



# The Seafarers Log

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

## U.S. Mariners Fight Back

*Hailed as Heroes, Maersk Alabama Crew Returns Home Safely*

*Second SIU Ship, Liberty Sun, Attacked*

*Administration, Military, Industry Focus On Pirate Menace*



In a piracy saga that played out as the nation's lead story for days, the captain and crew of the SIU-contracted *Maersk Alabama* reached safety and a happy ending, but not before enduring more than enough harrowing moments. Separately, the SIU-crewed *Liberty Sun* also came under attack by Somali pirates, with all hands reported safe. Pictured clockwise, beginning with top photo, the *Alabama*, which was boarded by pirates on April 8 in the Indian Ocean, docks in Mombasa, Kenya, carrying humanitarian aid cargo (AP Photo/Karel Prinsloo); Maersk Line Limited President and CEO John Reinhart (right) helps welcome the crew back to the U.S.; crew members from the *Alabama* celebrate after learning their captain had been freed by U.S. Navy SEALs (AP Photo/Sayyid Azim); SIU President Michael Sacco (left) congratulates AB ATM Reza shortly after the crew arrived at Andrews Air Force Base; and Bosun William Rios hugs his wife and son seconds after stepping off the airplane. Pages 2, 3, 11, 12, 13.



## President's Report

### Our Crews Must be Protected



Michael Sacco

There's a lot to cover this month, but let me start with the absolute most important item: Thank heaven our crews from the *Maersk Alabama* and the *Liberty Sun* are safe!

The piracy incidents involving those two SIU-crewed ships may have taken place half a world away, but they certainly hit home. By now, I'm sure you know the details. The *Maersk Alabama* received far more media coverage, because the ship was boarded and because its captain, Richard Phillips, was held hostage aboard a lifeboat for five days. The *Liberty Sun* incident basically was finished by the time it hit the press, but it was plenty disturbing in its own right, with weapons fired at and damaging the vessel. Understandably, the *Liberty Sun* didn't get as much attention, but those crew members are, of course, every bit as important to the SIU family as any other members.

There are plenty of organizations and individuals to thank for the happy endings, and you can read some of those sentiments elsewhere in this newspaper. I'll get to some others in a minute.

But what cannot be overlooked – and what will not be overlooked – is the immediate need to protect our crews from the all-too-real danger of piracy. As this edition of the *LOG* went to press, the SIU was taking part in high-level meetings with the military, the government and others from the maritime industry to tackle this issue. I'm optimistic that these meetings were an important step towards timely, effective solutions.

Our crews must be protected. Period.

For now, I am open-minded about how that protection unfolds. The obvious possibilities include arming the crews, or having the ship operating companies hire professional security personnel, or having the military supply armed guards. Maybe the answer is some combination of those things. Maybe not. But there's got to be an answer besides hoping we can outrun the pirates or knock them down with hoses.

Even though the media only recently woke up to the issue of piracy, it's not new to this union. As recently as December, I took part in a meeting that included very high-ranking U.S. military officers focusing on piracy. Also, through the International Transport Workers' Federation and the International Maritime Organization, we've been sounding the alarm for decades. The industry's combined efforts have at least resulted in some progress, even though it hasn't been enough. Naval ships like the U.S. vessels that sailed to aid the *Maersk Alabama* and *Liberty Sun* have increased their presence near the hotspots around Somalia. There is an electronic reporting system for every ship that enters the potentially hazardous areas, geared toward helping mobilize help when needed. Passage of a United Nations resolution late last year helped set up the legal means for prosecuting pirates. Again, it's a start but it's not enough.

We all understand that if the perfect solutions were easy to implement, piracy wouldn't exist. With that said, long-term, the best way to end this mess is by addressing the root causes – namely, the instability in Somalia itself.

Concerning the short-term, this is our top priority. We will be writing about it with updates here and on our web site. We will be communicating with members at the monthly meetings and aboard the ships in port. We will be part of the solution, because our SIU crews must be protected.

As for the story that completely dominated the news for several days beginning April 8, I've never been more proud of an SIU crew. And I've never felt more relieved than when I learned of their safety as well as that of the officers from MEBA and MM&P, including Captain Phillips.

Captain Phillips has quite a story to share, and it's definitely not a sea story.

His presence would have been the only thing that could have added to the joy felt by everyone who welcomed home the crew when they landed at Andrews Air Force Base on April 16, some time after midnight. That was a long night when it came to looking at the clock, but the time spent with Seafarers and their families was priceless. Personally, I consider it among the most rewarding moments of my years with this union. I've said from time to time that we're more like a family than a union. When the *Maersk Alabama* crew came home, we truly were all family.

Finally, although I've expressed these sentiments in separate correspondence, I want to take this opportunity to once again thank President Obama for his concern and decisive action that led to the safe transit of the *Maersk Alabama* and her crew as well as the rescue of Captain Phillips. My gratitude also goes to Admiral Gary Roughead, Chief of Naval Operations, and to the Navy SEALs, FBI negotiators and others who helped deliver the mariners safely. I'm truly thankful to all who performed so bravely and valiantly in this operation.

Shipowner Maersk Line, Limited and operator Waterman Steamship deserve recognition, too. From the moment the story broke, they went into "24/7" mode to keep in touch with the mariners' families and with their unions. The companies set up a toll-free hotline for family members, offering various forms of assistance. They provided a heroes' welcome for the crew and they made sure the families not only were able to attend, but were provided with comfortable accommodations – away from the media horde, to the extent possible. On that note, I have personally thanked Air Force Chief of Staff General Norton Schwartz for making it possible for the crews to arrive at Andrews. The setting allowed for a proper homecoming, and it made all the difference.

For the SIU's part, we also stayed in touch with the families in addition to having nearly constant contact with the companies and the military, offering them whatever support we could give. We posted timely communications on our web site. Without taking undue advantage of the circumstances, we let it be known that union-affiliated schools such as the Paul Hall Center for Maritime Training and Education help prepare mariners for all types of shipboard emergencies. We went to great lengths to protect the privacy of our members and their families despite a tidal wave of press calls.

This entire experience, both with the *Maersk Alabama* and the *Liberty Sun*, has been a roller-coaster of emotions. It started with terrible concern, followed by immense relief, followed by the sobering reminders that piracy is still front and center.

We've got the pirates in the spotlight now. It's time to take aim at real solutions.

## TWIC Tip: 'Self Identify' as Merchant Mariner

April 15 wasn't just the last day to file income tax paperwork. For the maritime industry, it also marked the deadline for U.S. mariners to obtain a Transportation Worker Identification Credential (TWIC) and the start of a five-year phase-in period for the new merchant mariner qualification credential, which slowly will replace current merchant mariner documents/z-cards. The new merchant mariner qualification credential also will replace 1995 STCW certificates and licenses, combining all documentation into one passport-style credential.

The deadline for the TWIC and the advent of the new qualification credential led to somewhat of an information blitz, but one particular point that mariners would be well-advised to consider is whether, in the words of the Coast Guard's National Maritime Center (NMC), they "self-identi-

fied" as merchant mariners when enrolling for a TWIC. This would have been a verbal identification upon original application for a TWIC, or a follow-up identification via contact by the mariner to an enrollment center.

As previously reported, for those who already received a TWIC and did not self-identify as a mariner, or for those who don't remember whether or not they self-identified, the NMC (issuer of the new merchant mariner qualification credential) is working with the Transportation Security Administration (issuer of the TWIC) to automatically change your occupation field. The NMC anticipates that this will cover the vast majority of current mariners.

In a recent communication, however, the NMC further noted, "It is, unfortunately, inevitable that there will not be matching data for every mariner due to variances in

the data contained in either system (such as using slightly different name spellings to apply for your TWIC and your mariner credential). Therefore, TSA is setting up a help desk number that you will be able to call in order to manually switch your occupation field. This should only impact a small percentage of mariners and only when applying for their next Coast Guard-issued credential. At that point, if the NMC does not have matching data from TSA regarding a valid TWIC you will be asked to call the TSA help desk." That phone number is 1-866-DHS-TWIC (347-8942).

"If an individual isn't sure whether or not they self-identified as a mariner, it's worth it to call the toll-free number and verify, particularly before renewing or upgrading their document," noted Priscilla Senatore, admissions director at the SIU-affiliated Paul Hall Center for Maritime

Training and Education. "If someone isn't identified as a mariner, it can cause a significant delay in processing their paperwork through the National Maritime Center."

As for the new qualification credential, abbreviated as MMC, mariners do not need to rush to get one. The rationale for the five-year phase-in period is that, starting April 15 (last month), when mariners renew or upgrade their z-card, or when mariners new to the industry apply for a credential, they will receive the MMC.

The MMC program does not affect the legitimacy of currently valid z-cards/merchant mariner documents. It also eliminates the need for mariners to appear in person at a Coast Guard regional exam center (REC), provided they have applied for a TWIC. Mariners do still have the option to go to an REC.

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Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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### Remember the SS Mayaguez

April 2009 may have been the first time in more than a century that pirates boarded an American-flag ship, but SIU members dealt with armed shipboard intruders much more recently – for three days beginning May 12, 1975 to be exact.

That's when Cambodian rebels kidnapped the Seafarers-crewed *SS Mayaguez* off that country's coast. Nine rebels armed with automatic weapons, rocket launchers and grenades boarded the *Mayaguez* as the ship was en route from Hong Kong to Sattahip, Thailand. Within hours, several more Cambodian gunboats showed up and roughly 40 more Cambodians boarded the ship.

President Gerald Ford ordered a military response to retake the vessel and its crew.

The 39-person crew of the *Mayaguez* (includ-

ing 28 SIU members) survived the ordeal without permanent injury, as U.S. military personnel completed their rescue some 65 hours after the mariners were taken captive. However, according to media reports from that era, 16 U.S. servicemen were killed and others were wounded because of heavy fire from the rebels, known as Khmer Rouge. The fatalities took place when Cambodians shot down a U.S. helicopter and also attacked Marines who were attempting a rescue. More than 100 Cambodians soldiers were killed.

The reason for the seizure never became clear. Some thought the rebels misidentified the Sea-Land containership as transporting weapons and ammunition, surveillance equipment or other materiel. The vessel in fact was carrying non-military cargo.



AB ATM Reza (right), SIU hawsepiper/3rd Engineer John Cronan (with hand raised) and the rest of the mariners step off the airplane at Andrews Air Force Base, Md.



Crew members of the *Maersk Alabama* are seen during a press briefing at the Mombasa port in Kenya on April 13. (AP Photo/Karel Prinsloo)

# Maersk Alabama Saga has Happy Ending

## Somali Piracy Acts Continue As *Liberty Sun* also Attacked

Earlier this year, SIU members from NY Waterway were part of the nation's lead news story as they rescued airplane passengers and crew in what quickly became known as the Miracle on the Hudson.

Last month, 12 Seafarers aboard the *Maersk Alabama* played a central role in another episode that kept the world transfixed for days. In a story that proved seemingly impossible to miss, the union crew of the Maersk-owned, Waterman-operated containership fought off armed Somali pirates who boarded the vessel April 8, hundreds of miles from Somalia's northern coast. The pirates were sent away from the American-flag ship within about 12 hours, but Captain Richard Phillips of the *Alabama* was taken hostage aboard a lifeboat and remained there until Easter Sunday, when U.S. Navy snipers eliminated Phillips' captors.

By then, the *Alabama* – carrying humanitarian cargo – had arrived at its originally scheduled port of Mombasa, Kenya. (For safety reasons, the U.S. military wanted the ship to leave the area where the captain was being held.)

As the story played out, the scourge of Somali piracy finally received the attention long called for by the international maritime community. Additionally, anyone who thought the first such attack in modern times on a U.S. ship was a fluke, quickly learned otherwise as the SIU-crewed *Liberty Sun* was fired upon near the Gulf of Aden. That attack took place April 15 and didn't result in injuries, though it damaged the vessel. Once again, the

U.S. Navy quickly came to the assistance of the U.S. merchant ship.

Ironically, Phillips was aboard the Navy vessel dispatched to aid the *Liberty Sun* – an assignment that temporarily prevented him from reuniting with his own crew, which was still in Mombasa, preparing to fly home. (More details about the *Liberty Sun* incident will be included in the next issue of the *LOG*.)

The immediate aftermath of the *Maersk Alabama* confrontation saw the mariners – represented, respectively, by the SIU; the Marine Engineers' Beneficial Association; and the Masters, Mates & Pilots – hailed as heroes all across the country. Editorials praised their courage, and some writers not normally fond of unions compared them to the heroic American passengers of Flight 93 on September 11. Union-affiliated training schools including the Paul Hall Center for Maritime Training and Education were credited for their work in preparing mariners for emergencies at sea.

Meanwhile, some Somalis used the media to convey threats of more violence against American crews.

### Joyful Reunion

However complex the issue of piracy, there was nothing ambiguous about the emotions that poured out when the plane carrying the *Maersk Alabama* mariners touched down at Andrews Air Force Base, Md., around 1 a.m. on April 16. Seafarers walked down a portable staircase and into the waiting arms of relieved family members who'd

been transported to nearby Washington, D.C., by SIU-contracted Maersk Line, Limited for the reunion.

Members also were obviously happy to see SIU President Michael Sacco and SIU Executive Vice President Augie Tellez, who eagerly welcomed them after the Seafarers had said their initial hellos to family. (Sacco and Tellez already knew many of the crew members.) SIU members and officials visited at the base and again back at the local hotel arranged by Maersk. Hours later, the three union presidents along with Tellez and SIU Vice President Contracts George Tricker met with most of the mariners to more formally thank them and to discuss

some options for combating piracy.

Even before reaching the United States, crew members and officers alike – once they had been assured of Capt. Phillips' safety – emphasized that the media erred in saying that they had regained control of

the *Maersk Alabama* shortly after the pirates boarded the vessel. "We never lost control of the ship," was perhaps their most common refrain, made politely but firmly.

Crew members also said that they were purposely holding back some details of how they overcame the attack, because their techniques may prove useful for other mariners. What is known is that they outran the pirates for hours, were fired upon and were boarded, then outmaneuvered them below decks while intentionally (and temporarily) disabling the ship. The Americans captured and injured one of the pirates, which gave them vital leverage.

Eventually, the frustrated pirates simply wanted to leave – quite a change in demeanor from when they initially climbed aboard and expressed glee at an anticipat-

**"What kept us alive was the training, the discipline and the knowledge we learned from the SIU." — Maersk Alabama Bosun William Rios**

*Continued on Pages 12-13*



The *Maersk Alabama* (photo at left) prepares to dock in Mombasa on April 11, 2009. Guarded by Navy personnel, the crew included a dozen SIU members. (AP Photo/Karel Prinsloo). In photo above, SIU President Michael Sacco (left) welcomes AB Clifford Lacon shortly after the crew arrived in the U.S.



Operated by Sealift Inc., the *MV John A. Chapman*, left, will preposition materiel for the U.S. Air Force. The most recent tanker constructed at Aker Philadelphia Shipyard, photo above, formally will be christened the *Overseas Nikiski*.

# APL Adds Four U.S.-Flag Vessels

## *Crowley, OSG Welcome New Tonnage; Sealift Inc. to Operate MV Chapman*

The SIU last month reported that American President Lines is bringing four ships into its U.S.-flag fleet, reflecting the company's ongoing commitment to meet U.S. government needs.

Seafarers will fill all of the unlicensed slots aboard the *APL Pearl* and *APL Cyprine*, and will fill the steward department positions aboard the *APL Agate* and *APL Japan*.

The *Pearl* and the *Cyprine* were scheduled to reflag under the Stars and Stripes at press time. Built by Samsung Shipbuilding in 1997, each of those two containerships is approximately 900 feet long, with a beam of 131 feet. The ships can sail at 24 knots.

In his April report to the membership, SIU Vice President Contracts George

Tricker noted that the *Agate* (also a containership built in 1997) was slated to reflag April 20 in Charleston, S.C., while the *Japan* (constructed in 1995) is scheduled to reflag May 18.

The four APL ships will sail on a 56-day "Suez Express" run, delivering cargo to the Middle East and the ports of New York, Charleston, S.C., Norfolk, Va. and Savannah, Ga.

That wasn't the only recent good news concerning new or newly contracted tonnage. Earlier this year, Sealift Inc. earned an operating contract from the U.S. Military Sealift Command (MSC) covering the *MV John A. Chapman*, a prepositioning ship. Depending on if options are exercised, the contract could cover five years. In any case, the Seafarers-contract-

ed *Chapman* is expected to carry materiel for the U.S. Air Force while mainly operating in or near Saipan.

Back in the U.S., SIU-contracted Crowley on April 2 took delivery of its newest articulated tug barge (ATB) – the tug *Commitment* and barge 650-6, in Pascagoula, Miss. The 185,000-barrel ATB, the 10th in Crowley's fleet, has been chartered by a major energy company to transport petroleum products on the U.S. West Coast beginning last month.

"New vessel design, construction and deployment is essential to serving the needs of our customers," said Tom Crowley, company chairman, president and CEO. "We are committed to designing, building and operating the most technologically advanced and environmentally sound vessels in the industry."

The *Commitment/650-6* was jointly designed by Crowley's marine technical services group and VT Halter Marine.

The tank barge was built at Halter's shipyard in Pascagoula, Miss., and the tug *Commitment* at its shipyard, in Moss Point, Miss.

The Seafarers-crewed Crowley ATB fleet is scheduled to grow to 17 by mid-2013. Included in the total are four 155,000 barrel units already deployed; ten 185,000-barrel units, six of which are in operation; and three yet-to-be-built 330,000-barrel units – the largest in the company's history and the fastest in their class.

Additionally, Aker Philadelphia Shipyard on April 20 launched *Hull 011*, the seventh in a series of at least 12 product tankers to be completed by 2011. The vessel will be named the *Overseas Nikiski* and will be operated by SIU-contracted Overseas Shipholding Group. Like the others in its class, the tanker is 600 feet long and will sail in the Jones Act trades. It is scheduled for delivery in the current quarter of 2009.



The tug *Commitment*, left, and barge 650-6, form Crowley's newest ATB. As seen in this view from the *Commitment's* wheelhouse, above, the company's ATBs feature all the latest equipment.



Seafarers-contracted APL is bringing four more ships into its U.S.-flag fleet, including the *APL Agate*, below, and the *APL Pearl*, above.



# Top Economists Say 'Yes' To EFCA's Majority Sign-Up

Noted economists across the country have affirmed the nation needs the Employee Free Choice Act to restore balance in the labor market and to put the economy back on its feet, according to a recent statement by the Economic Policy Institute (EPI). The EPI is a nonprofit, non-partisan research group based in Washington, D.C.

The statement is endorsed by acclaimed economists and explains that the financial sector isn't the only sector in trouble. It points out that average wages for American workers have stagnated even as their productivity soars. The EPI notes that from 2000 to 2007, the income of the median working-age household fell by \$2,000 – an unprecedented decline. In that time, virtually all of the nation's economic growth went to a small number of wealthy Americans.

An important reason for the shift from broadly shared prosperity to growing inequality is the erosion of workers' ability to form unions and bargain collectively, according to the economists. Among other issues, the election process overseen by the National Labor Relations Board has become prolonged and hostile.

"The problem is that the [union] election process overseen by the National Labor Relations Board has become drawn out and acrimonious, with management campaigning fiercely to deter unionization, sometimes to the extent of violating labor laws," says the EPI. "Union sympa-

thizers are routinely threatened or even fired, and they have little effective recourse under the law. Even when workers overcome this pressure and vote for a union, they are unable to obtain contracts one-third of the time due to management resistance."

The EPI and economists explain the remedy to the situation is the Employee Free Choice Act, also known as majority sign-up legislation (which has been introduced in both the House and Senate during the current session of Congress). They say the act would accomplish three things: It would give workers the choice of using majority sign-up – a simple, established procedure in which workers sign cards to indicate their support for a union – or staging an NLRB election; would triple damages for employers who fire union supporters or break other labor laws; and would create a process to ensure that newly unionized employees have a fair shot at obtaining a first contract by calling for arbitration after 120 days of unsuccessful bargaining.

They say the Employee Free Choice Act will better reflect workers' desires than the current "war over representation." The bill will also lower the level of acrimony and distrust that often accompanies union elections in the current system.

"As economists, we believe this is a critically important step in rebuilding our economy and strengthening our democracy by enhancing the voice of working people in the work-



Rep. George Miller (D-Calif.) speaks during a recent EFCA rally in Washington, D.C. Miller initially introduced the EFCA before the 109th Congress in April 2005.

place," said the statement's endorsers. "A rising tide lifts all boats only when labor and management bargain on relatively equal terms. In recent decades, most bargaining power has resided with management. The current recession will further weaken the ability of workers to bargain individually. More than ever, workers will need to act together."

The list of economists looks like a "who's who" of experts coming from a range of Ivy League and other noted colleges and universities and other well-known institutions.

The AFL-CIO continues to push for enactment of the legislation, and the SIU has supported those efforts from the start.

President Obama has pledged to sign the bill if given the chance.

## No Surprise: Unions are Good for Business

The Economic Policy Institute recently said its new study "Still Open for Business" debunks the myth that the Employee Free Choice Act (EFCA) will hurt businesses and costs jobs. The EPI said the historical research and data in the study compared unionized and similar non-union firms, with results clearly showing that unionized companies are no more likely to fail than non-union firms.

In fact, the study shows workers in unionized firms normally earn higher wages and enjoy better benefits than their unrepresented counterparts, but the union workforce also consistently is more productive. On

balance, that productivity increases the respective bottom lines of union shops.

"In the debate over legislation to expand employees' right to choose union representation in the workplace, the organized business lobby has been drumming up fears that enactment of the Employee Free Choice Act would kill jobs by forcing more employers out of business. That claim is not borne out by historical data or existing credible research," the EPI noted.

More information on the study is available at [www.epi.org](http://www.epi.org).

## 'Belated Thank You' Bill Re-introduced In U.S. House, Senate

A bill to assist the U.S. Merchant Mariners of World War II has been re-introduced in both houses of the 111th Congress.

Called the "Belated Thank You to the Merchant Mariners of World War II Act of 2009," the bill (H.R. 23) on Jan. 6 was introduced in the U.S. House of Representatives by Rep. Bob Filner (D-Calif). Sen. Ben Nelson (D-Neb.) on March 19 brought companion legislation (S. 663) before the U.S. Senate.

The bill's purpose is: "To amend title 38, United States Code, to direct the Secretary of Veterans Affairs to establish the Merchant Mariner Equity Compensation Fund to provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II."

If adopted and signed into law, the act would establish the Merchant Mariner Equity Compensation Fund in the U.S. Treasury. This fund would facilitate payments by the Secretary of Veterans Affairs of a \$1,000 monthly benefit to each individual who – between Dec. 7, 1941 and Dec. 31, 1946 – was a documented member of the U.S. Merchant Marine (including the Army Transport Service and the Naval Transport Service). Such individuals during World War II must have served as crew members aboard vessels that were operated in U.S. waters by the War Shipping Administration or the Office of Defense Transportation and under contract to, or the property of, the United States.

As reported in previous editions of the *Seafarers LOG*, Filner formerly introduced very similar legislation dating back to the 108th Congress when he introduced H.R. 3729, which carried the same title.

In remarks to fellow members of Congress in 2004 while reflecting on the contributions of mariners, Filner in part noted, "World War II Merchant Mariners suffered the second-highest casualty rate of any of the branches of services while they delivered troops, tanks, food, airplanes, fuel and other needed supplies to every theater of the war. Compared to the large number of men and women serving in World War II, the numbers of merchant mariners were small, but their chance of dying during service was extremely high. Enemy forces sank over 800 ships between 1941 and 1944 alone."

Taking his case further when offering H.R.23 before the present Congress, Filner said "The Merchants Mariners were dealt a grave injustice at the close of World War II when they were denied veteran status and benefits. This bill helps rectify that wrong, and shows the Merchant Mariners that their bravery is still appreciated. "Throughout World War II the Merchant Mariners played an essential role.... Merchant Mariners courageously transported goods, materials and personnel to various theaters of war."

He added, "I am truly grateful for the services that these individuals provided during World War II and I will fight to have this bill passed into law. Our entire nation needs to give them the thanks they deserve."

As of press time for the *Seafarers LOG*, 90 members of the House had signed on as co-sponsors of the legislation while 18 senators had pledged their support.

## Pro-Maritime Congressman Skelton Receives Honors

U.S. Rep. Ike Skelton (D-Missouri), chairman of the Armed Services Committee, is the recipient of the International Propeller Club of the United States' prestigious Salute to Congress Award for 2009.

A passionate and outspoken friend of the U.S. Merchant Marine, Skelton was scheduled to receive the award April 28 (shortly after the *LOG* went to press) during the 25th annual Salute to Congress Dinner at the Congressional Country Club in Bethesda, Md. The SIU was slated to be well-represented at the ceremony, as President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel and Vice President Contracts George Tricker planned to attend on behalf of the union. Overall, an estimated 400 guests were anticipated to be in the audience, including a number of U.S. senators and congressmen.

In a news release announcing the 2009 award, the Propeller Club noted that Skelton was being honored for his consistent and strong support of the United States maritime industry and his recognition of the importance of it to our economy and national defense.

Skelton has represented Missouri's Fourth Congressional District in the U.S. House of Representatives since 1976. Prior to his election to Congress, Skelton served as Lafayette County Prosecuting Attorney and as a Missouri State Senator from 1971 to 1976.

The congressman's district includes Missouri's state capital, Jefferson City and much of the Ozark region of the state. The northernmost part of the Fourth District includes Ray County, located north of the Missouri River. The southernmost point of the district is Webster County, only 30 miles from the Arkansas border.

A native of Lexington, Skelton is a graduate of Wentworth Military Academy and the University of Missouri at Columbia where he received A.B. and L.L.B. degrees. He was named as a member of Phi Beta Kappa and the Law Review. A leader in the House on defense issues, Skelton's district is home to Fort Leonard Wood, Whiteman Air Force Base, and the Missouri National Guard Training Center. The congressman was instrumental in bringing the Army Engineer School to Fort Leonard Wood and the B-2 Stealth bomber to Whiteman.

From 1999 to 2006, Skelton served as

ranking minority member of the Armed Services Committee and assumed the Chairmanship in 2007. As chairman, the congressman serves ex officio on all the Committee subcommittees.

The first Salute to Congress Award was presented to Speaker Thomas "Tip" O'Neill in 1984. Recent recipients have included Congressman Jim Oberstar (D-Minn.), then Ranking Member of the House Transportation and Infrastructure Committee; Congressman Duncan Hunter (R-Calif.), former Chairman of the House Armed Services Committee; Sen. Ernest Hollings (D-S.C.), then Ranking Member of the Senate Commerce Committee; Sen. Ted Stevens (R-Alaska), chairman of the Senate Appropriations Committee; and Congressman Don Young (R-Alaska), former Chairman of the House Transportation and Infrastructure Committee. Congressman Gene Taylor (D-Miss.) was the 2008 honoree.

The International Propeller Club of the United States is a grassroots, non-profit organization, whose membership resides throughout the United States and the world. It is dedicated to the enhancement and well-being of all interests of the maritime community on a national and international

basis. The Propeller Club aggressively promotes the maritime industry through many of its programs and partnering with other similar organizations.



U.S. Rep. Ike Skelton (D-Missouri) Chairman, Armed Services Committee



More than 200 mine-resistant, ambush-protected vehicles sit pier-side in Charleston, S.C., where Army personnel loaded them onto the SIU-crewed *USNS Pilliaau*. (U.S. Navy photo by Tom D'Agostino)

## SIU-Crewed Ship Establishes MRAP Milestone

The "fourth arm of defense" made history in defense of our nation when the Seafarers-crewed *MV Alliance New York* recently took on board what was expected to be the 10,000th mine-resistant, ambush-protected (MRAP) vehicle transported by sea to the U.S. Central Command. SIU Executive Vice President Augie Tellez represented the union at a ceremony March 23 in Charleston, S.C., commemorating the occasion.

Liberty Maritime's *Alliance New York* and many other Seafarers-crewed ships have transported a significant number of the MRAPs to our troops overseas since the program's inception in 2007.

Commander of the U.S. Transportation Command, Air Force Gen. Duncan McNabb, and commander of Military Surface Deployment and Distribution Command, Army Maj. Gen. James Hodge, also attended the event with other military and civic dignitaries.

The 841st Transportation Battalion commanding officer, Army Lt. Col. Randy Haufe, in his remarks, acknowledged the team effort responsible for this milestone. He recognized his civilian and military

workforce as dedicated and superior in accomplishing this and other vital operations.

In other remarks, Hodge saluted the efforts of all those involved in the shipment of the MRAPs, which he described as "the best equipment our service men and women could have available as they serve in harm's way."

McNabb recognized the professionalism and dedication involved on everyone's part in the safe, secure and efficient shipment of 10,000 MRAPs. "These life-saving vehicles are proving their value every day in protecting our warfighters and keeping them safe," he stated.

A soldier newly assigned to the 841st shared his personal experience of the importance of MRAPs. Army Capt. Lonnie Nipper recently returned from a 12-month tour in Iraq. While there, Nipper worked as part of a military transition team of approximately a dozen soldiers who were responsible for mentoring and advising Iraqi forces. He spoke of several instances of improvised explosive devices hitting his convoy of MRAPs.

Although some MRAPs at times were



The Seafarers-crewed *Alliance New York* sails to Kuwait with a load of MRAPs.

delayed by flat tires, vehicle damage, and on one occasion being flipped over, his team suffered no casualties.

"If it wasn't for the people working diligently here getting these vehicles ready and shipped over to us, we wouldn't be able to accomplish our mission,"

Nipper said to his audience. "So, thank you."

The ship carrying the 10,000th MRAP, the *MV Alliance New York*, is the same ship which delivered the first MRAP carried by surface to the USCENTCOM theater of operations in November 2007.

### Summary Annual Report For NMU Pension Trust of the NMU Pension and Welfare Plan

*Editor's note: Data in this summary annual report reflects the outcome of plans mergers that were previously reported both in the LOG and at monthly membership meetings.*

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan (Employer Identification No. 13-6592643, Plan No. 001) for the period January 1, 2008 to June 30, 2008. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$12,284,461. These expenses included \$1,173,960 in administrative expenses and \$11,110,501 in benefits paid to participants and beneficiaries. There were no participants or beneficiaries of the plan at the end of the period.

The value of plan assets, after subtracting liabilities of the plan, was \$0 as of June 30, 2008 compared to \$275,648,407 as of January 1, 2008. During the plan year the plan experienced a decrease in its net assets of \$275,648,407. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$(13,729,067), including losses of \$(1,890,179) from the sale of assets and earnings from investments of \$(11,838,888).

#### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- An accountant's report;
- Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and
- Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Maggie Bowen, who is Plan Administrator, at 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charge to cover copying costs will be \$5.70 for the full report, or \$0.15 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

### U.S. Economy Takes Another Hit, Loses 663,000 Jobs in March

The nation's economic slump continued in March, with unemployment growing to 8.5 percent – the highest percentage since 1983, according to the U.S. Bureau of Labor Statistics (BLS).

According to government data, during the month of March, unemployment rose by another 663,000 Americans. That figure reflects a net loss of 5.1 million jobs nationwide since the start of the recession in 2007. Overall, 13.2 million Americans are out of work.

These numbers do not factor in the millions of Americans who have faced furloughs and pay cuts since the beginning of the recession. For those remaining employed, the BLS reports an increase in average hourly earnings of 0.3 percent for March. However that gain was outstripped by a 0.4 percent increase in the Consumer Price Index (CPI). The CPI measures the prices consumers pay for goods. The BLS reports the jump in the CPI compared to February's data was due to the increasing price of petroleum and related products.

Meanwhile, the number of temporary workers grew to 547,000, which is its highest total since 1962 and double compared to figures from a year ago.

The hardest-hit industries for employment remain the manufacturing and construction trades, according to the BLS.

# Six Stewards Complete Recertification

## Mariners Note Career Opportunities Available through SIU, School

Six Seafarers recently graduated from the steward recertification course offered at the SIU-affiliated Paul Hall Center for Maritime Training and Education.

Successfully completing the course were **Hernegildo Batiz, Jioia DeLeon, Lonnie Jones, Donald Mann, John Reid, Jr. and Basil Waldron.**

Each of the graduates received a certificate during the April 6 union membership meeting at the school in Piney Point, Md.

In keeping with tradition, the stewards addressed their fellow members, SIU officials, school employees and guests at the meeting.

Batiz, who sails from the Port of Houston, has been in the SIU for 35 years and encouraged trainees to keep upgrading throughout their careers.

"If it wasn't for upgrading and the school, I wouldn't be where I am today," he stated.

He also stressed the importance of staying up to date with what's going on in the industry, including activities on Capitol Hill that affect the U.S. Merchant Marine. To do this, Batiz stressed reading the SIU newspaper and contributing to the voluntary Seafarers Political Activity Donation (SPAD) fund.

DeLeon hails from the Port of Tacoma, Wash., and has been sailing with the SIU since 1989. She stated that like so many of her brother and sister Seafarers, if it weren't for her maritime career, she never would have seen so much of the world.

Upon completing the top steward-department curriculum offered at the Paul Hall Center, she noted, "I have studied and worked and have dedicated my seafaring life for this occasion, but my efforts wouldn't have been successful if not for the tools the SIU offers each of us, and if not for the top-notch education offered by the Paul Hall Center. This school is our heartbeat and we are the best trained mariners in the world!"

The elder statesman of the group, Jones, from the Port of Algonac, Mich., joined the SIU in 1968 after serving in the Navy during Vietnam.

"I have sailed on oceans, the Lakes and rivers and been to 44 different countries on many kinds of ships and boats," he noted. "In fact, my whole family has sailed - my wife on the Great Lakes and my son and daughter on the oceans, and all of us have had great lives. Throughout their sailing careers, I've told them the same thing I'm passing on to today's young mariners: Have a good attitude, give every job 100 percent and listen to your supervisor. There is a reason that person is your supervisor. They have experience and you



Pictured last month at the school following graduation ceremonies are (left to right) SREC Donald Mann, SREC John Reid, SIU Executive Vice President Augie Tellez, SIU VP Atlantic Coast Joseph Soresi, SREC Jioia DeLeon, SIU President Michael Sacco, SIU VP Contracts George Tricker, SREC Hernegildo Batiz, SREC Basil Waldron, SREC Lonnie Jones and SIU VP Government Services Kermet Mangram.

might be able to learn from them. That's free education!"

Jacksonville, Fla.,-based Mann told those attending the meeting that his life "was pretty rough until I joined the SIU in 1982. I couldn't take care of myself then but the union turned my life around. It's like how family should be."

Concerning his experiences at the Piney Point, Md., school, Mann said, "The staff is well-trained, and what I learned about sanitation and the ServSafe program is invaluable knowledge that I'm going to stress on board to galley staff. I also learned a lot about the industry and think I'm ready to go on board and spread the word about what's going on in the industry and our careers."

"I owe the SIU a debt of gratitude because it has shaped my life for 21 years since high school," explained Reid. The Seafarer from Norfolk, Va., credits the union for experience he never thought he'd have. "The SIU has taught me things and taken me places I

thought I'd never know or see. It has also allowed me to provide for my family for two decades. The school really helps us become more competent in performing our daily duties and becoming more instrumental to the safe operations of our ships."

"I consider the steward department the hub of the ship," said Waldron, who sails from the Port of New York. "A well-fed crew is a happy crew. Crucial to this is ensuring sanitary conditions are maintained. That's where this recertification program is vital. It teaches and reinforces the safe methods of preparing and serving food. It also teaches proper cleaning and sanitizing - everything to help ward off food-borne illnesses. If you have a chance to recertify, take it; there's no experience like it."

The three-week recertification class blends practical training with classroom instruction. Students also meet with representatives of various departments from throughout the SIU and the Seafarers Plans.



As reflected in the photo above and the three below, the stewards brushed up on their fire-fighting and CPR skills in addition to honing other lifesaving techniques.



SIU President Michael Sacco (center), joined by VP Contracts George Tricker (left), discusses current maritime events with the stewards at SIU headquarters.



## With Seafarers in New York



Maersk Line, Limited continues to bring newer tonnage into its fleet. Pictured aboard one of the newly reflagged vessels – the *Champion* – are (standing, from left) ABs A. Karim, Maher Omar and Josan Contantine, and (seated, from left) Chief Cook Robert Arana, OMU Knolly Wiltshire and Recertified Steward Stephanie Sizemore.



Recertified Steward Luis Caballero (left) and Chief Cook Carlos Nunez pause for the camera aboard the *Alliance Norfolk*.



Pictured at the union hall in Brooklyn, N.Y., are Recertified Bosuns Conrad Burke (left) and Cecil Yearwood.



Stevenson snapped this photo of the downed airplane and some of the rescue boats.

## Grateful Airplane Passenger Thanks NY Waterway For Unscheduled Ferry Ride

By the time he arrived home, Eric Stevenson was very far-removed from the scene of his most memorable airplane trip.

That didn't stop the French citizen from writing to the head of SIU-contracted NY Waterway, Arthur Imperatore, to convey his thanks for being rescued during what quickly became known as the Miracle on the Hudson. Stevenson was a passenger aboard U.S. Airways Flight 1549, which crash-landed in the Hudson River on Jan. 15. All of the plane's passengers and crew were rescued, the vast majority via SIU-crewed ferries operated by NY Waterway.

"NY Waterway crews and boats heroically came to the rescue of many passengers like me," Stevenson wrote, "in an amazing example of New York's ability to quickly respond to and professionally handle a major emergency."

He continued, "Your crew took me to the ferry terminal in Weehawken (N.J.) where I was provided with a blanket, shirt and pants to warm up from the frigid waters of the Hudson. I wish to express my enormous appreciation and gratitude for the services NY Waterway provided to my fellow passengers and me."



French passenger Eric Stevenson thanked NY Waterway crews for saving him and other passengers during the Miracle on the Hudson.

## Paul Hall Center Course Spotlight

The SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., offers a wide variety of vocational and academic courses. Classes are available to upgraders and entry-level students. The following is a brief description of an unlicensed apprentice program course offered at the school, which opened in 1967.

Turn to page 21 for a list of upcoming course dates. Additional course descriptions were published in the January 2009 edition of the *Seafarers LOG*; they also are available on the web at [www.seafarers.org/phc](http://www.seafarers.org/phc)

### Physical Education

The six-week course consists of daily training (one hour per day) and includes indoor and outdoor activities. Students participate in calisthenics (stretching, push-ups, sit-ups, jumping jacks, etc.), cardiovascular training and strength training. Their assessment includes a 1.5-mile run and other exercises as well as knowing the gym rules. Body-weight monitoring is available. The gym at the Paul Hall Center is well-equipped with state-of-the-art cardio equipment, free weights and machine weights. Upgraders also may use the gym, which is open from 6 a.m. to 8 p.m.



# In & Around the Port of Norfolk, Va.



**National Glory Calls on Port of Norfolk** - The SIU-contracted *National Glory* (above, left) recently tied up in the Port of Norfolk, Va., following a voyage abroad. Union officials serviced the vessel and visited with members of the crew. Aboard the vessel at the time (clockwise from above) were Recertified Bosun Don Rezendes, STOS Ken Summerford, STOS Nelson Velez, OMUs Robert Young (left) and Curtis Richardson, Chief Steward Jeanette Bosworth and Chief Cook David Parker. Operated by Crowley Ship Management, the *National Glory* in 2007 underwent upgrades and a refurbishment prior to joining the union-contracted fleet. The 575-TEU containership is owned by National Shipping of America.



**Changing of the Guard** - A flurry of activity involving retirees as well as rank-and-file members is the norm in the port of Norfolk, Va. Clockwise from above, VP Government Services Kermet Mangram (right) presents Pensioner Aaron Mann with his first retirement check as his spouse, Hydea, looks on. Safety Director Sam Spain (right) does the same for Retired Bosun Mike Borders while Port Agent Georg Kenny (left in both photos) hands over initial pension checks to ABG Dave Hudgins and AB Tankerman James Goodwin. Taking their respective oaths after receiving their books are (from left) AB Anthony Clements, QMEDs Hugh Haynes, Jome Zernn and SA Algie Mayfield. Kenny administers oaths to SA Shelita Wright, GUDE Young Fan Haloski and (photo at immediate right) AB Mauricio Elope.





**'FAMILY MEETING'** – A membership meeting at the Jacksonville, Fla., hall last year also was a family meeting of sorts for SIU members JK Mansfield Borden (left) and Janan Driggers (holding infant), both of whom sail as ABs. They are pictured with their newborn son, Charles, and SIU VP Gulf Coast Dean Corgery.



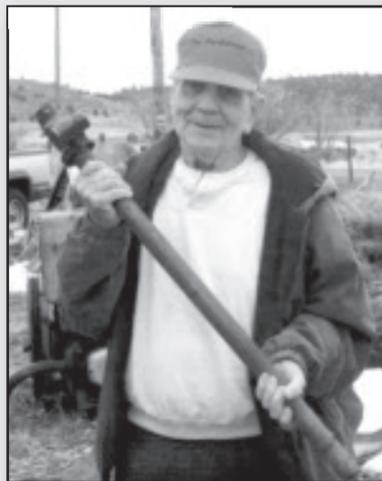
**WITH NEW ORLEANS BOATMEN** – SIU New Orleans Safety Director James Brown (right in photo above) recently sent in this photo and the one below of boatmen employed by West Bank Riverboat.



## Snapshots From Around the SIU



**WEST COAST CIVMARS** – Working in the Suisun Bay (Calif.) Reserve Fleet are SIU Government Services Division members (from left) Tommy Johansen, Kent Book and Travis Hosea. The fleet is managed by the U.S. Department of Transportation's Maritime Administration.



**RECALLING MARITIME HISTORY** – Retired mariner Robert U. Burch of Beatty, Ore., submitted this photo of him with a burner from the SS *America*, which was built in the late 1930s in Newport News, Va. Burch noted he spent most of his 30-year maritime career as a fireman and watertender, and he is proud of his maritime service.



**GOOD FEEDER** – Steward department Seafarers aboard the *Sealand Quality* when this photo was snapped earlier this year at sea included Recertified Steward R. Gary Griswold, Chief Cook Greg Blaylock and SA Mohammad Khan.



**BOSUN AND 'CREW'** – The family of Bosun LBJ B. Tanoa gave him a warm send-off as the *Cape Intrepid* activated in Tacoma, Wash. Pictured from left to right are the Seafarer's wife, Fa'amanu Saili Tanoa, niece Nafanua Saili, camera-shy son Lyndon Saili Tanoa and the bosun himself.



**HAPPY RETIREMENT** – SIU Capt. Garnett Leary (center) came ashore late last year after sailing for 20 years with Express Marine, Inc. This photo was taken in March, during a retirement lunch for Captain Leary and his family that took place in Camden, N.J. Pictured with him are his wife, Joan, and Express Marine owner Dick Walling.

## STATEMENT OF THE SEAFARERS INTERNATIONAL UNION, INTERNATIONAL ORGANIZATION OF MASTERS, MATES & PILOTS AND THE MARINE ENGINEERS' BENEFICIAL ASSOCIATION ON THE MAERSK ALABAMA PIRACY INCIDENT

*This statement was issued April 15, 2009*

The presidents of the three American maritime labor unions that represent the officers and crew working aboard the Maersk Alabama (SIU President Michael Sacco, MM&P President Tim Brown and MEBA President Don Keefe) have released the following statement after the successful return of Captain Richard Phillips:

"On behalf of all the officers and members of our three labor unions, we wish to express our deepest appreciation to all those involved in bringing about the safe return of Captain Richard Phillips and in bringing this act of piracy against a United States-flag cargo vessel to an end. We are especially grateful to President Barack Obama and his Administration for their deliberate and effective handling of this entire situation and, of course, to the Department of the Navy and the naval personnel who, despite the unique and difficult circumstances, did their job to end the hostage situation with great skill. They truly represent the best of America.

"We are also grateful to Maersk CEO John Reinhardt along with Waterman Steamship Corporation/International Shipholding Corporation President Eric L. Johnson and their entire operations for the manner in which they communicated and worked with our Unions. They made every effort to ensure that we had the most up-to-date and accurate information available so that we in turn could provide comfort and assistance to the families of the officers and crew aboard the *Maersk Alabama*.

"We are extremely proud of Captain Phillips and the entire American crew who were working aboard the *Maersk Alabama* for their response when these pirates – these international criminals - attempted to seize control of an American ship. Their performance under great pressure when facing the ultimate threat to their own personal safety exemplifies the valor and devotion to duty that American merchant mariners have demonstrated throughout our nation's history. The seafarers of the *Maersk Alabama*, led by Captain Phillips, had no hesitation in putting themselves at risk in order to secure the integrity of their United States-flag vessel and its cargo. Once again our nation is able to see firsthand that the civilian American merchant marine officers and crew who sail aboard American vessels will act quickly and decisively to protect the United States flag, and by extension, the United States, whenever and wherever attacked.

"All too often the role that our organizations and United States Merchant Mariners play in protecting the economic security of our nation and supporting the Department of Defense and our troops overseas is overlooked. Without a United States-flag merchant fleet and without the American-citizen mariners who sail aboard these vessels, our armed forces overseas would be dependent on others for the supplies, equipment and other cargo they need to do their job in support of America's international interests. In the case at hand, this vessel and its crew were engaged in a mission of mercy, carrying food to some of the world's neediest people. The



*Maersk Alabama* was proudly flying the American flag to help demonstrate that we are a compassionate people and that American-flag ships and their crews will put themselves at risk to make sure that the less fortunate of the world who need our aid will in fact receive our aid, and that those whose interests run counter to our nation's will be thwarted in their efforts.

"The training provided to American merchant marine officers and crew at the institutions jointly operated by America's labor unions and our contracted United States-flag shipping companies, including Maersk, are among the finest in the world. The quality of the training, the experience and expertise of the instructors, and the modern, state-of-the-art facilities and curricula ensure that American mariners will have the best possible information and training available so that when a situation such as this arises, they can respond efficiently and effectively.

"Notwithstanding the end of the *Maersk Alabama* incident and the safe return of Captain Phillips and his crew, it is important for all Americans to understand that international piracy is a fact of life for American mariners and for seafarers around the world. The men and women we represent and who sail aboard United States-flag merchant vessels are prepared to put themselves at risk so that America's economic, foreign policy and security interests are protected. We stand ready to work with President Obama and his Administration and with the international maritime community to stop the rise of piracy so that vessels operating on the world's seafarers no longer face this threat.

"We again wish to express our deep appreciation to all those involved in successfully ending this situation. We are pleased to welcome the officers and crew of the *Maersk Alabama* home, and we look forward to greeting Captain Richard Phillips when he too returns home within the next few days."

### Unions of Maritime Trades and AFL-CIO Salute Heroic Efforts of Maersk Alabama Crew

*The Maritime Trades Department, AFL-CIO issued this statement last month:*

The Maritime Trades Department, AFL-CIO salutes the courageous efforts of the all-union crew aboard the *Maersk Alabama* for maintaining control of their vessel as well as the heroic efforts of the U.S. Navy in rescuing Captain Richard Phillips from his Somali captors.

The eight licensed officers and engineers aboard the U.S.-flag vessel are members of either the International Organization of Masters, Mates & Pilots or the Marine Engineers' Beneficial Association, while the 12 unlicensed crew members are represented by the Seafarers International Union.

MTD President Michael Sacco, speaking on behalf of the maritime unions involved, said, "We are extremely proud of the efforts shown by the crew of the *Maersk Alabama*. These well-trained American merchant mariners exemplify the very best in our industry.

"We also cannot say enough about the sacrifice of Captain Phillips to ensure his crew's and his ship's safety. Without his selfless act, we may have seen a tragic outcome."

"The crew and Captain Phillips personify the hero-

ism that working Americans bring to their jobs every day," added John Sweeney, president of the 11 million-member AFL-CIO. "In saluting and honoring them, we honor the skills, commitment and bravery that make our country strong."

The MTD president thanked President Obama and his administration for staying on top of the developing situation and authorizing the use of decisive action.

"American merchant mariners have served as the nation's fourth arm of defense since the American Revolution," noted President Sacco. "The crew of the *Maersk Alabama* fully understood the rally cry of 'Don't give up the ship!'

"The union members aboard the *Maersk Alabama* have shown the American merchant marine's resolve to deliver the goods anywhere, any time no matter the conditions. We are very proud of them."

Concerning the latest attack on a U.S.-flag ship, the union-crewed *Liberty Sun*, President Sacco added all Americans are grateful the crew and the ship are safe and appreciate the U.S. Navy again responding to protect American interests.

The Maritime Trades Department, AFL-CIO is composed of 23 international unions representing working men and women at sea, in port facilities, in shipyards and other maritime-related fields.



AP Photo/Sayyid Azim

### Letter from SIU President To Maersk Alabama

*SIU President Michael Sacco sent individually addressed copies of the following letter to homes of the SIU members who were aboard the Maersk Alabama during the pirate attack. The letter was written one day after Capt. Phillips was rescued and before the crew had flown home.*

First and foremost, the entire SIU family is overjoyed to know that all of the mariners from the Maersk Alabama are now safe. On behalf of your union, welcome home!

Already, you have received many accolades from all across the nation and around the world, including comparisons to the American heroes aboard Flight 93 on September 11. Those tributes are well-deserved and completely appropriate. You risked your lives to stand up for yourselves, for your shipmates, for your vessel and for the American flag. You stood tall under harrowing circumstances which only may be fully understood by those who've experienced them.

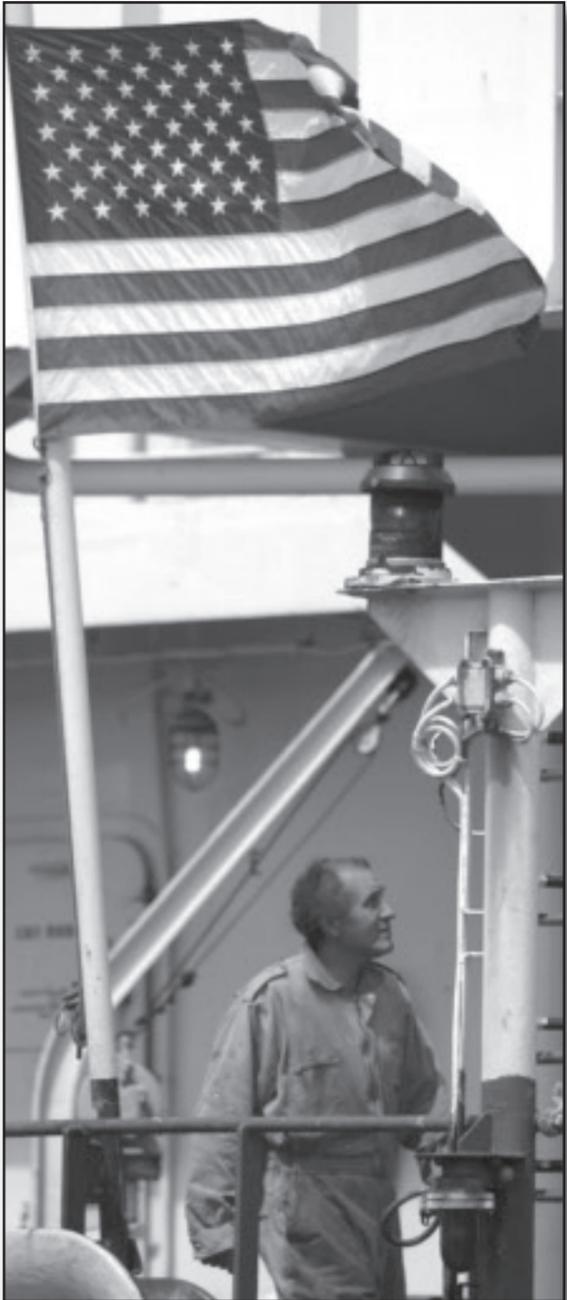
You showed the whole world what the U.S. Merchant Marine is all about.

At this time, I'm also in the process of conveying my thanks and appreciation to the Navy, the F.B.I. and our brothers and sisters at the MM&P and MEBA. This saga was, to say the least, a team effort.

Naturally, I include a special acknowledgement for Captain Phillips, whose strength and selflessness are truly remarkable.

There is much more I'd like to say, but I'm sure you've got a lot of catching up to do with family and friends. For now, please know that I couldn't be more pleased to see that you're safe, and I couldn't be more inspired by your patriotic spirit. You have written a remarkable chapter in the history of a union whose background features many examples of bravery and sacrifice. Your story takes a back seat to none of them.

Fraternally  
Michael Sacco  
President



## All's Well, Maersk Alabama Crew

Continued from Page 3

ed large ransom since they'd seemingly captured a U.S.-flag ship. Unfortunately, they managed to grab Phillips, though the SEALs aboard the Navy destroyer *USS Bainbridge* made them pay for that mistake.

### 'We had no Choice'

The story made big headlines not just because it involved a U.S. vessel but because of how the *Maersk Alabama* mariners fought back. Piracy has become a multi-million dollar industry in Somalia, with high-jacked crews typically offering little or no resistance and companies paying ransoms.

The idea of giving in to the pirates never occurred to the seamen on the *Alabama*.

"We had no choice but to fight back," Bosun **William Rios** told the *Seafarers LOG*. "That's how we're born. What kept us alive was the training, the discipline and the knowledge we learned from the SIU."

Rios credited the captain and crew and thanked the Navy personnel who boarded the *Alabama* as well as those from the *Bainbridge*. Like his shipmates, he also said he had no idea that as the story unfolded it literally was a round-the-clock lead item.

"We thought it was just another day at sea, because piracy has been going on for so long," Rios noted. "It wasn't until we got to Mombasa that we said, 'Wow, this is a big story.'"

He concluded, "I feel great now, but there's a lot of work we've got to do to prevent future incidents."

Electrician **John White** stated, "You couldn't find a braver crew than this one. If we hadn't stuck together, we'd probably be dead."

White added that shipboard safety drills led by Phillips paid off during the incident. "I'd sail with him any time."



AB **Hector Sanchez** said he appreciated the affect ing, especially after the harrowing time aboard ship.

"We just tried to save people's lives," Sanchez stated. "For a while we didn't have any water or food, but later we had water. It was difficult, but we're here, you know? We're here."

AB **ATM Reza**, who helped disarm and disable one of the boats, said, "I feel great. I'm so happy to be with my family."

Of course, it was tough for the families, to say the least.

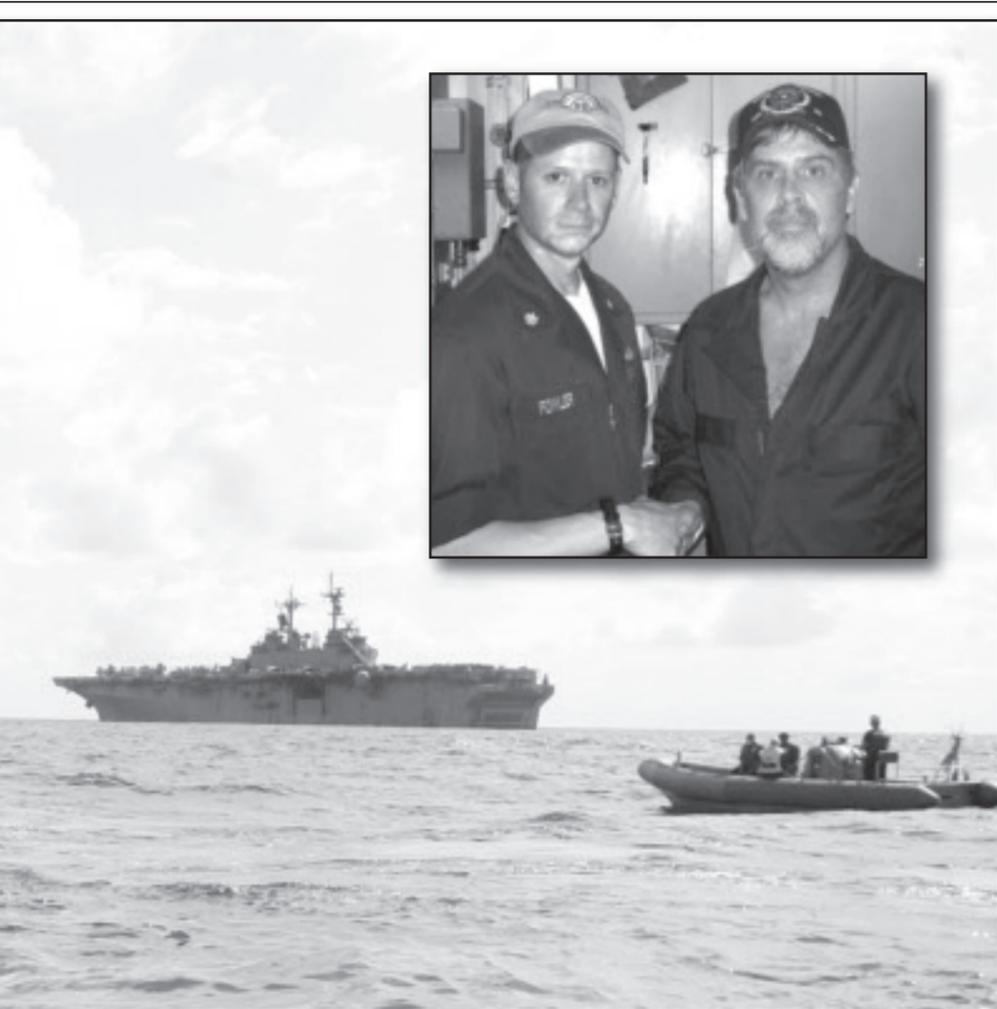
After Capt. Phillips had been rescued, but before they were home, Sherry Rios, the bosun's wife, said, "It has been a tough ordeal but I'm glad it has a great ending. I still didn't know what was okay until I spoke to [William] on Saturday.... The crew on the *Maersk* were great, making my family feel like we had someone, someone I could talk to. I saw for myself it's more than just a union."

During that same period, Nelida Navarro, wife of Capt. Phillips, said, "Of course I was very worried about him and all the other crew members. My church has been praying. I tried to stay calm, but I was nervous all the time. Everybody's keeping a watch on the TV. He has been home now, so that makes it easier on everybody."

Longtime SIU member AB **Abdul Gharama**, who was aboard the *Maersk Carolina*, is related to Chief Cook Phillips and happened to be staying at his home while his own ship was undergoing work.

"I was feeling like everybody else, worried about the ship, but of course for Husain," he said. "I was jumping from ship to ship and received a couple of calls from the company, with me being there when the ship was released, we were worried about the ship. As a seaman, I understand. The lifeboat is very small and I was thinking about him."





Last month's piracy incident involving the SIU-crewed *Maersk Alabama* made international headlines. The photos on these pages capture some of the events taking place during that episode. Clockwise from the lower left of page 12, the *Maersk Alabama* arrives in Mombasa, Kenya, carrying humanitarian aid cargo. The security team that boarded the *Maersk Alabama* included this individual, shown aboard the ship in Mombasa. AB Mohamed Abdelwahab is seen on the ship at the port of Mombasa. (AP Photos/Karel Prinsloo). The guided-missile destroyer *USS Bainbridge* tows the lifeboat from the *Maersk Alabama* to the amphibious assault ship *USS Boxer* (in background), to be processed for evidence after the successful rescue of Capt. Richard Phillips. Phillips was held captive by Somali pirates in the lifeboat in the Indian Ocean for five days after a failed hijacking attempt off the Somali coast. (U.S. Marine Corps photo by Lance Cpl. Megan E. Sindelar). *Maersk Alabama* Captain Phillips (right, in photo inset) stands with Lt. Cmdr. David Fowler, executive officer of the *USS Bainbridge*, after being rescued by U.S. Navy forces (Official U.S. Navy photo). Mariners react to reporters during a press briefing in port in Mombasa. (AP Photo/Karel Prinsloo). AB Mohamed Abdelwahab (second from right in photo below) and his family happily reunite at Andrews Air Force Base. Pictured from left to right are his wife, Sarah, daughter Rewan, Brother Abdelwahab and son, Muhab.

## Crew Returns Home Safely

affectionate homecoming. Sacco stated, "It was hot. Later on we got some... We made it." One of the pirates, family." the least. before the crew returned s been a horrifying didn't believe everything ... The union and ve had someone helping more like a family than e of AB Sanchez, said, the crew. Everyone at but it's been a difficult e has called a few times

The SIU crew of the *Maersk Alabama* consisted of Bosun Rios, ABs Sanchez, Reza, **Andrew Brzezinski**, **Clifford Lacon** and **Mohamed Abdelwahab**; Electrician White; QMED **Jimmy Sabga**; GUDE **Miguel Ruiz**; Chief Steward **Richard Hicks**; Chief Cook Salah; and SA **Mario Clotter**.

Nine of the 12 SIU members on the *Maersk Alabama* have been to the Paul Hall Center, and one of the others took shipboard safety training (chemical, biological and radiological defense) from a Paul Hall Center instructor aboard ship.

Throughout the recent ordeal, SIU officials kept in touch with the families and stayed in constant contact with company and military officials.

In a letter to the crew, President Sacco wrote, "The entire SIU family is overjoyed to know that all of the mariners from the *Maersk Alabama* are now safe.... You risked your lives to stand up for yourselves, for your shipmates, for your vessel and for the American flag.... You showed the whole world what the U.S. Merchant Marine is all about."

He continued, "At this time, I'm also in the process of conveying my thanks and appreciation to the Navy, the F.B.I. and our brothers and sisters at the MM&P and MEBA. This saga was, to say the least, a team effort. Naturally, I include a special acknowledgement for Captain Phillips, whose strength and selflessness are truly remarkable."

The SIU president concluded, "You have written a remarkable chapter in the history of a union whose background features many examples of bravery and sacrifice. Your story takes a back seat to none of them."



SIU President Michael Sacco (left in photo at left) greets Bosun William Rios and family after the Seafarer had time to embrace and talk with his wife and son. SIU Executive VP Augie Tellez (right in photo above) also welcomed Rios home and shared a laugh with him and his wife, Sherry. In photo at above right, SIU VP Contracts George Tricker (right) meets with Rios.

# Report Points Out Benefits of Union Membership

After decades of disappointing wage growth for many American workers, a new report from the Center for Economic and Policy Research (CEPR) shows that unionization significantly boosts the wages of service-sector workers.

The report, "Unions and Upward Mobility for Service-Sector Employees," finds that unionization raises the wages of the average service-sector worker by 10.1 percent, which translates to about \$2 per hour.

On average, unionization increases the likelihood that the average service-sector worker will have employer-provided

health insurance by 19 percentage points. Unionized service-sector workers were also 25 percentage points more likely to have a pension than their non-union peers.

"The vast majority of jobs in this country are now in the service sector," said John Schmitt, a senior economist at CEPR and the author of the study. "The data show that workers in service jobs benefit as much from unionization as workers in manufacturing do."

The impact of unions on service-sector employees in low-wage occupations was even more substantial. For workers in the 15 lowest-paying occupations, unioniza-

tion raised wages by 15.5 percent. The likelihood of having health insurance increased by about 26 percentage points and the likelihood of having an employer-sponsored pension increased by about 23 percentage points.

"Unions give the biggest boost to workers in low-paying occupations because these are the workers that have the least bargaining power in the labor market," Schmitt said. "Unionization can turn what would otherwise be low-paying jobs with no benefits into middle-class jobs."

Over the period covered in the report,

13.3 percent of service-sector workers were either members of a union or covered by a union contract at their workplace.

The report analyzed data on workers from the Census Bureau's Current Population Survey (CPS) for the years 2004 through 2007.

Founded by economists in 1999, the CEPR is self-described as having been established "to promote democratic debate on the most important economic and social issues that affect people's lives."

## Notice: COBRA Continuation Coverage

The Seafarers Health and Benefits Plan would like to remind Seafarers of their right to elect to purchase continuation of health coverage if they lose coverage due to certain qualifying events. This continuation of coverage is known as COBRA.

Generally, if a person is an employee, he or she will be eligible to purchase COBRA coverage for a certain period of time if that person lost coverage because he or she did not have enough days of covered employment (unless the job was lost due to gross misconduct). If someone is the family member of a covered employee, he or she may also elect COBRA for a certain period of time if that person loses coverage due to a divorce; the death of the employee; or in the case of a child of an employee, that child reaches an age at which the Plan no longer considers him or her to be a "dependent child." For more information about continuation coverage rights under COBRA, please refer to the Plan's "Guide to Your Benefits," which members should have received in the mail or at a union hall. The guide is also available in PDF format on the SIU web site, [www.seafarers.org](http://www.seafarers.org), under "Member Benefits and Resources."

The Plan would also like to inform members of a recent federal law which provides a government subsidy towards the cost of the monthly COBRA premium in certain circumstances. The American Recovery and Reinvestment Act of 2009 (ARRA) created a federal subsidy to help pay the cost of continuation health coverage for individuals who lose coverage due to an **involuntary termination of employment**. This subsidy is available to certain individuals who lose health coverage during the period beginning September 1, 2008 through December 31, 2009. Individuals who qualify are only required to pay 35 percent of the COBRA premium, and may receive the subsidy for a period up to nine months. The subsidy will end sooner if an individual receives other health coverage either through a new job, through a government program such as Medicare or Medicaid, or if that person's COBRA period ends.

The subsidy is **not** available to individuals who lose coverage due to age, divorce, death of the employee, illness or injury, or because of a reduction in hours. In order to qualify for the subsidy, a person must certify that he or she lost coverage because of an **involuntary termination of employment**. This means that the individual **would only qualify for the subsidy if he or she lost their job because the employer goes out of business; or because the employer lays up a vessel or sells a vessel and reduces the number of employees; or in some cases if the individual is fired (as long as the employee did not engage in gross misconduct) and the member loses health coverage because he or she is unable to find another job**. In certain very limited circumstances, quitting a job may also be considered to be an involuntary termination. If an employee qualifies, his or her family members are also eligible for the subsidy in most circumstances. Individuals must apply to the Plan to receive the subsidy. If the Plan denies a request for the subsidy, the individual has the right to appeal to the U.S. Department of Labor.

For more information about the COBRA subsidy and who may qualify, visit the web site of the U.S. Department of Labor Employee Benefits Security Administration at [www.dol.gov/cobra](http://www.dol.gov/cobra), or call them at 1-866-444-3272.

If the Plan is notified that an individual no longer is eligible for health coverage, it will send that person an election package that explains COBRA rights, including information about the COBRA subsidy. If an individual has not received this package but thinks he or she may qualify for the subsidy and wishes to apply, contact the Plan at: 1-800-CLAIMS4.

### Unlicensed Apprentice Earns Diploma



Nicholas Byers (center), an unlicensed apprentice at the Paul Hall Center for Maritime Training and Education, recently earned his high school diploma through the program available at the union-affiliated school. He received the diploma at the April membership meeting in Piney Point, Md., where he was congratulated by SIU President Michael Sacco (right) and SIU Executive VP Augie Tellez.

## Around the clock, around the neighborhood, SIU Union Plus benefits help you save every day.

Union members like you are saving thousands a year with valuable Union Plus® savings programs and benefits.

You can wake up in the morning and use a Union Plus discount at the vet, then go online and save on flowers and movie tickets. Before the day is done, you can save on major purchases like computers and vacations. There are even programs to help with important things like out-of-pocket medical expenses and legal consultations.

The Union Plus Credit Card is a big part of these savings. It's the only union-endorsed credit card and offers competitive APRs, no annual fee and a safety net in case of layoffs or extreme hardship.

You're not tied to just one store or even one type of product. Union Plus helps you save on all kinds of things you use every day, from clothes to tires; and on big things, like helping your kids get to college.

Find out more about all your benefits at [www.UnionPlus.org](http://www.UnionPlus.org).

To apply for the Union Plus Credit Card go to [www.UnionPlusCard.com](http://www.UnionPlusCard.com).



Credit Card: 1-800-757-9882  
Education Services: 1-877-881-1022  
Legal Services: 1-888-993-8886



SIU-CLKY-A 04



### Memorial Day Closure

Please be advised that-unless an emergency arises-SIU Headquarters and all SIU hiring halls will be closed Monday, May 25 for the observance of Memorial Day. Normal business hours will resume at all affected locations the following workday after the holiday.

## Personal

Tyrone "Pat" Patrick would like to hear from anyone else who was on the *Christopher Lykes* during a trip to Vietnam in 1967 and from anyone else who sailed on the *American Chieftain* to Vietnam in 1968. He may be reached at (850) 936-7015 or tdpatt69@hotmail.com

## June & July 2009 Membership Meetings

Piney Point.....	Monday: June 8, July 6
Algonac.....	Friday: June 12, July 10
Baltimore.....	Thursday: June 11, July 9
Guam.....	Thursday: June 25, July 23
Honolulu.....	Friday: June 19, July 17
Houston.....	Monday: June 15, July 13
Jacksonville.....	Thursday: June 11, July 9
Joliet.....	Thursday: June 18, July 16
Mobile.....	Wednesday: June 17, July 15
New Orleans.....	Tuesday: June 16, July 14
New York.....	Tuesday: June 9, July 7
Norfolk.....	Thursday: June 11, July 9
Oakland.....	Thursday: June 18, July 16
Philadelphia.....	Wednesday: June 10, July 8
Port Everglades.....	Thursday: June 18, July 16
San Juan.....	Thursday: June 11, July 9
St. Louis.....	Friday: June 19, July 17
Tacoma.....	Friday: June 26, July 24
Wilmington.....	Monday: June 22, July 20

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

## Attention Seafarers

### It Takes A 4-Letter Word To Be Heard



**CONTRIBUTE TO SPAD**

# Dispatchers' Report for Deep Sea

Please note that, due to temporary conditions stemming from a transition to a new database, the shipping report on this page covers fewer days than normal. The usual 30-day reports will resume in the next edition.

**March 16, 2009 — April 20, 2009**

Port	Total Registered			Total Shipped			Registered On Beach		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Algonac	18	5	2	16	6	7	9	9	12
Anchorage	0	1	0	0	0	0	1	5	0
Baltimore	9	3	0	6	4	1	7	4	0
Fort Lauderdale	12	15	3	5	11	1	20	24	8
Guam	0	0	0	0	0	0	1	7	1
Honolulu	4	10	1	7	12	0	12	15	1
Houston	32	25	2	29	17	0	93	63	7
Jacksonville	18	29	4	17	17	2	46	53	8
Joliet	4	10	0	5	7	3	1	5	0
Mobile	11	4	1	6	3	0	24	9	3
New Orleans	10	9	3	5	2	0	28	15	7
New York	29	25	6	27	12	3	76	48	11
Norfolk	10	16	6	4	9	4	28	34	9
Oakland	25	9	1	17	8	0	47	17	3
Philadelphia	2	5	0	5	0	1	4	11	2
Piney Point	2	8	8	0	4	5	3	6	2
Puerto Rico	4	2	0	4	1	0	13	15	1
St. Louis	0	3	0	0	1	0	2	9	0
Tacoma	25	13	5	17	13	0	69	45	11
Wilmington	17	9	1	12	9	1	53	36	9
<b>Totals</b>	<b>232</b>	<b>201</b>	<b>43</b>	<b>182</b>	<b>136</b>	<b>28</b>	<b>537</b>	<b>430</b>	<b>95</b>
<b>ENGINE DEPARTMENT</b>									
Algonac	9	3	3	8	3	4	1	2	4
Anchorage	0	0	0	0	0	0	0	2	0
Baltimore	2	4	0	4	3	0	3	6	0
Fort Lauderdale	8	11	0	6	5	0	17	16	1
Guam	0	0	0	0	0	0	0	2	0
Honolulu	9	10	1	4	3	1	11	5	2
Houston	13	10	1	10	5	0	31	30	3
Jacksonville	11	16	1	12	8	0	32	32	6
Joliet	3	2	1	3	1	2	0	1	2
Mobile	6	5	0	8	2	0	9	9	0
New Orleans	7	2	0	4	0	0	14	3	0
New York	11	7	3	8	6	1	26	20	5
Norfolk	6	5	0	3	6	1	17	26	3
Oakland	11	9	2	7	4	1	22	15	2
Philadelphia	3	5	0	3	0	0	5	6	0
Piney Point	1	2	1	0	0	0	2	5	0
Puerto Rico	2	5	0	0	3	0	4	14	0
St. Louis	3	3	1	0	1	0	4	9	1
Tacoma	16	12	1	12	10	0	22	22	3
Wilmington	8	10	0	6	5	0	20	25	3
<b>Totals</b>	<b>129</b>	<b>112</b>	<b>14</b>	<b>98</b>	<b>65</b>	<b>10</b>	<b>240</b>	<b>250</b>	<b>35</b>
<b>STEWARD DEPARTMENT</b>									
Algonac	4	1	0	3	1	2	2	2	2
Anchorage	0	0	0	0	0	0	0	1	0
Baltimore	1	2	1	0	0	0	4	2	1
Fort Lauderdale	5	6	2	4	1	1	10	12	1
Guam	0	0	0	0	0	0	2	2	0
Honolulu	11	2	1	6	2	0	19	6	2
Houston	16	7	0	11	2	0	47	13	0
Jacksonville	13	3	0	4	5	0	30	9	1
Joliet	1	2	0	1	1	0	0	2	0
Mobile	5	2	0	2	0	0	10	5	0
New Orleans	12	2	1	6	0	0	12	2	1
New York	19	3	1	13	4	0	44	10	0
Norfolk	8	11	1	8	9	0	13	15	2
Oakland	15	4	0	9	8	0	34	7	1
Philadelphia	0	1	0	1	0	0	2	2	1
Piney Point	2	2	1	2	0	0	4	3	1
Puerto Rico	2	3	0	4	0	0	1	4	0
St. Louis	1	1	0	0	1	0	1	1	1
Tacoma	9	4	1	6	5	0	29	10	1
Wilmington	21	2	3	15	2	2	40	9	5
<b>Totals</b>	<b>145</b>	<b>58</b>	<b>12</b>	<b>95</b>	<b>41</b>	<b>5</b>	<b>304</b>	<b>117</b>	<b>20</b>
<b>ENTRY DEPARTMENT</b>									
Algonac	0	7	7	0	3	0	3	7	13
Anchorage	0	0	0	0	0	0	0	2	0
Baltimore	0	3	2	0	0	1	1	5	0
Fort Lauderdale	0	9	3	0	3	2	0	16	12
Guam	0	0	0	0	0	0	0	3	0
Honolulu	3	5	6	1	3	0	5	16	14
Houston	10	15	6	2	7	2	17	41	21
Jacksonville	1	18	7	1	7	2	2	30	19
Joliet	1	2	1	2	2	0	0	0	2
Mobile	0	8	2	0	5	0	1	15	7
New Orleans	0	6	12	0	1	0	0	12	3
New York	10	25	4	3	8	2	14	49	18
Norfolk	0	9	8	0	7	4	1	17	22
Oakland	4	10	3	2	6	1	10	28	15
Philadelphia	0	2	5	0	1	1	0	1	3
Piney Point	0	9	43	0	10	45	0	3	17
Puerto Rico	0	1	0	0	1	0	1	4	3
St. Louis	0	1	0	0	1	0	0	0	0
Tacoma	4	12	4	3	6	0	8	35	8
Wilmington	2	14	5	2	11	2	5	26	11
<b>Totals</b>	<b>35</b>	<b>156</b>	<b>108</b>	<b>16</b>	<b>79</b>	<b>62</b>	<b>68</b>	<b>310</b>	<b>188</b>
<b>Totals All Departments</b>	<b>541</b>	<b>527</b>	<b>177</b>	<b>391</b>	<b>321</b>	<b>105</b>	<b>1149</b>	<b>1107</b>	<b>338</b>

## 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 Corgy, Vice President Gulf Coast**  
**Nicholas J. Marrone, Vice President West Coast**  
**Joseph T. Soresi, Vice President Atlantic Coast**  
**Kermett Mangram,**  
*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

1221 Pierce St., Houston, TX 77002  
 (713) 659-5152

### JACKSONVILLE

3315 Liberty St., Jacksonville, FL 32206  
 (904) 353-0987

### 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

### NEW YORK

635 Fourth Ave., Brooklyn, NY 11232  
 (718) 499-6600

Government Services Division: (718) 499-6600

### 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

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16  
 Santurce, PR 00907  
 (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

*Editor's note: This month's Inquiring Seafarer question was posed to rank-and-file members at the Port of Fort Lauderdale union hall.*

**Question: What are your thoughts about the Maersk Alabama situation, and did you follow it as the news was unfolding?**

**Randolph Scott, Chief Pumpman**

We know the pirates are out there and we have to be vigilant. I like the fact that the crew is safe and they took care of business. I heard about it before anyone saw it on the news – I was in Honduras when it happened. Eventually it happened to us (an SIU-crewed vessel). I like the fact that the captain took action, we took action, the government took action. And I feel good everybody is safe.



**Arnaldo Fernandez, AB**

I was following it all the time. It's kind of dangerous over there. The government's got to do something about it. We've got to stop those pirates. I was worried about our brothers on the ship.



**Rudy Lopez, Chief Steward**

I had just left that area – I was on the *Maersk Arkansas*, the sister ship. It got me concerned. It's dangerous. We should be able to protect ourselves on that ship or at least have someone on board who can use a gun without being afraid they'd have to go to court. I'm very happy everybody got out of there safely. I was glued to the TV, trying to find out what was going on every minute. I know the electrician and the steward – I sail with both those guys. I was very



After I found out they were safe and sound, they still had the captain and I was worried about him, too. Those pirates are crazy – that's why we've got to stop them. I'm very, very,

very happy that everyone is back home and the captain will be back home soon, also. Very happy.

concerned. I'm just happy everybody came home okay.

**Donald Hutchens, Bosun**

I feel that the companies are going to have to start implementing on-board security in that area. I saw it on the internet and read about it for the next few days. The day the captain was abducted, somebody told me. It gives me a little apprehension but you also think about ... the preparation for taking action always being part of your shipboard routine. You rehearse and you go through what you know. You feel a great deal of empathy for the guys. As one guy said at the end, the captain's weekly drills probably saved them, because presence of mind is a key in that situation. From my years of sailing on government ships, I'm 100 percent vigilant, even at home. The drills do it. It's not that you'd forget otherwise, but it has to be done routinely.... That's a hell of a situation to be in – it's just not good. Now that the pirates have made malicious statements, (the industry's response) is going to require more than just talking about it.



## Pic-From-The-Past



George McCartney (standing right), the late SIU VP West Coast, addressed delegates during the May 1977 Port Agents Conference at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Agents and guests from each of the union's ports attended the two-day symposium. At the time of the forum, McCartney was serving as port agent in Seattle, Wash. He moved into the same post in the Port of San Francisco in 1978 and remained there until 1981 when he assumed duties as VP, West Coast. McCartney began sailing with the SIU in 1948, joining at the age of 17. He retired in 1998 and passed away March 19, 2004. Pictured in the background, center, is the late SIU Executive VP Joe Sacco.

*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](mailto: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

### ABRAHAM ALFARO

Brother Abraham Alfaro, 62, became an SIU member in 1967. The Puerto Rico native shipped in the engine department. Brother Alfaro first went to sea aboard an Alcoa Steamship Company vessel. He often took advantage of educational opportunities available at the Paul Hall Center in Piney Point, Md. Brother Alfaro most recently sailed on the *Elizabeth*. He lives in Bricktown, N.J.

### MANN AROON

Brother Mann Aroon, 67, joined the union in 1977. He initially sailed aboard the *Adventure*. Brother Aroon attended classes on numerous occasions at the Seafarers-affiliated school in Maryland. He was born in Singapore. Brother Aroon shipped in the engine department. His final ship was the *Flickertail State*. Brother Aroon resides in Williamsburg, Va.

### RODOLFO ASOPARDO

Brother Rodolfo Asopardo, 69, started sailing with the Seafarers in



1967 while in the port of San Francisco. His first voyage was on the *Coastal California*. Brother Asopardo, who sailed in the

deck department, was born in the Philippines. In 2000, he visited the Piney Point school to enhance his seafaring abilities. Brother Asopardo was last employed aboard the *Horizon Hawk*. He calls San Francisco home.

### EDUARDO MALABAD

Brother Eduardo Malabad, 65, was born in the Philippines. He began sailing with the union in 1980.

Brother Malabad originally sailed on the *Manhattan* as a member of the deck department. He upgraded his skills on two occasions at the maritime training center in Piney Point, Md. Brother Malabad most recently worked aboard the *Meteor*. He is a resident of West Covina, Calif.



### JULIO MATOS

Brother Julio Matos, 62, signed on with the SIU in 1966 while in the port of New York. He initially sailed on the *Wacosta*. Brother Matos was born in Fajardo, P.R. He sailed in both the deck and steward departments. Brother Matos attended classes often at the union-affiliated school. He was last employed aboard the *El Morro*. Brother Matos settled in Carolina, P.R.

### KAREL SUMILAT

Brother Karel Sumilat, 62, joined the SIU ranks in 1990 while in the port of San Francisco. His first vessel was the *Independence*; his last was the *Commitment*. Brother Sumilat upgraded frequently at the Piney Point school. The deck department member was born in Indonesia. Brother Sumilat resides in Elmhurst, N.Y.

### MICHAEL SUTTON

Brother Michael Sutton, 56, became a Seafarer in 1981 in the port of Norfolk, Va. His earliest trip was with Allied Transportation Company. Brother Sutton visited the maritime training center in Piney Point, Md. on numerous occasions. His most recent voyage was on the *Delta Mariner*, where he sailed as a member of the deck department. Brother Sutton continues to live in his native state of Florida.



### HERWOOD WALTERS

Brother Herwood Walters, 65, donned the SIU colors in 1966. He originally shipped aboard the *Raphael Semmes*. In 1977 and 1982, Brother Walters upgraded his skills at the Paul Hall Center. The deck department member was born in Jamaica. Brother Walters' final trip was on a Crowley Towing & Transportation vessel. He lives in Palm Bay, Fla.

## INLAND

### ARNOLD ELAM

Brother Arnold Elam, 62, started shipping with the union in 1970. He primarily sailed with Chesapeake & Ohio Railway Company during his seafaring career. Brother Elam is a resident of Newport News, Va.



### WILLIAM FREITAS

Brother William Freitas, 59, joined the SIU in 1980 while in the port of New Orleans. His earliest trip was aboard a Delta Queen Steamboat Company vessel. On two occasions, Brother Freitas took advantage of the educational opportunities available at the union-affiliated school in Piney Point, Md. He was born in California and sailed in the deck department. Brother Freitas last sailed on the *Delta Queen*. He makes his home in Davenport, Iowa.



### JAMES GODWIN

Brother James Godwin, 67, began his seafaring career in 1981. He mainly shipped aboard vessels operated by Allied Transportation Company. In 1997, Brother Godwin attended classes at the Piney Point school. He calls Portsmouth, Va., home.

### KENNETH GRIGGS

Brother Kenneth Griggs, 50, was born in Virginia. He signed on with the SIU in 1979 while in Piney Point, Md. Brother Griggs originally sailed with Inland Tugs as a member of the deck department. He was a frequent upgrader at the Paul Hall Center. Brother Griggs most recently shipped with Crowley Towing & Transportation of Jacksonville. He settled in Clyde, N.C.

### WAYNE LAMOND

Brother Wayne Lamond, 62, first donned the SIU colors in 1996 while in the port of Philadelphia.



The deck department member primarily shipped with Crowley Liner Services. Brother Lamond was born in

Harrisburg, Pa., and makes his home in Norwood, Pa.

### BERNARD MOOD, JR.

Brother Bernard Mood, Jr., 61,



became a union member in 1979 while in the port of Jacksonville, Fla. He initially sailed aboard the *Sugar Island*.

Brother Mood

was born in Georgia. He enhanced his seafaring abilities at the Piney Point school in 2002. Brother Mood's final trip was aboard a Great Lakes Dredge & Docks survey boat. He is a resident of Meadville, Pa.

### WILLIAM MORRIS

Brother William Morris, 64, started his SIU career in 1960 in the port of New York.

His earliest trip was aboard the *Sampan Knot*. Brother Morris worked in the deck department. He upgraded at the Seafarers-affiliated school on three occasions. Brother Morris was last employed on a Crowley Towing & Transportation of Jacksonville vessel. He lives in Galveston, Texas.



### JACK PARKINS

Brother Jack Parkins, 63, was born in Ohio. He joined the union in 2000 while in Piney Point, Md. Brother Parkins shipped in both the steward and deck depart-



ments, mostly aboard Allied Towing ves-

### ROGER ROTHSCHILD

Brother Roger Rothschild, 55, signed on with the SIU in 1979 while in the

port of Philadelphia. He worked with Crowley Towing & Transportation of Jacksonville for the duration of his career. Brother Rothschild was born in New York and sailed in the deck department. He visited the maritime training center on numerous occasions to upgrade his skills. Brother Rothschild resides in New York.



### DAVID VERSCHOOR

Brother David Verschoor, 62, joined the SIU ranks in 1987 in the port of Wilmington, Calif. He is a native of Waseca, Minn. Brother Verschoor mainly shipped aboard vessels operated by Crowley Towing & Transportation of Wilmington. He was a member of the steward department. Brother Verschoor makes his home in Waterville, Minn.

Reprinted from past issues of the Seafarers LOG

### 1941

The SIU negotiated a bonus increase from \$50 to \$60 per month on the African and Far Eastern war zones with Waterman Steamship, Robin Line and Bernstein Shipping Company. In addition, the agreements called for additional pay if a ship touched the ports of Suez and any other port in the Red Sea or the Persian Gulf. The bonus agreements were reopened when the president declared the Red Sea open to American shipping and after the Germans had declared they would consider the Red Sea a war zone.

### 1946

At the instigation of the SIU, representatives of all AFL maritime unions on the Atlantic and Gulf Coasts met in New York on May 20. A resolution was adopted calling on the AFL Executive Council to establish a Maritime Trades Department within the American Federation of Labor. The purpose of the move was to ensure unions allied in the marine industry would have the same kind of representation within the AFL as do the Building Trades Department and the Metal Trades Department.

### 1964

The SIU has informed the Maritime Administrator of its insistence on strict adherence to the terms of Public Resolution 17, which

provides that 100 percent of cargoes financed by a lending agency of the U.S. government must be shipped in American bottoms. The SIU urged MarAd to reject an Italian request asking that P.R. 17 be waived and that Italian-flagged vessels be permitted to carry \$50 million worth of cargoes for which credit has been extended by the export-import bank. Union officials rejected the practice as issuing so-called "general waivers" which effectively result in the circumvention of cargo preference laws.

### 1993

Although U.S. armed forces have completed their formal withdrawal from Somalia, U.S.-flag merchant vessels – including four contracted with the SIU – still are providing support to U.S. and United Nations troops in the East

African nation. Three Ready Reserve Force vessels – the *Gopher State*, *Cape Henry* and *Rover* – as well as the fast sealift vessel *USNS Bellatrix* continue to provide food, ammunition and other materiel to U.S. soldiers stationed in Somalia as command of all foreign forces in the war-torn nation shifts to the United Nations.

The five-month U.S. military intervention in Somalia officially came under United Nations control on May 4. With the changing of the flags, 3,625 U.S. servicemen were left behind in logistics and support roles. The SIU-crewed vessels will remain in support of these American troops until further notice.

## This Month In SIU History

# Final Departures



## DEEP SEA

### ROBERT AUMILLER

Pensioner Robert Aumiller, 85, passed away Dec. 27. Brother Aumiller joined the SIU in 1943 while in the port of New York. He originally worked with Waterman Steamship Company as a member of the steward department. Brother Aumiller was born in Allen, Ind. Prior to his retirement in 1982, he sailed aboard the *Point Susan*. Brother Aumiller settled in Sea Level, N.C.



### PAT COLONNA

Pensioner Pat Colonna, 85, died Nov. 24. Brother Colonna became a Seafarer in 1951 in the port of New York. The New Jersey native shipped in the engine department. Brother Colonna's first ship was the *Steel Worker*; his last was the *Nuevo San Juan*. He went on pension in 1989 and called South Windsor, Conn., home.



### ALFRED FABRE

Pensioner Alfred Fabre, 68, passed away Dec. 9. Brother Fabre started sailing with the union in 1964. He was born in Louisiana. Brother Fabre's earliest trip was on the *Steel Direct*. He sailed in the deck department. Brother Fabre most recently worked aboard the *Robert E. Lee*. He retired in 2001 and lived in Ely, Nev.



### JAMES HARRIS

Pensioner James Harris, 72, died Dec. 15. Brother Harris signed on with the SIU in 1966. He initially shipped on the *City of Alma* in the deck department. Brother Harris's final voyage was aboard the Tyco's *Long Lines*. He became a pensioner in 2002. Brother Harris was a resident of Wilmington, N.C.



## JON HUMASON

Pensioner Jon Humason, 56, passed away Dec. 19. Brother Humason, a member of the deck department, began sailing with the Seafarers in 1971. His first trip was on the *Yukon*. Brother Humason was born in Virginia. He was last employed aboard the *USNS Capella*. Brother Humason started collecting his retirement compensation in 1999. He continued to reside in his native commonwealth.



## LUIS ITURRINO

Pensioner Luis Iturrino, 81, died Feb. 18. Brother Iturrino joined the SIU ranks in 1954 while in the port of New York. His first voyage was on the *Kainalu*. Brother Iturrino was a member of the steward department. He was born in San Juan, P.R. Before retiring in 1992, he sailed aboard the *Horizon Consumer*. Brother Iturrino made his home in Carolina, P.R.



## HALSTEAD JACKSON

Pensioner Halstead Jackson, 76, passed away Nov. 23. Brother Jackson began his SIU sailing career in 1965. He originally shipped on the *Topa Topa*. Brother Jackson worked in the deck department. His last voyage was aboard the *Performance*. Brother Jackson was born in Savannah, Ga., but called Nederland, Texas, home. He started receiving his pension in 1994.



## HORACE JONES

Pensioner Horace Jones, 73, died Dec. 4. Brother Jones first donned the SIU colors in 1968. His earliest trip to sea was on the *Over Rose*. Brother Jones was born in Wisconsin and sailed in the engine department. His final voyage took place aboard the *Elizabeth*. Brother Jones retired in 2002 and settled in Sunrise, Fla.



## ERNEST LECKRONE

Pensioner Ernest Leckrone, 100, passed away Nov. 24. Brother Leckrone was born in Michigan. He joined the union in 1955. Brother Leckrone worked with Michigan Interstate Railway on the *Ann Arbor* for the duration of his career. He went on pension in 1976 and lived in Lancaster, Pa.



## ROBERT MAHONE

Pensioner Robert Mahone, 86, died Nov. 22. Brother Mahone became a Seafarer in 1943 while in the port of Norfolk, Va. His earliest trip was aboard the *Rob Good*. Brother Mahone was a Virginia native. He most recently sailed on the *Sam Houston* as a member of the deck department. Brother Mahone started collecting his retirement compensation in 1986. He was a resident of Newport News, Va.



## JAMES MCGUIRE

Pensioner James McGuire, 78, passed away Oct. 1. Brother McGuire began his SIU career in 1979 in the port of Norfolk, Va. He initially shipped aboard the *Trans-Columbia*. Brother McGuire worked in the deck department. He last sailed on the *Motivator*. Brother McGuire retired in 1995 and resided in Norfolk, Va.



## WALTER NAPPER

Brother Walter Napper, 54, died Dec. 16. He signed on with the Seafarers in 1989. Brother Napper's first ship was the *Independence*; his last was the *Green Cove*. The deck department member was born in New York. Brother Napper made his home in Oakland, Calif.

## GASPER NOTO

Pensioner Gasper Noto, 91, passed away Oct. 7. Brother Noto started sailing with the SIU in 1951. He originally worked aboard the *Morning Light*. Brother Noto was a member of the steward department. His final ship was the *Del Norte*. In 1982, Brother Noto



became a pensioner and settled in Covington, La.

## BONIFACIO PALMA

Pensioner Bonifacio Palma, 86, died Dec. 12. Brother Palma was born in the Philippines. He joined the union in 1966. Brother Palma's first voyage was on the *Caton Victory*. Prior to his retirement in 1993, he was employed aboard the *Oversea Alice*. Brother Palma shipped in the steward department. He continued to live in the Philippines.



## YUSEF SALAHI

Pensioner Yusef Salahi, 79, passed away Sept. 5. Brother Salahi first donned the SIU colors in 1970 while in the port of San Francisco. His earliest trip was on the *Noon Day*. Brother Salahi sailed in the steward department. His most recent ship was the *USNS Watson*. Brother Salahi was born in Yemen but called Lackawanna, N.Y., home. He went on pension in 2000.



## JOHN THOMMEN

Pensioner John Thommen, 84, died Nov. 20. Brother Thommen began sailing with the union in 1946 from the port of Baltimore. He initially worked aboard the *Alcoa Partner* as a deck department member. Brother Thommen was born in Maryland. His last trip to sea was on a Bay Tankers Inc. vessel. Brother Thommen was a resident of Las Vegas, Nev. He started receiving his pension in 1987.



## ANGEL URTI

Pensioner Angel Urti, 87, passed away Nov. 19. Brother Urti became a Seafarer in 1951 while in the port of New York. He first shipped with Eagle Carriers Inc. Brother Urti was a member of the deck department. Before retiring in 1984, he worked aboard the



*LNG Virgo*. Brother Urti made his home in Hammond, La.

## INLAND

### MICHAEL MCGUIRE

Brother Michael McGuire, 54, died Feb. 24. He joined the union in 1994, initially working on American Marine Corporation vessels. Brother McGuire most recently sailed with Crowley Towing & Transportation of Wilmington. He lived in his native state, California.



## GREAT LAKES

### DEAN BROWNING

Pensioner Dean Browning, 68, passed away Dec. 10. Brother Browning was born in Michigan. He started his SIU career in 1967. Brother Browning shipped aboard American Steamship Company vessels for the duration of his career. He sailed in the deck department. Brother Browning retired in 2004 and settled in Algonac.



*Editor's note: The following brothers, all former members of the National Maritime Union (NMU), have passed away.*

Name	Age	DOD
Alexander, Cloue	77	Feb. 21
Benson, Hugard	84	March 5
Clue, Norman	90	March 7
Donnatien, George	91	March 10
Felipa, Prudencio	80	March 9
Guarnelo, Philippe	70	March 12
Guidry, Victor	80	March 25
Hermann, John	74	Feb. 25
Irizarry, Dionisio	82	March 10
Jackson, Emanuel	81	March 16
Jones, Willie	86	March 1
Jordan, Theophilus	88	Jan. 23
Laspakis, Steve	94	Jan. 31
Loechner, James	88	March 7
Lugo, Jose	96	March 19
Martinez, Encarnacion	91	Jan. 1
Merced, Raul	75	March 13
Neco, Salustiano	88	March 10
Ryberg, David	79	Feb. 2
Soucy, Roger	83	Feb. 10
Ventresca, Donato	82	March 2
Yarber, Perry	59	Feb. 27
Zachmann, Steven	64	March 12
Zebzon, Mitchell	84	Feb. 24



# 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.

**HORIZON RELIANCE** (Horizon Lines), Feb. 7 – Chairman **Kissinfor N. Taylor**, Secretary **Joseph A. Laureta**, Educational Director **Michael S. Kirby**, Deck Delegate **Rene V. Rafer**, Steward Delegate **Dante F. Cruz**. Chairman announced payoff on Feb. 12 in Long Beach, Calif. and read president's report from *Seafarers LOG*. Captain reminded crew to keep ship clean, especially crew dining room. Educational director urged Seafarers to visit the Paul Hall Center for Maritime Training and Education in Piney Point, Md., and reminded them to apply for TWIC cards ASAP. Treasurer stated \$665.19 in ship's fund. No beefs or disputed OT reported. Crew members requested clarification regarding contract item. Next ports: Long Beach, Calif. and Honolulu, Hawaii.

**GALENA BAY** (OSG Ship Management), March 15 – Chairman **Albert L. Caulder**, Secretary **Fausto D. Aranda**, Educational Director **Jason Flesner**, Steward Delegate **Frederick L. Saffo**. Chairman talked about contract negotiations and asked for more information if possible. Secretary thanked God for fellow seamen and sent his prayerful support to those training at the Piney Point school. Educational director encouraged members to check out what the union-affiliated school has to offer and apply for TWIC card early. No beefs or disputed OT reported. Steward department was thanked for good meals and keeping ship clean. Next port: Tampa, Fla.

**HORIZON ANCHORAGE** (Horizon Lines), March 22 – Chairman **Dan P. Fleeharty**, Secretary **Shawn L. Clark**, Deck Delegate **Sandy R. Killian**, Steward Delegate **Khaled Taffi**. Chairman reported payoff to take place March 24 at sea. He discussed the need for crew members to keep documents up-to-date. Secretary recommended that seamen have TWIC cards with them at all ports when leaving ship. Educational director asked members to keep outside doors closed in cold weather. Mariners were encouraged to enhance their skills at the Paul Hall Center. No beefs or disputed OT reported. Crew expressed gratitude for fine meals prepared by the steward department. Next ports: Tacoma, Wash., Anchorage, Alaska and Kodiak, Alaska.

**HORIZON HAWK** (Horizon Lines), March 30 – Chairman **David J. Garoutte**, Secretary **Mary Cabasag**, Educational Director **Gary M. Dahl**, Deck Delegate **Robert L. Richardson**, Engine Delegate **Michael S. Kirby**, Steward Delegate **Nasser Ahmed**. Chairman thanked everyone for a safe voyage and went over ship's itinerary. Secretary reported great crew and reminded them to leave rooms clean and supplied with fresh linen for reliefs. Educational director encouraged eligible mariners to upgrade at Piney Point. No beefs or disputed OT reported. Request was made for the company to provide Chinese visas for members. Members praised the steward department for excellent meals. The steward department thanked electrician for installing new oven.

**HORIZON TIGER** (Horizon Lines), March 15 – Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Vladimir Babenko**, Steward Delegate **Abdulla M. Baabbad**. Bosun announced payoff upon arrival in Tacoma, Wash., on March 21. Updated TWIC information has been posted for crew members to read. Secretary asked departing mariners to leave cabins neat for arriving crew. Importance of physical fitness and good nutrition was discussed. Educational director urged all mariners to upgrade their skills at the Paul Hall Center. He also reiterated the need to keep all necessary shipping documents current and noted TWIC deadline coming soon. No beefs or disputed OT reported. It was reported that a grill had been installed and the ice machine was fixed. Next ports: Tacoma, Wash., Oakland, Calif. and Honolulu, Hawaii.

**LIBERTY GLORY** (Liberty Maritime), March 22 – Chairman **Ramon Castro**, Secretary **Abraham Mills**, Educational Director **Robert N. Jones**, Deck Delegate **Adams Mohammed**, Engine Delegate **Antonio Martinez**, Steward Delegate **Julio Guity**. Chairman stated payoff to take place in Corpus Christi, Texas, on March 27. He thanked crew for smooth voyage and advised all mariners to get TWIC card ASAP. Secretary expressed gratitude to fellow crew members for their cooperation in maintaining ship cleanliness during voyage. Educational director recom-

## CIVMARS Deliver



In this March 24 image taken in the Persian Gulf, an SA-330 Puma helicopter flies from the Military Sealift Command dry cargo/ammunition ship *USNS Lewis and Clark* (T-AKE 1) to deliver mail to the guided-missile cruiser *USS Lake Champlain* (CG 57). The *Lewis and Clark* is crewed in the unlicensed positions by members of the SIU Government Services Division. (U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel Barker)

mended Seafarers upgrade at the Piney Point school. No beefs or disputed OT reported. Request was made for a new ice machine and new dryers in crew laundry room. Next port: Corpus Christi.

**SEABULK ARTIC** (Seabulk Tankers), March 15 – Chairman **Juan Castillo**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Carlos Castillo**, Engine Delegate **Cesar Bugtai II**, Steward Delegate **Keesah D. Smith**. Chairman went over ship itinerary. Secretary praised seamen for their help keeping ship clean. He asked everyone to please read instructions on laundry soap and follow them. Educational director urged mariners to keep all necessary seafaring documents current and discussed the importance of enhancing seafaring abilities at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Suggestions were made pertaining to medical and death benefits. Crew would like a new washer and dryer in laundry room for when riders are on board. Vote of thanks given to the steward

department for a job well done. Next ports: San Francisco, Valdez, Alaska and Kenai, Alaska.

**USNS RICHARD G. MATTHIESEN** (Ocean Ships Inc.), March 29 – Chairman **Dana Naze**, Secretary **Alponso Dizon**, Educational Director **Ramon J. Corretjer**, Deck Delegate **Robert Morrison**, Engine Delegate **Donald W. Lumpkins**, Steward Delegate **Ceazar R. Mercado**. Chairman announced payoff in Manchester, Wash., on April 3; SIU patrolman will be present. Secretary stated that 90-day stores will be in when ship arrives in Manchester. Educational director advised mariners to take advantage of Piney Point school to enhance their skills. Treasurer reported satellite TV to be installed after Manchester. No beefs or disputed OT reported. Steward delegate noted that apprentice is doing an excellent job. Bosun read and discussed communications received from union, covering topics including TWIC, dental-care providers, Seafarers Health and Benefits Plan scholarship program and Seafarers Money Purchase Pension Plan.

Vote of thanks given to steward department for great meals. Next ports: Manchester, Anchorage, Alaska, Kodiak, Alaska and Cherry Point, Wash.

**USNS SISLER** (Ocean Ships Inc.), March 7 – Chairman **Kenneth L. Steiner**, Secretary **Judi L. Chester**, Educational Director **James W. Demouy III**, Deck Delegate **Timothy J. Littles**, Engine Delegate **James W. Demouy**, Steward Delegate **Teresito O. Reyes**. Chairman noted all departments worked well together during voyage. Educational director informed crew members that Piney Point upgrading schedule and union forms are on the computer, listed under "union." Treasurer stated \$1,350 in ship's fund (safety fund also included in that amount). No beefs or disputed OT reported. Motion was made to change name of vacation check to earned wages or deferred payment. Steward department was thanked for great barbecues. Crew noted that despite a very full work schedule, they were able to enjoy the beauty of Diego Garcia during off time.

## Maersk Iowa Docks in New York



The SIU-contracted *Maersk Iowa* recently paid a visit to the port of New York. After a payoff, members of the crew agreed to pose for the photo above before returning to their duties.

## Aboard the USNS Watkins in Norfolk, Va.



The union-crewed *USNS Watkins* recently was serviced in the port of Norfolk, Va. Union officials visited and discussed various issues with members of the crew while the vessel was in port. If the demeanor of SA Wayne Schindler, above, offers any indication of how things were going aboard the *Watkins*, it's safe to assume that all was "shipshape."

# Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or e-mailed to [webmaster@seafarers.org](mailto:webmaster@seafarers.org)

## Remembering A Proud Seafarer

Let me thank you and your staff for faithfully mailing me the *Seafarers LOG*. It keeps me informed about the past, the present and the future, and also about our friends who retired or crossed the bar.

Thank you also for the story in the November 2008 *LOG*, "This Month in SIU History," about James Oliver. My husband always was, and remains, my hero.

Enclosed is an original photo of James near the *Del Mar*, sister ship of the *Del Sud* and the *Del Norte*. My husband was a proud 61-year SIU member who sailed the world over, and was one of G&H Towing Company's best and most knowledgeable tug captains. He was from the "greatest generation" – a generation that is fast fading now, including me.

Please say a big hello to SIU President



The late Seafarer James Oliver is pictured near the *Del Mar*.

Michael Sacco and my friends in Houston, including SIU Vice President Gulf Coast Dean Corgey and Assistant Vice President Jim McGee.

Georgette Oliver  
Timpson, Texas

*Editor's note: Here is the brief about Brother Oliver, which originally was published in 1972:*

At approximately 10 a.m., the *Steel Designer's* fire alarm sounded. The ship was transporting a load of sodium hydrochlorite to Panama that was now being threatened by fire. The chemical creates highly toxic and flammable sulphur dioxide when burned. After the ship's CO2 had been exhausted, the only option was to secure the ship's vents to control the blaze. This could only be done by a crew member making a hazardous climb up the king posts through heavy smoke and breath-defying fumes.

That's when Wiper **James Oliver** volunteered without hesitation. High above the ship's waterline and hardly visible through the smoke, the SIU member worked quickly to secure the vents, one after another, and reduced the fire's air supply. After spending several anxious minutes aloft, Oliver completed the task and returned to the deck to help his shipmates extinguish the now oxygen-starved blaze.

## Retiree Recommends Snug Harbor

Here's a question to all the retired guys: Do you want a good place to live – lots better than any ship you were on? A



Former deck-department Seafarer Horace Wiltshire submitted the photos above and below of some of the grounds at Snug Harbor. He enthusiastically recommends the facility to fellow retirees.

place with nice private rooms, your own patio, a view of lots of pine trees and the waters of Nelson Bay?

Here at Snug Harbor there's no night lunch, but with all the great food at three meals per day included in rent, who needs it? We have a lot of retirees from the SIU, NMU, MM&P, MEBA and the other maritime unions. Come sit and bull(bleep) or check out all the other things here to keep you on the go, or just sit in your nice room, watch TV or look out the patio door.

There is also a great woodworking/hobby shop, a library, a greenhouse, and a lounge by the fireplace. They even have a "happy hour" for all of us on Fridays!

I'm one of many lifelong mariners who chose to retire at Snug Harbor, which is located in Sea Level, North Carolina. To qualify for benefits, you must have a certain minimum amount of sea time. They've got independent living apartments, assisted living, and skilled nursing for those who need it. Call 'em

up at (252) 225-4411, or go to their web site: [www.snugharborhome.com](http://www.snugharborhome.com). Come on and enjoy your good days, here with other seamen you can relate to.

Horace Wiltshire  
Retired SIU deck department  
Sea Level, North Carolina



# Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU 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. The annual financial committee will be elected during the May 4 headquarters membership meeting to review the 2008 records. 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/NMU 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.

# Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

Please note that this schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates. *For classes ending on a Friday, departure reservations should be made for Saturday.*

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	June 22 August 17	July 17 September 11
ARPA	June 8 July 20	June 12 July 24
Bosun Recertification	October 13	November 2
GMDSS	June 15 July 6 July 27	June 26 July 17 August 7
Government Vessels	June 1 July 27	June 5 July 31
Lifeboat	June 8	June 19
Radar	May 25 July 6	June 5 July 17
Specially Trained Ordinary Seaman (STOS)	August 24	September 4
Tanker Assistant	May 18 July 27	May 29 August 7
Tank Pic Barge	September 21	September 25
Tank Ship Familiarization/Assistant Cargo DL	May 18	May 29
Tank PIC Barge DL	May 11	May 15

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Advanced Refrigerated Container	June 22 October 5	July 17 October 30
Basic Auxiliary Plant Operations (BAPO)	May 25 July 20	June 19 August 14
FOWT	June 22	July 1
Junior Engineer	August 31	October 23
Marine Electrician	May 11	July 3

Course	Start Date	Date of Completion
Marine Refrigeration Technician	May 4	June 12
Machinist	June 1	June 19
Pumpman	June 22	July 3
Welding	June 1	June 19

## Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	August 17	August 28
Basic Firefighting/STCW	May 11 May 25 July 20	May 15 May 29 July 24
Fast Rescue Boat	June 29 August 17	July 3 August 21
Medical Care Provider	August 31	September 4
MSC Small Arms (Company designees)	May 18	May 22

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations  
These modules start every Monday.  
Certified Chief Cook/Chief Steward  
These classes start every other Monday. The most recent class began May 4.

## Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

## Online Distance Learning Courses

Five new online "distance learning" (DL) courses now are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education.

The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The new online courses are: Communications, First Aid Preparation, Bloodborne Pathogens, Basic Culinary Skills, and Basic Math Refresher. Also available in the DL program are Hazardous Material Control and Management, Hearing Conservation, Respiratory Protection, Heat Stress Management, Environmental Awareness, Shipboard Pest Management, and Shipboard Water Sanitation (for a total of 12 courses).

Students MUST have access to the internet with an e-mail address in order to take the foregoing classes. Each must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the form below.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Telephone \_\_\_\_\_ 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 \_\_\_\_\_ E-mail \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS/PHC trainee program?  Yes  No

If yes, class # \_\_\_\_\_

Have you attended any SHLSS/PHC upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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.

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, of 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. 5/09

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class** – Two groups of unlicensed apprentices recently completed requirements for graduation in Class 716 for this course. Those graduating (above, in alphabetical order) were: Immad Alhag, Ali Alhamyari, Anthony Aviles, Jacob Diefenbach, Kevin Gebhard, Carlo Gentile, Devin Gordon, Chad Gregory, Justin Hammons, Christopher Hickey, Andrew Hufana, James Johner, Sharon Joyner, Kevin Kelly, Michael Kelly, Patrick Lindauer, John McElhaney, Forrest Melvin, Ali Mohamed, Jonmark Newman, Jessie Peed, Julio Perez, Justin Pierce, Guiomar Rancel-Mercado, Patricia Ricks, Santiago Rodriguez, Nathan Shuford, Elijah Steward-Eastman, Zachary Stout and Adrian Wilson.



**Able Seaman** – The following upgraders (above, in alphabetical order) graduated from this course March 27: Jeffrey Amestoy, Antonio Baskins, Joselito Beof, Jack Forde, Robert Hardesty, Austen Hess, Enchantress Johnson, Tony Martin, John Monaco, Frank Smith, Caroline Thomas, Cade Vaussine, Lamar Walton and Sean Wilson. Bernabe Pelington, their instructor, is at right. (Note: Not all are pictured.)



**Medical Care Provider (Express Marine)** – Eight individuals from Express Marine on March 20 completed their training in this course. Graduating (above, in alphabetical order) were: David Callis, Russell Cowell, Albert Keech, Edward Parks, Brian Pruitt, Jerod Register, Arthu Schwendeman and Jason Thomas. Their instructor, Mark Cates, is at far right.



**Medical Care Provider** – Ten upgraders on March 27 graduated from this course. Completing their requirements and earning certificates (above, in alphabetical order) were: Jason Boyer, James Cedeno, Ernest Frank III, Bobby Jones, Stephen McGruder, George Murphy Jr., Gregory Smith, Charles Sneed, John Stewart and Peggy Wilson. Mike Roberts, their instructor, is at far right.

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



**Tank Ship Familiarization (Phase III)** – Twenty-six Phase III apprentices on March 20 completed this 63-hour course. Graduating (above, in alphabetical order) were: Walid Ahmed, Jason Albertson, Wayne Bell, Thomas Braillard, Nicolas Byers, Donnel Cherry, Sean Clodfelter, Alexandra DeJesus, Tyler Egan, Romer Garrido, Abdulkarim Ghaleb, Mohamed Ghaleb, Lorenzo Hal Jr., Steven Hamilton, Brandon Hess, Lusian Lepadatu, Xavier Normil, Maurice Reine, Michael Ringwood, Chenequa Rodriguez, Brittany Ruffin, Corey Stanley, Justin Spodoni, Ternillia Thomas, Leticia Vazgues and Mykael Willis.

# Paul Hall Center Classes



**FOWT** – Nineteen upgraders on March 27 finished their requirements for graduation from this course. Completing the course (above, in alphabetical order) were: George Box, Tyasha Boyd, Tristan Brand, David Bustos, Ashley Carmichael, Angel Cintron Colon, Donnell Criswell, Louise Digman, Kabir Garcia, Abraham Goldberg, Spencer Hiruko, Jahmal Jones, Theodore Lampke, Claude Lettis, Michael Maldonado, Zachary Miano, Steven Myrick, Terry Taylor and Randy Wallace. Tim Achorn, their instructor, is at far right. (Note: Not all are pictured.)



**Basic & Advanced Firefighting** – Seventeen upgraders on March 20 completed this 41-hour course. Completing the training (above, in alphabetical order) were: Jason Boyer, James Brown, James Cedeno, Abner Diaz-Torres, Ernest Frank III, Michael Garcia, Shending Hu, Bobby Jones, Eric Kjeilberg, Stephen McGruder, John Reid, John Shank, Christopher Sheppard, Gregory Smith, Charles Sneed, James Tyson and Peggy Wilson.



**Welding** – Ten upgraders on March 20 completed training in this 103-hour course. Graduating (above, in alphabetical order) were: Haeven Bautista, Jerome Culbreth, Oscar Garcia, Larry Locke, Roy Logan, Mark Merenda, Patrick Milton, Frederick Nyarko, Robert Orloff and Algernon Ramseur. Their instructor, Buzzy Andrews, is third from left. (Note: Not all are pictured.)



**Vessel Security Officer (Crowley)** - The following individuals (above, in alphabetical order) on March 24 completed this course: Conrado Abinuman, Joel Anderson, Dominic Bailey, Randall Brinza, John Carraway, Douglas Crawford, Jeremiah Dougherty, Jay Heichelheim, Scott Mitchell, Daniel Smith, Roger Stanusm, Kyle Swavely, Mark Tilley, and Philip Wright. Their instructor, Mitch Oakley is third from right. Also pictured (from left) are Crowley representatives Mike Golonka, Ira Douglas, Charlie Nalen and (far right) John Ara .

**BST/STCW (Hawaii)** – The following individuals (photo at right, in no particular order) on March 21 completed training in this course at the Seafarers Training Center at Barbers Point, Hawaii: James Bissell, Tracy Blake, Dennis Couture, Amanda Garrison, Bozidar Globarevic, Andrew Hu, Irvan Kapush, Lucky Khov, Katelyn Kramsky, Jayson Larrabee, Jay Lawless, Sharie Lawless, Nadia Mack, Daniel Rodriguez, Dana Schumann, Michael Soash, Helen Stewart, Alder Sueki and Eric Lederle.



**BST/STCW (Hawaii)** – Eighteen individuals on Feb. 28 completed training in this course at the Seafarers Training Center at Barbers Point, Hawaii. Those graduating (photo below, in no particular order) were: Hector Rodriguez, Claraan Schroder, Micah Gallegos, Ricardo Lucero, Kristen Lynn Voegele, Bebekah Angres, Summer Fosdick, Lisa Calderoni, Krystaia Cebe, Kami Myers, Edward Vollmer II, Mamil Almonte, Carlos Olvera, Gabrielle Rawson, Julian Reed, Angel Otero, Quevin Singh and Miguel Barreto Reyes



**Basic & Advanced Firefighting (Hawaii)** – The following upgraders (above, in no particular order) on March 6 completed training in this 41-hour course at Barbers Point: Jaysen Cummings, Robert Schultz, Christy Fernando, Ryan Adric, Herman Tisalona, Herbert Waa, Keola Milbourne, Sam Pedro, Joseph Barnes and David Blue. Their instructor, Joe Curtis, is standing at left, second row.



# Snapshots from the MV Resolve

## SIU-Crewed Ship Delivers Materiel for U.S. Troops

The photos on this page were taken during a recent voyage aboard the *MV Resolve* and submitted by SA John Seibel. The *Resolve* is an Interocean American Shipping Corp. Ro/Ro that delivers military equipment for the U.S. Department of Defense, mainly to ports in the Middle East.

Formerly named the *Tanabata*, the vessel is part of the U.S. Maritime Security Program (MSP). Enacted in 1996 and extended earlier this decade, the MSP helps keep militarily useful, American-crewed ships under the U.S. flag.



From left, OS Danny, OS Arnolfo Bada and QMED Lamont enjoy lunch.



Galley gang members (left to right) SA Charlie Collier, CC Robert Maschmeier and Chief Steward Robert Evans appreciatively were known aboard ship as the Three Musketeers.



Pictured from left to right are AB Jimmy Copeland, OS Arnolfo Bada and OS Mark Ward while the *Resolve* is somewhere in the Mediterranean.



Chief Mate John Salvadore (left) and Bosun William Rios inspect lifeboats.



Chief Cook Angel Bernardez whips up lunch for the crew.