday: February 21, March 20 |
| Wilmington..... | *Tuesday: February 18, Monday: March 16 |

*Wilmington changes due to Presidents’ Day observance

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

ATTENTION SEAFARERS

Another New Ship



SPAD Works For You
Contribute To The
Seafarers Political Activities Donation

SPAD

Dispatchers’ Report for Deep Sea

“Total Registered” and “Total Shipped” data is cumulative from Dec. 16-Jan. 15. “Registered on the Beach” data is as of Jan. 15.

| Port | Total Registered | | | Total Shipped | | | Trip Reliefs | Registered on Beach | | |
|--------------------|------------------|-----|-----|---------------|-----|----|--------------|---------------------|-----|-----|
| | All Groups | | | All Groups | | | | All Groups | | |
| | A | B | C | A | B | C | | A | B | C |
| Deck Department | | | | | | | | | | |
| Algonac | 30 | 7 | 0 | 6 | 5 | 0 | 5 | 41 | 12 | 2 |
| Anchorage | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| Baltimore | 5 | 2 | 1 | 1 | 1 | 1 | 2 | 5 | 2 | 1 |
| Fort Lauderdale | 27 | 10 | 4 | 16 | 9 | 2 | 11 | 42 | 19 | 4 |
| Guam | 8 | 0 | 0 | 7 | 0 | 0 | 1 | 6 | 1 | 0 |
| Harvey | 10 | 3 | 0 | 11 | 2 | 1 | 7 | 19 | 6 | 2 |
| Honolulu | 10 | 0 | 0 | 5 | 0 | 0 | 0 | 15 | 5 | 0 |
| Houston | 49 | 15 | 4 | 30 | 16 | 7 | 13 | 84 | 32 | 3 |
| Jacksonville | 35 | 18 | 4 | 27 | 15 | 2 | 15 | 54 | 37 | 6 |
| Jersey City | 30 | 14 | 2 | 25 | 8 | 4 | 14 | 62 | 21 | 3 |
| Joliet | 4 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 4 | 0 |
| Mobile | 12 | 5 | 1 | 10 | 0 | 1 | 2 | 17 | 7 | 0 |
| Norfolk | 23 | 13 | 3 | 11 | 14 | 2 | 14 | 33 | 19 | 7 |
| Oakland | 14 | 7 | 3 | 8 | 3 | 1 | 6 | 17 | 6 | 3 |
| Philadelphia | 4 | 3 | 3 | 0 | 5 | 0 | 3 | 6 | 5 | 3 |
| Piney Point | 3 | 5 | 0 | 0 | 3 | 0 | 1 | 4 | 7 | 1 |
| Puerto Rico | 9 | 5 | 0 | 5 | 4 | 0 | 1 | 16 | 6 | 0 |
| Tacoma | 18 | 13 | 3 | 18 | 7 | 3 | 10 | 42 | 16 | 7 |
| St. Louis | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 5 | 2 | 3 |
| Wilmington | 30 | 7 | 3 | 22 | 7 | 1 | 10 | 57 | 13 | 7 |
| TOTALS | 322 | 129 | 33 | 207 | 100 | 26 | 117 | 528 | 221 | 54 |
| Engine Department | | | | | | | | | | |
| Algonac | 3 | 1 | 1 | 3 | 0 | 1 | 0 | 6 | 2 | 3 |
| Anchorage | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 |
| Baltimore | 1 | 2 | 2 | 0 | 2 | 2 | 0 | 5 | 2 | 0 |
| Fort Lauderdale | 16 | 5 | 0 | 10 | 3 | 1 | 2 | 18 | 10 | 0 |
| Guam | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| Harvey | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 0 |
| Honolulu | 8 | 5 | 1 | 11 | 2 | 0 | 1 | 18 | 8 | 3 |
| Houston | 14 | 8 | 1 | 12 | 6 | 1 | 6 | 30 | 12 | 3 |
| Jacksonville | 14 | 14 | 0 | 17 | 10 | 1 | 11 | 31 | 23 | 0 |
| Jersey City | 13 | 7 | 2 | 11 | 4 | 1 | 4 | 19 | 13 | 4 |
| Joliet | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 |
| Mobile | 2 | 5 | 1 | 3 | 4 | 0 | 4 | 5 | 7 | 2 |
| Norfolk | 14 | 9 | 3 | 5 | 8 | 4 | 8 | 24 | 25 | 6 |
| Oakland | 7 | 1 | 0 | 2 | 4 | 0 | 2 | 11 | 5 | 1 |
| Philadelphia | 2 | 1 | 2 | 2 | 0 | 0 | 2 | 4 | 2 | 1 |
| Piney Point | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 0 |
| Puerto Rico | 3 | 5 | 0 | 3 | 0 | 0 | 1 | 6 | 8 | 0 |
| Tacoma | 11 | 5 | 5 | 6 | 2 | 1 | 3 | 26 | 10 | 6 |
| St. Louis | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 1 |
| Wilmington | 10 | 5 | 2 | 10 | 4 | 1 | 4 | 14 | 16 | 4 |
| TOTALS | 124 | 83 | 23 | 99 | 52 | 15 | 51 | 227 | 157 | 34 |
| Steward Department | | | | | | | | | | |
| Algonac | 5 | 1 | 0 | 5 | 1 | 1 | 1 | 7 | 3 | 0 |
| Anchorage | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| Baltimore | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 |
| Fort Lauderdale | 9 | 3 | 0 | 9 | 4 | 0 | 4 | 18 | 5 | 0 |
| Guam | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| Harvey | 6 | 2 | 0 | 2 | 1 | 1 | 2 | 7 | 3 | 0 |
| Honolulu | 5 | 5 | 1 | 6 | 1 | 0 | 6 | 10 | 4 | 1 |
| Houston | 14 | 8 | 0 | 11 | 5 | 0 | 5 | 37 | 10 | 0 |
| Jacksonville | 24 | 7 | 0 | 25 | 3 | 0 | 12 | 36 | 15 | 1 |
| Jersey City | 8 | 0 | 0 | 9 | 2 | 0 | 1 | 16 | 0 | 3 |
| Joliet | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 |
| Mobile | 4 | 3 | 0 | 7 | 1 | 0 | 3 | 5 | 9 | 0 |
| Norfolk | 9 | 14 | 3 | 15 | 9 | 3 | 8 | 18 | 14 | 2 |
| Oakland | 22 | 4 | 0 | 16 | 4 | 0 | 5 | 32 | 7 | 1 |
| Philadelphia | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 |
| Piney Point | 2 | 9 | 1 | 2 | 4 | 0 | 3 | 3 | 5 | 1 |
| Puerto Rico | 4 | 2 | 0 | 4 | 1 | 0 | 0 | 4 | 5 | 0 |
| Tacoma | 10 | 2 | 0 | 10 | 2 | 0 | 3 | 16 | 2 | 1 |
| St. Louis | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 1 |
| Wilmington | 22 | 6 | 1 | 12 | 4 | 0 | 7 | 36 | 23 | 2 |
| TOTALS | 154 | 70 | 7 | 139 | 43 | 5 | 62 | 256 | 111 | 14 |
| Entry Department | | | | | | | | | | |
| Algonac | 0 | 10 | 12 | 0 | 4 | 5 | 3 | 0 | 11 | 21 |
| Anchorage | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Baltimore | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 |
| Fort Lauderdale | 0 | 5 | 4 | 0 | 4 | 1 | 0 | 0 | 7 | 5 |
| Guam | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 4 |
| Harvey | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | 2 |
| Honolulu | 1 | 5 | 2 | 0 | 0 | 1 | 0 | 2 | 8 | 3 |
| Houston | 3 | 12 | 9 | 2 | 7 | 1 | 1 | 7 | 27 | 16 |
| Jacksonville | 0 | 24 | 30 | 2 | 18 | 16 | 9 | 0 | 43 | 47 |
| Jersey City | 2 | 14 | 8 | 0 | 9 | 2 | 4 | 5 | 24 | 11 |
| Joliet | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 4 |
| Mobile | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Norfolk | 0 | 13 | 24 | 0 | 6 | 7 | 3 | 0 | 22 | 41 |
| Oakland | 3 | 19 | 4 | 1 | 5 | 0 | 3 | 2 | 27 | 15 |
| Philadelphia | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 |
| Piney Point | 0 | 0 | 12 | 0 | 0 | 8 | 5 | 0 | 0 | 4 |
| Puerto Rico | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Tacoma | 5 | 12 | 8 | 0 | 7 | 2 | 4 | 5 | 21 | 16 |
| St. Louis | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Wilmington | 1 | 19 | 14 | 0 | 7 | 5 | 0 | 4 | 40 | 28 |
| TOTALS | 17 | 143 | 138 | 6 | 74 | 49 | 35 | 29 | 241 | 224 |
| GRAND TOTAL: | 617 | 425 | 201 | 451 | 269 | 95 | 265 | 1,040 | 730 | 326 |

Seafarers International Union Directory

Michael Sacco, President

Augustin Tellez, Executive Vice President

David Heindel, Secretary-Treasurer

George Tricker, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgay, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kate Hunt,
Vice President Government Services



HEADQUARTERS

5201 Auth Way, Camp Springs, MD 20746
(301) 899-0675

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NORFOLK

115 Third St., 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

P.O. Box 75, Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES

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

SAN JUAN

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

This month's question was answered by members at the hiring hall in Mobile, Alabama.

Question: Why did you decide to become a mariner?



Curtis Snow
Chief Cook

I did it for the traveling, and the whole experience. The sailing, meeting new people and exploring the world. It's everything I thought it would be, and I can't wait to get out there and see more of the world.



Charles Kennedy
Pumpman

I wanted to go see the world when I started, that was my main reason. And that turned into a full career. I'm set to retire soon, and it's been a good career. I've met a lot of good people in the union, and I'm glad I joined the SIU.



Nassor James
AB

I was in the Navy prior to this career, and during a vertical replenishment, the MSC ship pulled up, and I saw that the guys on board had beards. I asked them how they managed that, and they said that they were merchant mariners. I looked into it, and joined the SIU once I got out of the Navy.



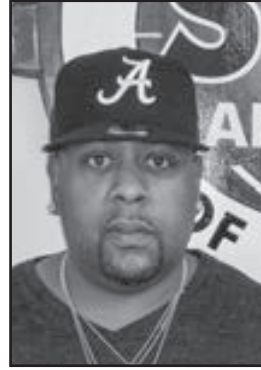
Arthur Patterson
AB

I wanted to travel, see the world a little bit. It's a great opportunity for a guy from Detroit, where most of us go work at the auto plants. I've been doing this since 1993, and I'm grateful every day for the opportunity.



Dana Naze
Recertified Bosun

I started out on harbor tugs in Mobile when I was 18 or 19. A lot of the guys I worked with had sailed deep sea, and told me all about it. I tried it out, and I fell in love with it. And I've been sailing deep sea for 33 years.



Norman Lucas
AB

I just wanted to change my life. I was getting in trouble back in the days, and the union saved my life. When I joined the union, all my troubles started to go away. The union saved my life.

Pics From The Past



Retired Recertified Steward Ron Malozi submitted these photos and the write-up that follows. That's him in the trainee uniform in Piney Point, looking at the camera. He's also second from right (seated) in the group photo. Malozi started his career as a trainee in Class 379, in 1983. "The ship pictured was the S.S. *Inger*, a grain ship, and was my third vessel after leaving school. We started in Los Angeles, going east to Panama, then to Kenya to offload grain, then to Hawaii and back to L.A. We circled the globe on that trip and it took four months. When I was young, I wanted to leave my small town in Maryland and travel the globe. With the SIU, I've been all over Europe, parts of the Middle East, Africa, Japan, Indonesia, Hong Kong, Panama ... and too many more places to list. I also worked four years for Trans World Airlines, as an international flight attendant, so my wish to travel truly was fulfilled. Thanks, SIU, for a great career and for the many great memories. I retired in 2002 after 20 years of service."



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

Welcome Ashore

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



DEEP SEA

MARIA AUSTRIA

Sister Maria Austria, 65, joined the SIU in 1991, when she sailed on the *Independence*. She shipped in the steward department and upgraded at the Piney Point school on numerous occasions. Sister Austria last sailed on the *China*. She resides in San Bruno, California.



GREGORIO BLANCO

Brother Gregorio Blanco, 73, began his career with the Seafarers in 1977, initially sailing on the *Walter Rice*. He shipped in the engine department and upgraded often at the Paul Hall Center. Brother Blanco most recently sailed on the *Maersk Hartford*. He calls Bronx, New York, home.



LONNIE CARTER

Brother Lonnie Carter, 63, donned the SIU colors in 1979 when he sailed aboard the *Monticello*. He worked in the engine department and upgraded often at the Piney Point school. Brother Carter's final vessel was the *Horizon Reliance*. He lives in Kansas City, Missouri.



CIRILO CENTENO

Brother Cirilo Centeno, 65, began sailing with the SIU in 1989, initially shipping aboard the *Independence*. He sailed in the steward department and upgraded at the Paul Hall Center on multiple occasions. Brother Centeno most recently sailed on the *USNS Regulus* and makes his home in Houston.



JAMES CLARK

Brother James Clark, 79, signed on with the union in 1999 when he sailed on the *USNS Bellatrix*. He shipped in the deck department and upgraded on numerous occasions at the Piney Point school. Brother Clark last sailed on the *Maersk Pittsburgh* and lives in Boise, Idaho.

QUINTIN HERRERA

Brother Quintin Herrera, 65, joined the Seafarers in 1990 when he worked with Crowley Puerto Rico Services.



A deck department member, he upgraded on multiple occasions at the Paul Hall Center. Brother Herrera's last ship was the *Philadelphia Express*. He is a resident of Carolina, Puerto Rico.

LEWIS JOHANSON

Brother Lewis Johanson, 70, started sailing with the union in 1991, initially shipping aboard the *USNS Harkness*. He sailed in the steward department and upgraded at the Piney Point school on several occasions. Brother Johanson last shipped on the *Midnight Sun*. He resides in Belfair, Washington.



JOHN LAMPRECHT

Brother John Lamprecht, 63, joined the union in 1974. His first vessel was the *Explorer* and he primarily sailed in the deck department. Brother Lamprecht upgraded his skills at the Piney Point school on several occasions. He last sailed aboard the *Garden State* before settling in La Caruna, Spain.



RONALD LUPINACCI

Brother Ronald Lupinacci, 75, started shipping with the SIU in 1990. He was a steward department member and first sailed aboard the *Constellation*. Brother Lupinacci upgraded often at the Paul Hall Center. He last shipped on the *Prestige New York* and resides in Darlington, Pennsylvania.



ROMUALD MARLINSKI

Brother Romuald Marlinski, 71, signed on with the SIU in 2003 when he shipped on the *Cape Decision*. He upgraded on multiple occasions at the Piney Point school and sailed in the engine department. Brother Marlinski's final vessel was the *Honor*. He lives in Willis, Texas.

EDDY NEWMAN

Brother Eddy Newman, 64, began sailing with the union in 1990, first shipping on the *USNS Desteiguer*. He primarily sailed in the engine department and upgraded often at the Paul Hall Center. Brother Newman most recently sailed on the *Howard O. Lorenzen* and makes his home in Las Vegas.



ROBERT PAGAN

Brother Robert Pagan, 60, signed on with the SIU in 1977, sailing first

aboard the *John Penn*. He was a member of the deck department and upgraded on numerous occasions at the Piney Point school. Brother Pagan was last employed with Crowley Towing and Transportation. He resides in Riverside, California.

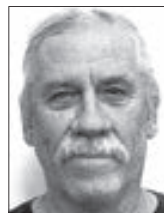
EDWARD PORTER

Brother Edward Porter, 62, began his SIU career in 1979, initially shipping on the *H Atlantic*. He upgraded at the Paul Hall Center on multiple occasions and primarily sailed in the steward department. Brother Porter's final vessel was the *Maersk Pittsburgh*. He is a resident of Jacksonville, Florida.



WILLIAM STOLTZ

Brother William Stoltz, 65, joined the union in 1978. His first vessel was the *Cove Spirit* and he sailed in the deck department. Brother Stoltz upgraded his skills at the Paul Hall Center on multiple occasions. He concluded his career on the *Atlantic* and resides in Crescent City, Florida.



WILLIAM WATTERSON

Brother William Watterson, 65, began sailing with the union in 2000, first shipping aboard the *American Merlin*. An engine department member, he upgraded at the Piney Point school on numerous occasions. Brother Watterson last sailed on the *Stephen W. Pless* and settled in Edenton, North Carolina.

LEVINSON WINBORNE

Brother Levinson Winborne, 65, joined the SIU in 1994. His first vessel was the *USNS Audacious* and he sailed in the steward department. Brother Winborne upgraded at the Paul Hall Center in 2004. He last sailed on the *Decisive* and makes his home in Spring, Texas.

GREAT LAKES

ANNA BRENNIO

Sister Anna Brenno, 65, signed on with the Seafarers in 1990 when she shipped aboard the *Charles E. Wilson*. She worked in the steward department and upgraded at the Piney Point school in 1996. Sister Brenno's final vessel was the *Sam Laud*. She lives in Seymour, Tennessee.



COURTNEY KING

Brother Courtney King, 53, joined the SIU in 1988 and first shipped with OLS Transport. He sailed in

all three departments and upgraded at the union-affiliated Paul Hall Center in 2008. Brother King's last vessel was the *Bradshaw McKee*. He lives in Vancouver, Washington.

INLAND

BRUCE BEAM

Brother Bruce Bream, 68, joined the union in 2004. An engine department member, he upgraded his skills at the Paul Hall Center in 2008. Brother Beam worked for G&H Towing for the duration of his career. He lives in La Marque, Texas.



JUAN CHEVALIER

Brother Juan Chevalier, 68, signed on with the SIU in 1991. He began his career with Crowley Puerto Rico Services. A deck department member, Brother Chevalier upgraded his skills at the Piney Point school in 2001. He was last employed with Crowley Towing and Transportation and makes his home in Carolina, Puerto Rico.



DANIEL ENGLUND

Brother Daniel Englund, 62, began his career with the SIU in 1999 when he sailed on the *USNS Pathfinder*. A deck department member, he upgraded on multiple occasions at the Paul Hall Center. Brother Englund was most recently employed by Crowley Towing and Transportation. He resides in Casa Grande, Arizona.

JAMES GILLIAM

Brother James Gilliam, 62, became an SIU member in 1980 when he worked for Crowley Towing and Transportation. Sailing in the deck department, Brother Gilliam continued to work for the same company for the duration of his career. He lives in California, Kentucky.



CRAIG HEIGES

Brother Craig Heiges, 63, embarked on his career with the SIU in 2002 when he sailed with Port Imperial Ferry. He shipped in the deck department and upgraded at the Paul Hall Center in 2003. Brother Heiges remained with the same company for his entire career. He is a New York resident.



HUBERT JOSEPH

Brother Hubert Joseph, 63, began his career with the SIU in 2000 when he sailed aboard the *Ascension*. A deck department member, he upgraded at the Piney Point school on numerous occasions. Brother Joseph last worked for Crowley Towing and Transportation. He resides in Santurce, Puerto Rico.



EDWARD MELVIN

Brother Edward Melvin, 63, signed on with the SIU in 2008. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Melvin worked for Penn Maritime for his entire career. He lives in St. Petersburg, Florida.



GREGORY NEWMAN

Brother Gregory Newman, 62, became a member of the SIU in 1978, initially working for Inland Tugs. He sailed in the deck department and upgraded at the Piney Point school in 1982. Brother Newman last worked for Turecamo Maritime and settled in Holland, Pennsylvania.



LESLIE O'HAIR

Brother Leslie O'Hair, 57, began sailing with the union in 1996 when he shipped on the *USNS Wyman*. He upgraded often at the Paul Hall Center and sailed in the deck department. Brother O'Hair most recently worked for Crowley Towing and Transportation. He lives in Keystone Heights, Florida.



NMU

HENRY BARROW

Brother Henry Barrow, 65, joined the SIU in 2001 during the NMU/SIU Merger. He sailed in the steward department and upgraded his skills at the Paul Hall Center in 2001. Brother Barrow concluded his career on the *Cape Orlando*. He lives in Oakland, California.



Final Departures



DEEP SEA

RODOLFO ASOPARDO

Pensioner Rodolfo Asopardo, 80, died December 9. He joined the SIU in 1967. He was a deck department member and first sailed aboard the *Coastal California*. Brother Asopardo's final vessel was the *Horizon Hawk*. He went on pension in 2009 and was a San Francisco resident.



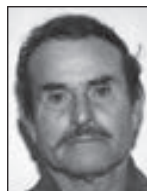
CASEY BARBER

Brother Casey Barber, 43, passed away December 18. He signed on with the SIU in 1996 when he sailed on the *Cleveland*. Brother Barber sailed in both the deck and engine departments. He last sailed aboard the *Prudhoe Bay* in 2000. He lived in Gig Harbor, Washington.



JORGE CASTILLO

Pensioner Jorge Castillo, 101, died December 19. He began his career with the SIU in 1960, initially sailing aboard the *Evelyn*. He was a deck department member and last shipped on the *Green Island*. Brother Castillo became a pensioner in 1983 and settled in Kenner, Louisiana.



FERNANDO DOMENICALE

Pensioner Fernando Domenicale, 85, passed away December 24. He became a member of the SIU in 2001 when he shipped aboard the *Independence*. Brother Domenicale sailed in the steward department and last shipped on the *Overseas Philadelphia*. He retired in 2009 and called Coral Springs, Florida, home.



DON FILONI

Pensioner Don Filoni, 73, died December 1. He joined the union in 1991, sailing first on the *Matej Kocak*. Working in the deck department, Brother Filoni concluded his career on the same vessel. He



went on pension in 2011 and was a resident of Welaka, Florida.

DANIEL FOWERS

Pensioner Daniel Fowers, 74, passed away December 29. He embarked on his career with the SIU in 1989 when he sailed on the *Independence*. Brother Fowers was an engine department member. He last shipped on the *Overseas Cascade* before retiring in 2014. Brother Fowers lived in Coos Bay, Oregon.

GUADALUPE GARCIA

Pensioner Guadalupe Garcia, 89, died December 5. He donned the SIU colors in 1978, initially sailing aboard the *Santa Mercedes*. Brother Garcia worked in the steward department and concluded his career on the *Independence* in 2001. He retired the same year and settled in Brownsville, Texas.



JOHN HOLTSCHLAG

Pensioner John Holtschlag, 77, passed away January 6. He started his career with the union in 1987 when he shipped on the *Galveston*. Brother Holtschlag was a steward department member and last sailed aboard the *Thailand*. He began collecting his pension in 2009 and resided in Springfield, Illinois.



GORDON LINDEN

Pensioner Gordon Linden, 78, died December 9. He signed on with the SIU in 1967 when he sailed on the *Norberto Capay*. Brother Linden sailed in the engine department. His final vessel was the *Neches*. Brother Linden became a pensioner in 2006 and lived in Watertown, South Dakota.

FRITZ MCDUFFIE

Pensioner Fritz McDuffie, 67, passed away December 28. He began sailing with the union in 1970, initially shipping on the *Arizpa*. A deck department member, Brother McDuffie concluded his career aboard the *Stephen W. Pless*. He retired in 2007 and made his home in Wilmer, Alabama.

SAIAD MONASAR

Pensioner Saiad Monasar, 65, died August 20. He joined the Seafarers in 1976 and first sailed aboard the *Trader*. Brother Mo-

nasar was a steward department member. He last sailed aboard the *Cape Jacob* before becoming a pensioner in 2019. Brother Monasar lived in Bridgeview, Illinois.

SORIN RASCOL

Pensioner Sorin Rascol, 69, passed away November 24. He started his career with the SIU in 2000, initially sailing on the *Global Sentinel*. The deck department member's last vessel was the *Seabulk Pride*. He retired in 2017 and resided in San Leon, Texas.



ROOSEVELT SAMPSON

Pensioner Roosevelt Sampson, 85, died November 5. He donned the SIU colors in 1979 when he shipped aboard the *President Fillmore*. Brother Sampson sailed in the steward department. He concluded his career on the *President Roosevelt* before going on pension in 1999. Brother Sampson called Yuba City, California, home.



FREDERICK SHANNON

Pensioner Frederick Shannon, 77, passed away November 30. He signed on with the union in 1998, initially sailing on the *Franklin J. Phillips*. Brother Shannon was a member of the deck department and most recently shipped on the *Sirius*. He retired in 2007 and lived in San Leon, Texas.



RAYMOND TAYLOR

Pensioner Raymond Taylor, 95, died December 6. He joined the SIU in 1951 when he sailed on the *Del Oro*. Brother Taylor sailed in the steward department. His final vessel was the *Overseas Arctic*. He became a pensioner in 1986 and lived in Gretna, Louisiana.



WAYNE YEARGAIN

Brother Wayne Yeargain, 59, passed away November 28. He began sailing with the Seafarers in 2012 when he shipped on the *Mississippi Enterprise*. The deck department member's last vessel was the *Overseas Martinez*.

Brother Yeargain resided in Pensacola, Florida.

JOHN ZIMMERMAN

Brother John Zimmerman, 56, died October 3. He joined the Seafarers in 2016 and initially sailed aboard the *Dewayne T. Williams*. Brother Zimmerman shipped in the engine department and most recently sailed on the *Baldomero Lopez*. He was a resident of Green Cove Springs, Florida.

INLAND

JAMES COCHRAN

Pensioner James Cochran, 72, died December 30. He joined the SIU in 1991 and was a member of the deck department. Brother Cochran worked for Crowley Towing and Transportation throughout his entire career. He retired in 2009 and called Gibsonton, Florida, home.



ROBERT DAWSEY

Pensioner Robert Dawsey, 87, passed away November 4. He began his career with the Seafarers in 1987. He worked for McAllister Towing of Virginia for his entire career and sailed in the deck department. Brother Dawsey became a pensioner in 1999. He resided in Pearlinton, Mississippi.



LAWRENCE GUIDROZ

Pensioner Lawrence Guidroz, 75, died December 22. He became a member of the SIU in 1968. Brother Guidroz sailed in the deck department. He worked for Dixie Carriers for his entire career before retiring in 2011. Brother Guidroz lived in Arnaudville, Louisiana.



RICHARD LUDLAM

Pensioner Richard Ludlam, 92, passed away December 12. He signed on with the union in 1962 when he worked for G&H Towing. Brother Ludlam sailed in the engine department and remained with the same company for the duration of his career. He went on pension in 1985 and



settled in Houston.

NMU

RAPHAEL CHARLES

Pensioner Raphael Charles, 86, died December 9. He was an NMU member before the 2001 SIU/NMU merger. Brother Charles began collecting his pension in 1995 and resided in Galveston, Texas.

JOHN HERTON

Pensioner John Herton, 96, passed away December 8. He sailed with the NMU prior to the 2001 merger with Seafarers International Union. Brother Herton retired in 1993 and lived in Brownsville, Texas.



JOSE SANTOS

Pensioner Jose Santos, 91, died November 23. He was born in San Juan, Puerto Rico. Brother Santos was a member of the NMU before the 2001 SIU/NMU merger. He became a pensioner in 1987 and lived in Port St. Lucie, Florida.

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

| NAME | AGE | DOD |
|----------------------|-----|------------|
| Banks, Leith | 88 | 11/22/2019 |
| Brandner, Raymond | 93 | 01/03/2020 |
| Cheatham, Sterling | 74 | 12/23/2019 |
| Dillon, Charles | 92 | 12/18/2019 |
| Ebanks, Martin | 94 | 11/27/2019 |
| Gaines, George | 91 | 12/22/2019 |
| Gersie, William | 86 | 12/22/2019 |
| Henry, Rudolph | 90 | 08/17/2019 |
| Johnson, Cesar | 86 | 12/17/2019 |
| Lewandowski, Charles | 78 | 12/08/2019 |
| Mattingly, James | 77 | 11/21/2019 |
| Mote, Charles | 79 | 12/11/2019 |
| Oquendo, Jesus | 78 | 12/14/2019 |
| Ortega, Ricardo | 81 | 04/30/2019 |
| Robinson, Eustace | 91 | 01/01/2020 |
| Ruiz, Jose | 89 | 12/27/2019 |
| Vazquez, Juan | 88 | 12/17/2019 |
| Veliotis, George | 85 | 11/27/2019 |
| Wood, Neva | 89 | 12/29/2019 |

Important Notice For All Seafarers

We've improved our text messaging system for shipboard job-related notifications. If you're not signed up and are interested, text WORK to 97779 and follow the prompts.

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.

OVERSEAS CHINOOK (Overseas Ship Management, Inc.), November 11 – Chairman **Arnaldo Fernandez**, Secretary **Jack Hart**, Educational Director **Darryl Bence**, Deck Delegate **Donald Bernard**, Steward Delegate **Rocel Alvarez**. Crew reviewed minutes from prior meeting. Chairman announced payoff at sea. He thanked steward department for a job well done. Chairman commended deck department for working safely and for working long hours. Secretary thanked crew for keeping house and mess hall clean. Educational director reminded members to upgrade at the Paul Hall Center and to be sure credentials are current. No beefs or disputed OT reported. Members expressed gratitude to union and headquarters for securing many jobs for Seafarers. Crew requested a raise in pension and medical benefits.

ALASKAN EXPLORER (Alaska Tanker Company), November 3 – Chairman **Jose Loureiro**, Secretary **Justo Reyes**, Educational Director **Tristan Brand**, Deck Delegate **Bronislaw Kuchczynski**, Engine Delegate **Kevin Kelly**. New DirecTV satellite purchased. Chairman thanked crew for outstanding work at Singapore Shipyard. He reminded members to go through proper chain of command for unresolved issues. Secretary thanked crew for their cooperation. Educational director advised members to upgrade as often as possible and to make sure documents are up to date. No beefs or disputed OT reported. Members were encouraged to stay focused. New satellite to be

installed as soon as time permits. Steward department was commended for a job well done. Next port: Valdez, Alaska.

ALASKAN NAVIGATOR (Alaska Tanker Company), November 10 – Chairman **Gregory Hamilton**, Secretary **Albert Sison**, Educational Director **Rollin Crump**, Deck Delegate **Manuel Enrico**, Engine Delegate **Anne Scott**, Steward Delegate **Erik Ivey**. Crew reviewed old business. They discussed filing for vacation benefits and also talked about steward department extra meal allowance. Vessel's shipyard schedule to begin approximately two months earlier than planned. Chairman expects shipyard period to start around May 2020. Secretary gave thanks to deck department for stripping and waxing floors. He praised cook and SA for getting galley clean and up to standards. Educational director discussed his conversation with the union hall for clarification regarding online classes. Members need to sign up for additional classes in order to register for one-day BT class. No beefs or disputed OT reported. Crew was encouraged to read the October 2019 shipboard meeting report. Members requested raise in pension benefits as well as an increase in current optical plan and monthly vacation days. Crew was reminded to keep mess halls in orderly fashion. Steward department was praised for providing good food. Next port: Long Beach, California.

SEABULK CHALLENGE (Seabulk), November 13 – Chairman **Ghassan Saeed**, Secretary

Peter Crum, Educational Director **Randolph Scott**. No complaints aboard ship. Everyone is doing well. No beefs or disputed OT reported. Chief steward explained menu and resolved misunderstanding among members. Next port: Houston.

OREGON (Crowley), November 22 – Chairman **Jesse Natividad**, Secretary **Joseph Emidy**, Educational Director **David Pope**, Steward Delegate **Wilson Peniston**. Secretary encouraged members to donate to SPAD, the union's voluntary political action fund. He reminded crew of their personal responsibility to keep documents up to date. Educational director reiterated the importance of upgrading at the union-affiliated Piney Point school in order to achieve higher wages and more credentials. No beefs or disputed OT reported. Crew went over payoff procedures with last voucher. Members in need of new mattresses. Vote of thanks given to chief cook and SA for jobs well done. Next port: Alliance, Louisiana.

TAINO (Crowley), November 24 – Chairman **Wilfredo Velez**, Secretary **Kimberly Strate**, Educational Director **Lamont Robinson**, Steward Delegate **Martin Warren**. Chairman reminded crew that USCG will be counting ROS time towards BT certification. Educational director warned members of the Real ID requirements by TSA and encouraged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed and summarized the president's report from *Seafarers*

LOG. Members asked about Wi-Fi availability aboard ship. Crew requested a paid time off benefit that would allow a minimum of two weeks bereavement for immediate family. Next port: Jacksonville, Florida.

WEST VIRGINIA (Intrepid Personnel & Provisioning) November 28 – Chairman **John Cedeno Jr.**, Secretary **Milton Yournett**, Educational Director **Andre Mitchell**, Deck Delegate **Juberto Perez**, Engine Delegate **Dontrell Riddick**, Steward Delegate **Shantay Joquin**. New pillows distributed to members. Chairman conducted 401K information session. All staterooms will be inspected by bosun before sign-off to help ensure clean and acceptable standards. Chairman discussed new vessels joining SIU-crewed fleet and explained tour of duty eligibilities. Secretary advised crew to keep credentials current. Educational director reminded members to go to the Paul Hall Center for all upgrading needs. Crew was given clarification on penalty pay for trash handling. With the help of SIU Asst. VP Kris Hopkins, issue has been addressed and corrected. No beefs or disputed OT reported. Chairman spoke with captain to see if mattress covers can be ordered. Gym dry-erase board received and installed. Members requested a match in 401K contributions and an increase of paid vacation days. Next port: Garyville, Louisiana.

HORIZON PACIFIC (Sunrise Operations), December 1 – Chairman **Daniel Ticer**,

Secretary **Kevin Dougherty**, Educational Director **Thomas Flynn**, Deck Delegate **Emmanuel Buyser**, Engine Delegate **Yahya Mohamed**, Steward Delegate **Stephen Martin**. DirecTV and Wi-Fi now working in port. Chairman thanked crew for working safely and reminded them to contribute to SPAD, the SIU's voluntary political action fund. Educational director informed crew of requirements for new PASHA ships coming out in the new year. Members will be required to have training for LNG, BT and refresher courses for firefighting. Several TVs and refrigerators purchased using ship fund. No beefs or disputed OT reported. Bosun noted items from the *Seafarers LOG* including articles about ships reflagging to Stars and Stripes with SIU crews, the ROS. breakout and WWII veteran recognition. Members requested more flexibility with trip reliefs. Crew dryer in need of repair. Next port: Oakland, California.

OVERSEAS TEXAS CITY (Overseas Ship Management), December 15 – Chairman **Jovan Williams**, Secretary **Jeffrey Beasley**, Educational Director **James Rodweller**. Chairman thanked crew for keeping ship clean and for their hard work during voyage, loading and discharge. He recommended that members upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Maryland. Educational director reminded crew to ensure documents are current. No beefs or disputed OT reported.

Know Your Rights

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

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund 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:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
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 Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Paul Hall Center Upgrading Course Information

The following is a schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, for the next several months. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

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

| Title of Course | Start Date | Date of Completion |
|-------------------------------------|---|--------------------------------|
| Gap Closing Courses | | |
| MSC Storekeeper Basic | February 24 | March 13 |
| MSC Supply Configuration Management | March 16 | April 10 |
| Deck Department Upgrading Courses | | |
| Able Seafarer Deck | February 24 April 20 June 22 | March 13 May 8 July 10 |
| AB to Mate Modules | Modules must be taken in order. Those who are not in the mates program cannot apply for these courses. Contact the Admissions Office for further details. | |
| Advanced Meteorology | May 4 | May 8 |
| Advanced Shiphandling | May 11 | May 22 |
| Advanced Stability | April 27 | May 1 |
| ARPA | March 16 August 3 | March 20 August 7 |
| Bosun Recertification | July 20 | August 3 |
| Crane Familiarization | March 9 | March 13 |
| ECDIS | May 25 | May 29 |
| Fast Rescue Boat | July 20 | July 24 |
| GMDSS | February 17 July 6 | February 28 July 17 |
| Lifeboat | March 9 April 6 May 4 | March 20 April 17 May 15 |
| Leadership and Management Skills | August 31 | September 4 |
| Radar Renewal (one day) | Contact the PHC Admissions Office | |
| Radar Observer | March 2 July 20 | March 13 July 31 |
| RFPNW | March 23 | April 17 |
| 100 Ton Master | August 17 | September 4 |

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.

| Title of Course | Start Date | Date of Completion |
|--|--|-------------------------|
| Engine Department Upgrading Courses | | |
| Advanced Refer Containers | May 4 | May 15 |
| BAPO | March 23 | April 17 |
| Engineroom Resource Management | August 24 | August 28 |
| FOWT | February 24 | March 20 |
| Junior Engineer Program | February 24 | April 17 |
| Machinist | June 29 | July 17 |
| Marine Electrician | June 29 | July 31 |
| Marine Refer Tech | May 18 | June 26 |
| Pumpman | July 20 | July 24 |
| Welding | March 23 | April 10 |
| Steward Department Courses | | |
| Advanced Galley Operations | February 17 | March 13 |
| Chief Cook | Modules run every other week. Contact Admissions for exact date. | |
| Chief Steward | March 16 | April 24 |
| Galley Operations | March 23 | April 17 |
| Orientation/Assessment Chief Cook 2.0 | February 24 March 9 | February 28 March 13 |
| Orientation/Assessment Chief Steward 2.0 | February 10 March 2 | February 14 March 6 |
| Steward Recertification | March 16 | April 6 |
| Safety/Open Upgrading Courses | | |
| Basic Training | March 2 | March 6 |
| Basic Training Revalidation | February 7 | February 7 |
| Basic Training/Adv. FF Revalidation | February 10 | February 14 |
| Combined Basic/Advanced Firefighting | February 10 | February 14 |
| Government Vessels | March 2 | March 6 |
| Medical Care Provider | April 20 | April 24 |
| Tank Ship - DL | February 24 | February 28 |
| Tank Ship Familiarization - DL | February 10 | February 14 |
| Tank Ship Familiarization - LG | March 30 | April 3 |

| 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, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.*

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

2/20

Paul Hall Center Classes

Apprentice Water Survival Class #855 – Pictured in early October (photo at right, in alphabetical order): Cody Carroll, Nicholas Chiappini, Briana Davis, Joseph Howard, Christian Howe, Troy Ingram, Christopher Kluth, Austin Kost, Tavon Lauderdale, Dave Martin II, Yolanda Ortega-Velez, Emmanuel Outeiral, Isaac Pili, Marta Ruiz, John Sadia and Juan Vallejo.

Important Notice To All Students

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



Water Survival (Upgraders) – Graduated September 6 (above, from left): Michael James Pompa Adeva and John Price. Also graduating, but not pictured, was Nicholas Banks.



Welding – Graduated October 4 (above, in alphabetical order): Rudy Cesar, Justin Dangelo, Terren Fields, Robert Neff, Liam Richey and Reginald Watkins. Instructor Chris Raley is second from the right.



UA to FOWT – Graduated September 13 (above, in alphabetical order): Lavontat Anderson, Gregory Kakra Attawora, Timothy Jones, Wayne Linnette IV, Marcus Lopez, Chanel Peters, Hyuk-Joong Kim Seeman, Bertram Solomon Jr., Denard Williams and Kevin Willis. (Note: Not all are pictured.)



UA to Able Seaman-Deck – Graduated September 13 (above, in alphabetical order): Austen Amoroso, Joseph Crane, David Franz Pelczmann, Andrew Porpora, Somitya Rana and Cole Vose.

Tank Ship Familiarization LG – Graduated September 20 (photo at right, in alphabetical order): Reginald Addison, Gerald Archie, Christopher Bean, Bobby Ramirez Belches, Mark Buyes, Marcus Eli Carrasquillo, Daniel Fields, Charles Ford, Jerwin Francisco, Whitney Fulcher, Paul Narro, Jose Rigoberto Norales, Sherley Loraine Rivera-Aguila, Dennis Skretta, Antjuan Webb and Richard West. (Note: Not all are pictured.)



Paul Hall Center Classes



Government Vessels – Graduated October 4 (above, in alphabetical order): Samuel Amisah, Diamond Anderson, Marcus Eli Carrasquillo, Jonny Diego, Fidel Alvarez Dipasupil, Adolfo Leonel Figueroa, Robert Goren, Eric Jett, Steven Kendrick, John Morrison, Paul Narro, Jaquel Nesmith, Annie Nodd, John Oshaughnessy, Jorge A. Salas Santos, Paul Sharo, Eddie Taylor, Jessie Turner and Richard West. (Note: Not all are pictured.)



Government Vessels – Graduated October 4 (above, in alphabetical order): Adrian Joseph, Felix P. Maldonado, Pedro Sadrac Maysonet-Gonzalez and Elvin Joel Rijos-Perez.



GMDSS – Graduated September 13 (above, from left): Jessie Turner and Jorge A. Salas Santos. Instructor Patrick Schoenberger is at the far right.

Medical Care Provider – Graduated October 4 (photo at right, in alphabetical order): Jose Manuel Boza, Jared Cabasug, Marion Collins Jr., Sean Geddie, Henry Green, Brennon Hough, Deven McCoy, Edward Molesky Jr., and Michael John Estavillo Valdez. Instructor Michael Roberts is at the far left.



Terrestrial and Coastal Navigation – Graduated September 13 (photo at left, in alphabetical order): Chantell Dawson, Karleen Grenier, Brian Guiry, Christopher Hickey, Yuriy Prytchak, Chenequa Moet Rodriguez, Scott Salo and Dexter Madrona Turija. Class instructor Brian Moore is at the far left. (Note: Not all are pictured.)

Paul Hall Center Classes



RFPNW (Phase III) – Graduated October 11 (photo at left, in alphabetical order): Jacob Booth, Christopher Collins, Victor Duplesis, Lucas Hayes, Kalae-Mitchal K. Huihui, Teva Kurth, Nakia Miller, Jonathan Pastor Torres, Marcelo Corbillion Villareal and Patrick Wheat. Upon the completion of their training, each plans to work in the deck departments of SIU-contracted vessels.

BAPO (Phase III) – Graduated October 11 (photo at right, in alphabetical order): Adam Salim Elmenani, Nikita Featherston, Taurean Harold, Yu-Jin Arthur Hendricks-Matsuda, Kenneth Kauffman, Johnny Matthews III, Ghadir A. Sarkis, Christopher Solomon and Kelly White. Each plans to work in the engine departments of union-contracted vessels when their training is completed.



Galley Ops (Phase III) – Graduated October 11 (above, from left): David May and Michael Pena. Upon the completion of their training, both plan to work in the steward departments of SIU-crewed vessels.



Tank Ship Familiarization DL – Graduated September 27 (above, in alphabetical order): Damon Anderson, Franklin Valencia Estupinan, Jerwin Francisco, Whitney Fulcher, John Morrison, Paul Narro, Dexter Madrona Turija, Antjuan Webb and Richard West. (Note: Not all are pictured.)



Government Vessels – Graduated October 18 (photo at left, in alphabetical order): Jose Argueta, Justin Baehring, Iesha Bailey, Joey Bariatta Benosa, Austin Blake, Rudy Cesar, Kenneth Epps, Loretta James, Chris Marcani, Bobby Lenin Morales Rochez, Keion Vines, Hunter Wickman, Edward Williams and Mark Wilson.

Paul Hall Center Classes

Government Vessels – Graduated November 1 (photo at right, in alphabetical order): Peter Azubike, Mark Kim Tiu Cordova, Marcel Okera Jubert, Edgardo Martinez Espada, Jerry Miraflores Maya Jr., Tomas Merel, Abdulnaser Kassem Saeed, James St. Amand and Brandon Urlich.



Government Vessels – Graduated November 1 – (above, from left): Christopher Henao, Shelonti Jones and Dale Mattingly Jr.



Basic Training (Basic Firefighting Upgraders) – Graduated September 27 (above, from left): Amin Ali Quraish, Bernard Lawes Sr., and Diamond Anderson.



ECDIS – Graduated September 27 (above, in alphabetical order): Karleen Grenier, Christopher Hickey, Mason Con Melland, Yuriy Prytchak and Scott Salo. (Note: Not all are pictured.)



RFPNW – Graduated October 11 (above, in alphabetical order): Michael James Pompa Adeva, Lamar Doctor, Terrance Paige and Mikhail Semenovitch Pinchevskiy.

Junior Engineer (Plant Management II) – Graduated October 25 (photo at right, in alphabetical order): Rahaan Kwasi Alexander, David Cornelius, Raphael Henson, Sebastian Damian Krowicki, Karl Angelo Morrow Jr., Raymond Manlangit Orosco, Matthew Palmer, Tyler Summersill, Bryan Velazquez, Derrick Walker II and Renita Walker. Instructor Christopher Morgan is at the far right. (Note: Not all are pictured.)



Paul Hall Center Classes



Chief Steward 2.0 – Graduated September 16 (above, in alphabetical order): Jioia Joyce Yvonne De Leon, Joseph Alexander Fabia Laureta, Zlatko Lucic and Nina Maria McFall.



Chief Steward 2.0 – Graduated September 27 (above, in alphabetical order): Nadine Butler, Dante Fernandez Cruz, Sajid Foster, Timothy Laird, Eddie Taylor and Ronaldo Salazar Torres.



Chief Steward 2.0 – Graduated August 30 (above, in alphabetical order): Harlan Alonzo, Jane Altieri, Alexander Paisaje Cordero, Mario Alcanse Firme Jr., and Abraham Marcelo Martinez Rochez. (Note: Not all are pictured.)



Certified Chief Cook (Module 1) – Graduated August 23 (above, in alphabetical order): George Nier Egbert, Ronald Glenn Jr., Annette Hicks, Yuriy Nikolayevich Klimov, Milan Marshall-Hampton and Alvin Watson. (Note: Not all are pictured.)



Chief Cook 2.0 – Graduated August 9 (above, from left): Jermin Matthews, Salvador Malasan De Guzman and Vincent Chavez.



Chief Cook 2.0 – Graduated October 4 (above, in alphabetical order): Johnson Ashun, Bernard Lawes Sr., Mary Slade and Henry Wright Jr.



Chief Cook 2.0 – Graduated September 20 (above, in alphabetical order): Brandy Clemons, Todd Gallagher, Juan Francisco Poblete and Barbara Smith.



Chief Steward – Graduated September 13 (above, from left): Joshua Heath, Detrell Lambey, and Jason Beckford. Also graduating, but not pictured, were: John Billington, Adele Williams and Derrick Williams.

SEAFARERS LOG

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Representatives from the SIU, Santa's Castle and Joint Base Lewis-McChord gather for a photo before the annual luncheon.

'Feels Good to Give Back'

Tacoma-Area Seafarers Step Up Again for Santa's Castle; Yearly Outreach Brightens Holidays for Military Personnel

Chief Steward **Ingra Maddox** described the essence of the union's yearly participation in Santa's Castle as well as anyone.

"It feels good to give back to the people that are protecting us," said the Seafarer, who comes from a military family. "We've always got a ton of stuff for the children, and that's what it's all about: the children."

Since 2007, Tacoma-area Seafarers have donated holiday toys and other gifts to U.S. military families (primarily E-4 and below) from Joint Base Lewis-McChord (JBLM), Washington, and from other bases. The gifts are sent through a private, nonprofit organization named Santa's Castle. The union also hosts a holiday luncheon (typically in mid-to-late December) for military personnel, Seafarers, employees from the nonprofit group, and other guests.

In 2019, SIU members, officials and staff as well as other contributors donated a little more than \$9,000 in toys and additional gifts. The items were loaded into Santa's Castle vans outside the hiring hall after the luncheon on Dec. 20.

Anita Vargo, vice president of purchasing for Santa's Castle, said, "The Seafarers are so amazing every year. They go above and beyond to help us and our soldiers. We look forward to being with them just to have lunch and get to know the men and

women who work there. It's really nice. We love those guys. They're wonderful and the SIU is a great organization."

During remarks at the luncheon, SIU Assistant Vice President Joe Vincenzo said, "This program and this time of year are not about any one of us in particular. It's about the gift of giving and being grateful for what we have."

A military veteran, Vincenzo also pointed out the long, mutually respectful relationship between the U.S. Merchant Marine and our armed forces.

"The logistical support that the U.S. Merchant Marine gives to our military is as vital an asset to their ability to project and sustain power abroad as it is to our homeland, economic and national security," he stated. "Our history is long and storied and each of us has it on our shoulders to carry on that tradition as you are here today. We are grateful for our military – the service that they perform each and every day. Today is our day to say thank you."

He added that since the union started participating in Santa's Castle, Seafarers have chipped in with around \$100,000 worth of items.

Chief Cook **Charlie Atkins** volunteered to help set up and run the luncheon.

"The whole thing went great," he said. "I do it every year when I'm home. As union members, we're always trying to help anyone who needs it. I know this is for a good cause, and everyone was happy and smiling. Joe does a lot to make sure everybody's on the same page. It was excellent."

Retired Recertified Steward **Shawn Fujiwara** said he has participated "from day one, and it's a reflection of why I'm proud to be part of the SIU family and the Tacoma hall."

Always a good sport, Fujiwara wore an elf costume to the luncheon. He said this year's event lived up to its lofty precedent.

"It's important to help Santa's Castle and their mission to support our local military families who would not otherwise have as many gifts to share on Christmas," he added. "I call it the magic of Christmas – giving from your heart and knowing it'll brighten the spirits of children. Also, Joe Vincenzo is a powerhouse behind the scenes, making sure the Tacoma hall always gets revved up for this."



Bosun Jozef Ignaczak (photo at left) and OMU Omer Shariff (right) help transport the donations from the hall.



Seafarers contributed a little more than \$9,000 worth of toys and other gifts for the latest iteration of Santa's Castle.