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Seafarers Log

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AFTER HURRICANE KATRINA

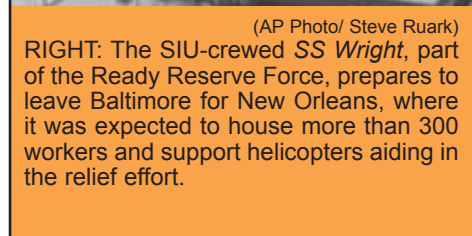
SIU Helps Deliver Relief

As Nation Faces Crisis, Seafarers Answer the Call

SIU members were among the first to engage in relief operations following Hurricane Katrina's devastating tear through the U.S. Gulf Coast. Seafarers already on the scene in New Orleans provided fuel, shelter and makeshift medical facilities. Others crewed up RRF ships that were mobilized for hurricane relief. The union quickly established a relief fund and also offered the use of its hiring hall in Mobile, Ala. for assistance in AFL-CIO relief operations. Pages 2, 3, 12, 13.



(AP Photo/David J. Phillip) LEFT: Flood waters from Hurricane Katrina fill the streets near downtown New Orleans on Aug. 30. Hurricane Katrina did extensive damage when it made landfall a day earlier.



(AP Photo/ Steve Ruark) RIGHT: The SIU crewed SS Wright, part of the Ready Reserve Force, prepares to leave Baltimore for New Orleans, where it was expected to house more than 300 workers and support helicopters aiding in the relief effort.



ABOVE: In the first days after the hurricane, employees at SIU headquarters and at the Paul Hall Center for Maritime Training and Education donated enough supplies to fill 11 pallets.

BELOW: The Seafarers crewed hospital ship USNS Comfort pulls into Naval Station Mayport, Fla., to take on supplies en route to aid victims of Hurricane Katrina.



LEFT: The USNS Pollux welcomed personnel from a local hospital who desperately needed power, not to mention a dry space.

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Union Welcomes New Ships, Jobs

The SIU recently welcomed several positive developments concerning new shipboard job opportunities for Seafarers as well as the preservation of existing jobs. Those events include the expansion of the U.S. Maritime Security Program (whose fleet includes the SIU crewed *Green Lake*, below); Maritrans' announcement that the company is building new ATBs; Maersk Line, Ltd.'s new contract to operate fast sealift ships; and Ocean Ships' new agreement for operation of the T-5 tankers. Pages 2, 3, 4.



Labor Secretary Chao Tours Paul Hall Center



U.S. Secretary of Labor Elaine L. Chao, an ardent backer of the U.S. Merchant Marine, toured the Paul Hall Center for Maritime Training and Education following her address to the United Industrial Workers convention August 30. She is pictured here (seventh from left) along with SIU President Michael Sacco (fourth from right) with students at the Paul Hall Center's Joseph Sacco Fire Fighting and Safety School. More photos of the tour are on page 7. UIW convention coverage appears on page 6.

President's Report

Once Again, Seafarers Deliver

As this issue of the *LOG* went to press, our nation was holding its collective breath while Hurricane Rita veered into the Gulf. On the heels of Hurricane Katrina, forecasters took a cautious approach, saying the newer storm eventually might hit areas already battered by Katrina—but then again, it might not.



Michael Sacco

Regardless, I think all Americans shared the same thought when news of Rita surfaced: Our brothers and sisters in the Gulf already are hurting. No more hurricanes!

And yet, our nation will battle through Rita if needed, just as we are responding with sacrifice and dedication as America starts recovering from the massive Katrina.

Because of the loss of life and enormous damage in sections of Louisiana, Mississippi and Alabama, that hurricane brought all of us together as fellow Americans—just as we were four years ago when America was attacked. Yes, there is ongoing controversy about some of the initial relief efforts—but no one can ignore the outpouring of kindness and generosity from all across the United States and from many of our international allies, including the International Transport Workers' Federation and the SIU of Canada.

Americans have responded with normal relief efforts but also with unconventional, over-and-above tactics. Cities throughout the nation offered transportation, shelter and fresh starts for those who lost everything. Rank-and-file workers, many of them our fellow trade unionists, sacrificed vacation time and income to join in the Gulf-area recovery and rebuilding.

I'm proud to say that the SIU has been a positive contributor to those ongoing efforts, every step of the way.

Our members aboard Ready Reserve Force ships stationed in New Orleans were among the first to offer shelter and other aid, even before government relief workers could travel to the affected areas. Seafarers also crewed up other RRF ships along with training vessels and the hospital ship *USNS Comfort* that have been deployed to aid in the recovery.

Many of our port officials and manpower office staff came to work throughout a holiday weekend to help ensure timely crewing of the vessels that were activated and mobilized. It may seem like a small sacrifice when looking at the big picture, but it didn't go unnoticed—and it helped make a difference in the lives of Katrina's victims.

Additionally, a number of employees at SIU headquarters and at our affiliated Paul Hall Center for Maritime Training and Education took the initiative and donated relief items.

We invited the AFL-CIO to use our union hall in Mobile as a "Workers' Center," part of the federation's relief efforts.

The union itself quickly established a relief fund specifically intended for Seafarers, SIU retirees and employees and their families, as well as for our affiliated unions, the United Industrial Workers and the Seafarers Entertainment and Allied Trades Union. I encourage each member to donate to the relief efforts, whether it goes to the Seafarers Disaster Relief Fund, the American Red Cross, the Union Community Fund, the Bush-Clinton Katrina Fund or another charitable outlet of your choice. No donation is too small.

I extend my sympathy and prayers to the hurricane victims and their families.

I offer my heartfelt admiration to all those who have helped in the relief efforts.

Most of all, I salute the Seafarers who once again have come through with flying colors in the face of a national crisis. Anyone who knows our history knows that the SIU always has been a reliable part of America's fourth arm of defense. We earned our solid reputation beginning in World War II and have built upon it ever since, right through to the present in Operations Iraqi Freedom and Enduring Freedom. And now, in relief efforts for Hurricane Katrina.

We were chartered in 1938, and our world, of course, has seen many changes since then. But at least one thing has remained the same: Then and now, America can count on the SIU.

Expanded MSP Begins

SIU Gains 13 Ships in New Program

October marks the start of the renewed, expanded U.S. Maritime Security Program (MSP)—a vital component of America's national defense capabilities.

As reported early this year, the SIU gains 13 additional ships under the new MSP, which lasts from 2005-2016. The updated MSP fleet includes 60 vessels overall, an increase of 13 ships compared to the MSP set to expire at the end of September. Each of the 13 additions to the MSP fleet is operated by an SIU-contracted company.

Meanwhile, the 47 Seafarers-crewed vessels already enrolled in the MSP remain in the new program.

President Bush authorized the expanded MSP as part of a Defense bill that he signed in late 2003. The program initially was established through the Maritime Security Act of 1996. It helps retain "a labor base of skilled American mariners who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war," noted the U.S. Maritime Administration.

The 13 new MSP slots are assigned to OSG Shipholding Group (three ships), Central Gulf (one), Fidelio (ARC) (four), Liberty Global Logistics (one), Lykes Lines (two), and Patriot (two).

Overall, the awards are as follows, with the company name followed by the vessels:

APL Marine Services, Ltd.—*APL Korea, APL Philippines, APL Singapore, APL Thailand, President Adams, President Jackson, APL China, President Polk and President Truman.*

Central Gulf Lines, Inc.—*Green Cove, Green Point, Green Lake and Hercules Leader.*

American Auto Carriers, Inc.—*Liberty.*

Fidelio Limited Partnership—*Patriot, Freedom, Takasago, Resolve, Otello and Aida.*

Farrell Lines Inc.—*Chesapeake Bay, Delaware Bay, Endeavor, Endurance and Enterprise.*

Liberty Global Logistics, LLC—*Alliance New York.*

Lykes Lines Limited, LLC—*Lykes Navigator, Lykes Discoverer, Lykes Liberator, Lykes Motivator and Tmm Yucatan.*

Maersk Line, Limited—*Maersk Missouri, Maersk Virginia, Maersk Georgia, Maersk Carolina, Sealand Achiever, Sealand Florida, Sealand Pride, Sealand Motivator, Sealand Commitment, Sealand Atlantic, Sealand Charger, Maersk Alabama, Sealand Lightning, Sealand Meteor, Maersk Arkansas, Sealand Intrepid, Sealand Comet, Sealand Performance and Sealand Quality.*

OSG Shipholding Group, Inc.—*Overseas Joyce, Maersk Rapier, Maersk Regent and Maersk Richmond.*

Patriot Shipping, LLC—*Industrial Challenger and Industrial Chief.*

Waterman Steamship Corporation—*P&O Nedlloyd Vera Cruz, Atlantic Forest, Green Dale and P&O Nedlloyd Buenos Aires.*

In announcing the operating contract awards early this year, the Maritime Administration noted,



The SIU-crewed *Patriot* is part of the U.S. Maritime Security Program fleet.

"The MSP serves to maintain a 7n active, privately owned, U.S.-flag and U.S.-crewed liner fleet in international trade. This fleet also is available to support the Department of Defense sustainment in a contingency."

Support for the program has been widespread, including from the top levels of government and the military. In October 2000, President Bush noted, "In time of war or national emergency, the U.S. military depends on shipping and seafarers drawn from the U.S.-flag commercial fleet to deploy our military overseas and, once deployed, to transport the supplies necessary for them to fight, and win anywhere in the world. . . . Programs . . . that guarantee intermodal cargo lift and management services when needed in times of crisis or conflict, such as the Maritime Security Program, should be maintained."

In 2002, the head of the United

States Transportation Command (TRANSCOM) urged Congress to reauthorize the MSP. U.S. Air Force General John W. Handy told Congress, "I wholeheartedly support reauthorization of MSP beyond expiration of the current authority on September 30, 2005. The MSP is a vital element of our military's strategic sealift and global response capability. As we look at operations on multiple fronts in support of the war on terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenarios. That makes MSP reauthorization even more important as we look toward the future."

MSP ships—and crews—continue to play important roles in supporting Operations Enduring Freedom and Iraqi Freedom.

Maritrans to Build 3 ATBs

Seafarers-contracted Maritrans Inc. last month announced that it has signed a contract with Bender Shipbuilding & Repair Co., Inc. to build three new articulated tug-barge (ATB) units, each having a carrying capacity of 335,000 barrels. Each barge will be connected to a 12,000 horsepower tugboat utilizing the latest version of the Intercon connection system.

The company also announced that it has signed a long-term volume contract for lightering services with Sunoco Inc. Maritrans estimates that approximately 70 percent of the annual total barrels lightered by the company will be fulfilled through the Sunoco contract, while the remaining volume will be delivered to other Maritrans lightering customers on the Delaware River.

Construction of the three new vessels will take place at both the Bender Shipbuilding facility in Mobile, Ala. and at their affiliated company, the Tampa Bay Shipbuilding & Repair Company, in Tampa, Fla. Maritrans estimates that the total cost of construction, including owner furnished equipment, will be approximately \$77.5 million for each tug-barge unit.

Maritrans expects to take delivery of the first unit in October 2007, with the remaining two vessels slated for delivery seven months apart in May and December of 2008, respectively. With the addition of the three

units, Maritrans will become not only the largest owner/operator of vessels in its class size, but will also be the largest tug and barge U.S. coastwise operator based on carrying capacity.

"Maritrans has a well-earned reputation for safety, and certainly their SIU crews share in both the credit for that reputation as well as the responsibility to uphold it," stated SIU Vice President Contracts Augie Tellez. "Along those same lines, the announcement that they're building three new ATBs reflects well on the crew members, because companies don't make that type of investment without having confidence in their shipboard manpower."

Jonathan Whitworth, chief executive officer of Maritrans, commented, "We are extremely pleased to announce that Maritrans is building three of the largest and most modern tug-barge units in the Jones Act fleet and entering into a long-term contract with Sunoco. Today's announcements not only demonstrate our commitment to execute on our strategic growth initiatives outlined earlier in the year, but they also strengthen our relationship with two important strategic partners . . . while positioning the company to take advantage of strong long-term lightering demand in the Delaware Bay region."

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SIU Delivers Katrina Relief

Seafarers Mobilize Ships, Union Establishes Fund

From the earliest moments after Hurricane Katrina devastated parts of the Gulf Coast states, hundreds of SIU members sprang into action, providing help in many different ways.

Seafarers already in the affected areas joined forces with the U.S. Coast Guard and other government entities, providing shelter on Ready Reserve Force ships. SIU members crewed up several other RRF vessels and training ships that were sent to New Orleans, and members of the union's Government Services Division helped mobilize the hospital ship *USNS Comfort*, which also was deployed for relief operations.

The SIU-crewed *USNS Polux*, in reduced operating status near New Orleans, provided some of the first assistance available, well before relief agencies could reach the area (see separate story, page 12).

Meanwhile, the SIU quickly established a relief fund for members, pensioners, employees and

their families, as well as for members from the SIU-affiliated United Industrial Workers (UIW) and Seafarers Entertainment and Allied Trades Union (SEATU). (Information on that fund and others is listed separately on this page.)

The union also donated use of part of its hall in Mobile, Ala. as an AFL-CIO "Workers' Center"—one component of the federation's disaster relief efforts.

Additionally, employees at SIU headquarters in Camp Springs, Md. and at the union's affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. donated clothing, food items and toiletries immediately after the flooding in New Orleans. Altogether, they collected 11 pallets of material that was shipped to the Gulf Coast.

Due to widespread damage and disrupted communications, there is no practical way for now to completely account for the fate of each member and pensioner in the areas hit by Katrina. However, the union as of late September was unaware of any SIU fatalities related to the hurricane.

Property damage is another story. According to SIU port officials in New Orleans and Mobile, some members, pensioners and employees escaped with little or no harm to their respective homes. Others lost everything, while still others experienced substantial—but not total—loss.

The union estimates that approximately 1,300 SIU members reside in the affected areas along with nearly 600 SIU pensioners.

Two SIU halls directly were affected by the hurricane. The facility in Harvey, La. (near New Orleans) sustained roof damage



Employees at SIU headquarters in Camp Springs, Md. (above) and at the union-affiliated Paul Hall Center donated clothing, food items and more in the days following the flooding in New Orleans.

Continued on page 12



The Seafarers-crewed hospital ship *USNS Comfort* moors at the port of Pascagoula, Miss. before proceeding to New Orleans, where it is providing medical assistance to the victims of Hurricane Katrina.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Friday, Nov. 11, 2005 for the observance of Veterans Day and Thursday, Nov. 24, 2005 for the observance of Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

How You Can Help

Seafarers Disaster Relief Fund

The union has established a disaster relief fund for members, pensioners, employees and family members of the SIU as well as our affiliated unions the United Industrial Workers (UIW) and the Seafarers Entertainment and Allied Trades Union (SEATU). Donations may be sent to:

Seafarers Disaster Relief Fund
c/o Secretary-Treasurer's Office
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746

Seafarers also may make a one-time donation to the fund from their vacation check, via a special check-off. Vacation applications and check-off forms are available at all SIU halls. Also, cash donations to the fund are being accepted at all SIU halls. Anyone making a cash donation will receive a receipt.

Please note that because the fund is limited to our union brothers and sisters (along with the rest of those mentioned above), donations are not tax-deductible. Also please note that in order to be eligible for the fund, active Seafarers must have at least 30 days' shipping in the last 12 months and also must be in good standing.

For more information about the fund, contact headquarters at (301) 899-0675, extension 4438.

An application form for those individuals requesting assistance through the Seafarers Disaster Relief Fund—in PDF format—is available online at the following link:

<http://www.seafarers.org/members/SDRFApplication05.pdf>

A check-off authorization form, also in PDF format, is available at the following link:

<http://www.seafarers.org/members/CheckoffAuthorizationSDRF.pdf>

Copies of both forms have been sent to all SIU halls. If you would like to receive a copy of the application or check-off authorization via fax, please contact your union hall or the headquarters number and extension listed above.

This fund will be used, on a continuing basis, to provide assistance to members, pensioners, employees and family members of the SIU, SEATU and the UIW who find themselves in need of emergency financial assistance due to an unexpected disaster or crisis.

Other Opportunities to Donate

American Red Cross
<http://www.redcross.org/>
1-800-HELP-NOW (1-800-435-7669)

Union Community Fund
https://secure.ga3.org/08/UCF_Katrina_Relief?
(also accessible via www.aflcio.org)

Bush-Clinton Katrina Fund
<http://www.bushclintonkatrinafund.org/>

Other Red Cross Resources

Evacuees may call 1-800-975-7585 for information on disaster assistance

"Family Links Registry" (also called Find a Missing Loved One): 1-877-568-3317

Other AFL-CIO Resources

For Hurricane Katrina survivors and volunteers: 1-877-235-2469

Workers' Centers (for job information, access to computers and basic relief)

Harris County Central Labor Council
2506 Sutherland Street
Houston, Texas 77023
(713) 923-9473

United Association of Pipe Fitters
1060 Commercial Park Drive
Pearl, Mississippi 39208
(601) 664-3897

Seafarers International Union
1640 Dauphin Island Parkway
Mobile, Alabama 36605
(251) 478-0162

Hurricane Katrina Official Government Website

http://www.firstgov.gov/Citizen/Topics/PublicSafety/Hurricane_Katrina_Recovery.shtml

U.S. Coast Guard Site with Katrina-Related Links and Phone Numbers

<http://www.uscg.mil/katrina/>

Ocean Ships, Inc. to Operate T-5 Tankers

The U.S. Military Sealift Command (MSC) recently awarded the operating contract for four of the T-5 Tankers to SIU-contracted Ocean Ships, Inc. (OSI) of Houston, Texas. The vessels are the double-hull, ice-strengthened petroleum products tankers *USNS Paul Buck*, *USNS Samuel Cobb*, *USNS Lawrence Gianella* and *USNS Richard Matthiesen*.

This contract was awarded to OSI on what is known as a "best value basis" under an MSC classification called a small business set-aside.

The T-5 Tankers were constructed in 1985 and 1986 under a

build and time charter contract awarded to OSI, and the Seafarers have manned these ships from their inaugural voyages. Over the 20-year time charter period, these vessels were available for "on hire" service to MSC 99.5 percent of the time, and there have been no cargo oil spills, according to OSI.

In 2003, the Navy purchased the tankers from the shipowners. The fifth ship in the series, *M/V Gus Darnell*, has been sold to U.S. Shipping and continues to be crewed by SIU members.

Two of the tankers, the *Gianella* and *Matthiesen*, are equipped with Modular Fuel

Delivery Systems for underway replenishment of naval combat ships. T-5 tankers have been involved in support of Operation Iraqi Freedom, Enduring Freedom, and Desert Storm. The dedicated contribution of the Seafarers in those missions was commended in a letter to OSI by General John Handy, commander of TRANSCOM.

In addition, the tankers have been operated in the ice-bound waters of Greenland and Antarctica. Each year, for 20 years now, a T-5 tanker has resupplied the scientific mission of the National Science Foundation in McMurdo Sound, Antarctica.



The *Lawrence Gianella* (left) and *Samuel Cobb* (right), pictured this past July in Thule, Greenland, are part of the T-5 tanker fleet operated by SIU-contracted Ocean Ships, Inc. In these photos, the vessels are participating in an annual resupply mission for MSC known as Operation Pacer Goose.

Maersk to Operate Fast Sealift Ships

MSC Agreement Signals Job Retention for SIU Members

The U.S. Navy's Military Sealift Command (MSC) has awarded a contract to Maersk Line, Ltd. of Norfolk, Va. for the operation and maintenance of eight Seafarers-crewed fast sealift ships.

Like the vessels' previous operator, Maersk is an SIU-contracted company.

According to MSC, "The contract is valued at \$26 million for its initial year and includes four one-year options that, if exercised, would bring the total value of the contract to \$135 million. Under this contract, Maersk will be responsible for providing qualified ship officers and crews to operate the ships, as well as the

technical support and supplies needed to maintain them."

These ships—the fastest cargo ships in the world, traveling at speeds of up to 30 knots or more—are used for the rapid deployment of U.S. military equipment or humanitarian aid supplies to contingency sites around the world. They have been utilized during Operations Enduring Freedom and Iraqi Freedom, and they were a major asset during the Persian Gulf War.

The ships that fall under this contract are the *USNS Algol*, *USNS Altair*, *USNS Antares*, *USNS Bellatrix*, *USNS Capella*, *USNS Denebola*, *USNS Pollux*

and *USNS Regulus*. Ordinarily, the vessels are maintained pier-side in reduced operating status at U.S. East Coast and Gulf ports. When needed, they can be activated and under way in less than 96 hours, ready to deliver the supplies needed for military or humanitarian crises anywhere in the world.

In fact, the *Pollux* recently played a key early role in helping provide relief after Hurricane Katrina near New Orleans. (See story beginning on page 3.)

The fast sealift ships were built as containerships but have been converted and given roll-on/roll-off features, cranes and a series of decks connected by ramps so that vehicles can be driven in and out of storage areas for rapid loading and unloading.

On an average day, MSC operates more than 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships at sea,



The SIU-crewed *USNS Antares* loads 138,000 square feet of equipment in the port of Charleston, S.C. in early June.

chart ocean bottoms, conduct undersea surveillance and strategically preposition combat cargo

at sea around the world. Many of those vessels are crewed by SIU members.

Notice

Union's Duluth Operations Consolidate into Joliet Hall

Effective Oct. 1, 2005, the SIU office in Duluth, Minn. will be consolidated into the SIU hall in Joliet, Ill. Contact information for the Joliet hall is as follows:

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

Records for members previously shipping from Duluth will be housed in the Joliet hall. For more information, please call the phone number listed above. For a complete list of SIU halls, see page 16.

General Handy Joins Horizon Lines

U. S. Air Force Gen. John W. Handy, retiring commander of the United States Transportation Command (TRANSCOM) and the United States Air Mobility Command, will affiliate with SIU-contracted Horizon Lines, TRANSCOM announced last month. He will work directly with Charles G. (Chuck) Raymond, who is chairman, president and CEO of Horizon Lines.

General Handy, an outspoken advocate of the U.S. Merchant Marine who has headed the two military transportation commands, retired last month, following a distinguished 39-year career in the U.S. Air Force. He has served for more than four years as Commanding General of TRANSCOM, the single transportation manager for air, land and sea transportation for the Department of Defense.

In describing his role at Horizon Lines, General Handy said, "In carrying out my military responsibilities, I have been quite impressed with the customer focus and delivery reliability at Horizon Lines. Chuck Raymond and his team have taken the company to new service levels and I am excited to have the opportunity to contribute to Horizon's growth."

"John Handy will contribute in many ways to the strengthening of Horizon Lines and to the capabilities we offer our customers today and for the future," Raymond said. "He has been a forceful and creative leader at the U.S. Transportation Command and a bold and steady supporter of the U.S. Merchant Marine who has consistently spoken out for a strong U. S.-flag fleet to support the defense of our country."

Commenting on General



U. S. Air Force General John W. Handy was quick to credit U.S. mariners during his tenure as commander of TRANSCOM. Having retired from the agency, he will work with Horizon Lines.

Handy's announcement for a TRANSCOM news release, SIU President Michael Sacco said, "We at the Seafarers International Union are thrilled to see General Handy working with Horizon Lines. Horizon has the heritage of Sea-Land, the strength of our maritime legacy and the leadership to play a significant role in the defense of our nation. John Handy has always reached out to labor to partner in creative ways and has our deepest respect. As a labor partner with Horizon Lines we welcome this American hero to our fold."

General Handy is a graduate of Methodist College of Fayetteville, N.C., earned his master's degree in Systems Management from the University of Southern California, attended the John F. Kennedy School of Government at Harvard University and received his Honorary Doctor of Humanities from Methodist College (1992). In November, General Handy will be a recipient of the Admiral of the Ocean Sea award.



Seafarers-crewed fast sealift ships support U.S. troops wherever and whenever needed. In this U.S. Navy photo from last year in Kuwait, a U.S. Marine Corps field artillery ammunition supply vehicle is off-loaded from the SIU-crewed *USNS Bellatrix*.

Trainee Commandant Gilliland Dies at 57

Tom Gilliland, commandant of trainees at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., passed away Sept. 4 following a stroke. He was 57.

"He touched the lives of so many trainees," said Bart Rogers, manpower director at the Southern Maryland-based maritime institution. "Tom always believed that each trainee would be successful with the right leadership, and he worked tirelessly to that end. It was his belief that no obstacle was too large that it could not be overcome."

"You don't replace a man like Tom," Rogers concluded. "You learn from him."

Paul Hall Center Vice President Don Nolan remembered Gilliland as someone who "truly cared about people and went out of his way to help. He was devoted to his job and he certainly will be missed."

J.C. Wiegman, assistant director of training at the Paul Hall Center, said Gilliland emphasized "respect for yourself and others, and responsibility for all of your actions. That's what he preached to the trainees."

"He was salty from his time in the Navy, but he always provided those apprentices with steady guidance and an even keel."

Born in Washington, D.C., Gilliland was a veteran of the U.S. Navy. He served 25 years and rose to the rank of senior chief petty officer. Among his military decorations were the National Defense Medal and several Vietnam service medals. He was a naval instructor, first class Navy diver, tug captain, and landing craft utility captain. Gilliland held a captain's license of 100 tons near coastal and was a specially trained search and rescue expert.

He joined the staff of the Paul Hall Center in May 1990 and dedicated the next 15 years of his life serving as a deck instructor. He once conduct-



Tom Gilliland, the late commandant of trainees at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., briefed students earlier this year during an indoor formation.

ed lifeboat training aboard the old cruise ships *Independence* and *Constitution* in Honolulu over the Christmas holiday, stepping forward to help meet an immediate need for such instruction.

Gilliland most recently served as commandant of trainees at the Paul Hall Center, assuming command in March of this year. It was in this position that he particularly is credited with making a huge difference.

Gilliland is survived by his wife, Dawn; two daughters, Eva Marie Connelly of Jacksonville, Fla., and Kelly Marie Castle of Lexington Park, Md.; two brothers, Charles Gilliland of Altoona, Pa., and Michael Gilliland of Johnstown, Pa.; and two grandchildren, Sara Marie and Annabella Grace. In addition to his parents, he was preceded in death by two brothers, Rick and Norman Gilliland.

A private memorial service was conducted by Gilliland's family members shortly after his death. The trainees and staff of the Paul Hall Center on Sept. 18 said their goodbyes to Gilliland during a special tribute ceremony in his honor at the school.

AFL-CIO OKs 'Solidarity Charters' Action Allows Locals to Participate In Labor Councils, State Federations

The AFL-CIO executive council last month approved a proposal by the federation's president, John Sweeney, to provide for continued participation of disaffiliated unions in state federations and central labor councils through Solidarity Charters.

Under Solidarity Charters, if a local union of a disaffiliated union wants to be part of a united local movement in their city and state, they can apply to be part of the central labor council or state federation. Three unions—the Teamsters, UFCW and SEIU—disaffiliated from the AFL-CIO in July. Local unions who are part of these unions and the Carpenters are all eligible for Solidarity Charters. (As this issue of the *LOG* went to press, another union, UNITE-HERE, also reportedly was set to leave the federation. That defection was taking place after the executive council action on Solidarity

Charters.) They will sign up with the same level of membership they had before their union left the AFL-CIO, or sign up at the average membership level for that city or state, whichever is higher.

They also will pay a 10 percent solidarity fee to the labor council or state federation to help offset the cost of services and mobilization systems provided by the national AFL-CIO and supported by its affiliated unions. The solidarity fee will go into the Solidarity Fund, which was established during the federation's July convention and helps support local bodies affected by the unions' decision to leave the federation.

In a recent letter signed by officials from various state labor federations and central labor councils, union leaders wrote: "The very concept of allowing continued participation in our

local central bodies by unions which have disaffiliated from the national AFL-CIO is as unprecedented as it is important."

Sweeney on Aug. 11 initially announced the new proposal for Solidarity Charters. "It's not these locals' fault that their national unions left the AFL-CIO, and it's not working people's fault. They shouldn't have to bear the brunt of a decision by their leadership," said Sweeney. "Solidarity Charters will allow unions to work together and let working people still benefit from a united grassroots movement that works for good jobs, health care, and a voice in issues that matter to them."

The AFL-CIO came up with the Solidarity Charters after locals of disaffiliated unions contacted the national AFL-CIO during the weeks since its convention and expressed a desire to remain in the AFL-CIO at the

local level. The AFL-CIO Constitution is clear that if a union leaves the national AFL-CIO, they also leave the AFL-CIO at the local level. However, delegates to the AFL-CIO convention in late July discussed the need to find a creative solution to support the grassroots labor movement.

"These Solidarity Charters will allow unions in New York to continue to work together and maintain a united front to fight for working people's issues," said Denis Hughes, president of the New York State AFL-CIO. "I'm pleased that our locals have this unique option."

Locals who receive Solidarity Charters will need to honor basic principles of solidarity. They will agree not to raid their brother and sister unions, participate fully in the local political mobilization efforts, and support other working people in their area who are on strike, organizing, or in other



AFL-CIO President John Sweeney

struggles. Unions will have the same voting rights as other locals—except that members of unions with a Solidarity Charter can't hold top offices, although individuals already in office can finish out their terms.

ITF Slams New Iraqi Crackdown on Unions

The International Transport Workers' Federation (ITF) has condemned a new decree in Iraq that the federation said crushes trade unions' right to operate free of government interference or harassment.

The decree, passed on Aug. 7, revokes decisions taken on union rights by Iraq's provisional government and permits the control and confiscation of trade union monies by the current authorities, the ITF stated. The pronouncement also states that the right to carry out union activities is to be reviewed.

In a letter dated Aug. 24, ITF General Secretary David Cockroft told Iraqi Prime Minister Ibrahim Al Jaafari, "We are concerned that control of Iraqi trade unions' monies might lead to the weakening of the

Iraqi unions' capabilities. This is considered a clear breach of the International Labor Organization (ILO) core labor standards on freedom of association and a direct attack on human rights in Iraq."

He also called on the government to discuss any future review of trade union activities with the unions themselves and raised concerns that laws dating from 1987, forbidding union organization in the public sector, remain in place.

Cockroft pledged to raise these issues with the ILO through the International Confederation of Free Trade Unions.

Commenting on the situation, Bilal Malkawi of the ITF Arab World Offices said, "While the ITF, Global Union Federations, and many international trade



ITF General Secretary David Cockroft

union organizations are working intensively to support Iraqi workers, the government is taking this action instead of helping unions to face the challenges ahead. I am really shocked by these measures, but I know for sure that the Iraqi unions are in a strong enough position to keep moving forward."

Interfaith Worker Justice Meeting



The labor-backed organization Interfaith Worker Justice conducted its board of directors meeting Sept. 12-13 at the SIU hall in Houston. Seafarer Sinclair Oubre, head of the Apostleship of the Sea of the United States, serves on the board. The meeting addressed several key concerns, including establishment of a committee of religious leaders who can monitor the redevelopment of New Orleans and other areas affected by Hurricane Katrina. The board also discussed the need to protect laws covering U.S.-flag shipping and wage standards. Pictured at the meeting are (seated, from left) Fr. Oubre, Rev. Nelson Johnson, Edith Rasell, Charese Jordan, Imam Mahdi Bray, (middle row) Rev. Jim Sessions, Kristi Sanford, Elisabeth Solomon, Kim Bobo, Monroe Sullivan, Bill Quigley, (back row) Rev. Chris Lockard, Thom Shellabarger, Bob Hulteen, Bob DeRose and Jeff Korgen. On its web site, Interfaith Worker Justice states that it "calls upon our religious values in order to educate, organize, and mobilize the religious community in the U.S. on issues and campaigns that will improve wages, benefits, and working conditions for workers, especially low-wage workers."

High Cost of Medical Premiums Is Astounding

The soaring costs of health care was one of the chief topics at the UIW convention, held last month in Piney Point, Md., just as it has been in offices and board rooms across the country.

Higher co-pays and deductibles are now a fact of life for the overwhelming majority of Americans who have health insurance, noted SIU Secretary-Treasurer David Heindel during an address to the UIW convention. More than 45 million (including 12 million children) are without any coverage at all, and many of these uninsured Americans do have full-time jobs or have someone in their immediate family who does. The problem is that a majority of the uninsured are not offered benefits through their employers. Heindel said that, like countless other organizations, the SIU and UIW are making adjustments to their health plans and taking the necessary steps to ensure that their memberships have access to health care.

The Kaiser Family Foundation reported last month that premiums continue to rise much faster than overall inflation and wage growth. The foundation, which specializes in health care research, stat-

ed that premiums increased 9.2 percent between spring 2004 and spring 2005, while the average employee saw only a 2.7 percent increase in wages. And while the rate of growth was only slightly lower than last year, when it was in the double digits, it still means that premiums are going up three times faster than wages.

These high rates are taking a toll not only on individuals, but also on unions and corporations and other employers.

Seattle-based Starbucks Corp., for example, is expected to pay more on health insurance this year for its 80,000 U.S. employees (it has about 100,000 employees worldwide) than it will on materials needed to brew its coffee.

Howard Schultz, CEO of Starbucks, said that the company expects to spend about \$200 million this year for health care for its U.S. employees—more than the total amount it spends on green coffee from Africa, Indonesia and other countries. He urged congressional leaders to put this issue at the top of their agenda.

Among Firms Not Offering Health Benefits, Reasons for Not Offering, 2005

	Very Important	Somewhat Important	Not Too Important	Not At All Important	Don't Know
High Premiums	73%	13%	5%	9%	<1%
Employees Covered Elsewhere	33	26	13	25	3
High Turnover	16	13	23	49	0
Obtain Good Employees Without Offering a Health Plan	22	32	18	27	2
Administrative Hassle	14	29	25	28	3
Firm Too Newly Established	2	9	9	80	0
Firm Is Too Small	52	21	9	19	0
Firm Has Seriously Ill Employee	4	6	5	82	3

Source: Kaiser/HRET Survey of Employer-Sponsored Health Benefits, 2005

UIW Sets Organizing as Top Goal

Convention Honors Victims and Heroes of September 11

Members of the SIU-affiliated United Industrial Workers (UIW), assembling Aug. 30-31 for their 12th quadrennial convention, designated organizing new members as their chief objective for the next four years.

The UIW represents workers employed in manufacturing, service and government sectors. In



Dr. James Fielder,
Md. State Secretary of Labor
Licensing & Regulation

addition to delineating strategies for providing union representation to workers who currently are not members of labor organizations, convention delegates also reaffirmed their commitment to political action, outlined various goals and elected new officers.

The mood of the event's initial proceedings was somber and respectful as UIW President Michael Sacco, shortly after calling the convention to order, reflected back on the horrendous events which occurred on September 11, 2001—the opening day of the UIW's previous conference.

"I was right here, on this same stage. Obviously, it's a morning that none of us will ever forget," stated Sacco, who during the convention was reelected as UIW president. "In fact, when I sat down with some of the other officials and staff members to begin planning this current convention, we all immediately realized that

we would have to start with 9-11.

"It was one of the worst days in our nation's history," he continued. "The attacks that took place on that day re-shaped our country forever. We continue feeling the effects today.

"And yet, when you look at how individual people and organizations like our own union responded to the attacks, there's no question that it shows the good side of human nature. It shows that Americans can and will pull together.

"For one thing," Sacco said, "since September 11 itself, thousands of trade unionists—including UIW members and members of our parent union, the SIU—have answered our nation's call for Operations Enduring Freedom and Iraqi Freedom.... UIW members and their families in the military reserves have served in Iraq and Afghanistan. SIU members have delivered the goods for our armed forces overseas, and



Michael Sacco (standing), UIW president, and David Heindel, UIW Secretary-Treasurer

they are continuing that mission even as we speak. Members from other unions also have answered the call, both in the reserves and in the merchant marine and in every branch of the armed forces."

Transitioning back to the business of the convention, Sacco noted that while there is no comparing the UIW's current economic challenges with the tragedy of the terrorist attacks, he did see a parallel between what our nation faced on September 11 and what the UIW as a union currently faces.

"After the attacks, our nation was wounded—down, but not out," he stated. "Since then, we have rallied with incredible strength and bravery, making our nation and our world a safer place.

"Economically, the labor movement faces its own life-and-death struggle," Sacco continued. "We in the UIW are right in the middle of it—under attack, along with our brothers and sisters throughout labor. These are tough times for unions. The first and most important way that we will turn it around is by organizing.... I am challenging every single official and every single delegate to walk the walk."

UIW National Director John Spadaro, elected to remain in his post for the next four years, echoed Sacco's thoughts on organizing and added, "We must organize. Our very future depends on it."

Spadaro said that the history of the American labor movement is filled with examples of workers overcoming obstacles and achieving better lives for themselves and their families.

Reflecting on the story of the late Cesar Chavez, Spadaro pointed out that the dedicated leader of



John Spadaro
UIW National Director

the United Farm Workers faced a myriad of obstacles and had many opportunities to throw in the towel during his quest for better working conditions for his people.

"For a time, he (Chavez) was homeless as a child," Spadaro said. "As a young adult, his first attempts to unionize farm workers were turned down by his own Community Services Organization. Many more challenges followed, and they often were of such magnitude that Chavez could have been forgiven if he resigned himself to defeat.

"Thank heaven he kept trying. As many of you know, he went on to become one of the most influential labor leaders in our nation's history."

Spadaro then challenged those in attendance to step forward, take the organizing torch and run with it.

"Every UIW member is a potential organizer, he said. "For example, when you are active in your community—and you make it a point to mention your union membership—you are serving as an organizer. That doesn't mean that we need to discuss unions all the time, but by simply introducing the topic—whether you're socializing with neighbors, or volunteering at church, or helping run a youth sports league—and by carrying yourself with dignity, you help promote growth in the labor movement."

He reminded shop stewards and other rank-and-file members that they may be called upon to volunteer for specific UIW organizing campaigns. "Our union depends on shop stewards and other rank-and-file members to assist the regional officials in



Valerie Lilja
AFL-CIO Union Plus Rep.

Labor Secretary Lauds Union, School

The Honorable Elaine Chao, U.S. Secretary of Labor, recently lauded the SIU-affiliated Paul Hall Center and the union for the quality-of-life upgrades each over the years has afforded individuals preparing for seafaring careers.

The labor secretary gave the tributes Aug. 30 during remarks to the officers, delegates and rank-and-file members who were in attendance during the SIU-affiliated United Industrial Workers' 12th quadrennial convention in Piney Point, Md.

"It has been three years since the last time I visited Piney Point," Chao told those in attendance, "and let me tell you, you have a first-rate training center, and it keeps getting better."

Making reference to the SIU trainees who were in attendance at the convention, the labor secretary offered, "It is so exciting to see these soon-to-be-graduates with such big smiles on their faces. That's because they know that they're in a great union and have great futures ahead of them.

"I've been told that more than 10,000 workers have been trained since my last visit alone. And these workers are being placed in good-paying jobs with benefits. That is great news!"

Secretary Chao said that it was fitting that the training center is named after Paul Hall. In addition to noting that Paul Hall founded the UIW and that he was inducted into the Department of Labor Hall of Fame in 2003, she pointed out that Hall fought for a better life for seafarers, a strengthened U.S. Merchant Marine, a stronger labor movement and better opportunities for young people and people of color.

"And that legacy continues today with President (Michael) Sacco," she said. "President Sacco has focused on a better life for all of his members and he has also taken a special interest in helping young people who have had a difficult start in life. He



Secretary of Labor Elaine Chao delivers remarks to the 12th quadrennial convention of the United Industrial Workers at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

encourages them and provides them with not only the skills of the trade, but also the soft skills, which are so important for success in the workplace, so they can better themselves and the lives of their families.

"That is a truly laudable and remarkable endeavor," she continued. "And so I commend President Sacco, the Seafarers Union and the UIW for providing opportunities for those who need it most."

Secretary Chao stated that earlier this year—during the launch of the *Pride of America* cruise ship in New York City—she had an opportunity to meet some of the well-trained SIU members, all products of the Paul Hall Center.

"As you know, this is the first brand-new U.S.-flagged passenger ship in nearly 50 years," the secretary said. "So when her sister ship, the *Pride of Hawaii*, joins her in 2006, a total of three U.S.-flagged cruise ships will cruise Hawaii. And as you heard me say during the launching ceremony of the *Pride of America*, together these three ships will create 20,000 American jobs, of which 3,000-4,000 will be seafar-

ers' jobs. I want to say those jobs came about because of the leadership, the partnership and the determination of your president to secure these jobs for your members."

Turning her attention to homeland security, Secretary Chao reminded her audience of the horrible events of 9-11. "You held your last convention on September 11, 2001," she said. "You have commemorated the innocent people who lost their lives four years ago with a special tribute—'UIW Remembers.' While many of you watched these developments unravel on television, your brothers and sisters in the Seafarers International Union were on the job. The Seafarers helped evacuate more than 160,000 people from Lower Manhattan and return them to their loved ones.

"You should be so proud of the courageous chapter in our nation's history that you and your brothers and sisters wrote on that pivotal day," Secretary Chao said. "Those families—and America—will never forget what the Seafarers did on that day."

Recognizing the fashion in which Seafarers always have delivered the goods for our country, especially during time of conflict, the labor secretary said, "Since the mobilization for the war against terror began, the Seafarers have been there for our country—as they have been throughout our nation's history. They, and members of the UIW, have served in the armed forces, reserves or National Guard. Others are crewing Ready Reserve vessels, delivering munitions, vehicles and rations wherever they are needed.

"It is because of the service of your brothers and sisters in the Seafarers International Union that America sustains the strongest military force the world has ever known," Secretary Chao concluded. "We are grateful for those sacrifices so that we may enjoy our freedom here and abroad."

Secretary Chao Tours Paul Hall Center

U.S. Secretary of Labor Elaine L. Chao, a long-time supporter of the U.S. Merchant Marine, toured the Paul Hall Center for Maritime Training and Education following her address to the United Industrial Workers convention Aug. 30.

Showing a genuine interest in both the students and the Piney Point, Md.-based facility itself, Secretary Chao was inquisitive, unhurried and upbeat throughout the afternoon tour, which included stops at the full mission bridge simulator, a water survival class, the manpower office and the fire fighting and safety school, located on a nearby cam-

pus. She was accompanied by SIU President Michael Sacco, among others.

Founded in 1967, the Paul Hall Center is a premier training facility for deep sea merchant seafarers, inland waterways boatmen and cruise-ship crew members. The school has developed a pioneering approach to education that has successfully integrated vocational training, academic enrichment and trade union responsibility.

The center is named after Paul Hall (1915-1980), an outstanding past president of the SIU. In October 2003, Hall was inducted into the U.S. Department of Labor's Hall of Fame.

During the induction ceremony in Washington, D.C., Secretary Chao stated, "Paul Hall fought for good pay and benefits for American mariners, and he also fought for their education. It's fitting that the Paul Hall Center for Maritime Training and Education today is instrumental in ensuring that young people have the opportunity to pursue careers at sea."



U.S. Secretary of Labor Elaine L. Chao (seventh from left) and SIU President Michael Sacco (fourth from right) chatted with students enrolled in a water survival class at the Paul Hall Center and then got together for this photo outside the classrooms.



Pictured at the fire fighting school immediately following the tour are (from left) Labor Department Counsel John Flynn, President Sacco, Secretary Chao and Paul Hall Center Safety Director Jimmy Hanson.



Secretary Chao checks out the full mission bridge simulator, with demonstrations from instructor Mike Smith. She later took the wheel and successfully guided the "vessel" through a virtual Baltimore Harbor.



Manpower Coordinator Bart Rogers and Secretary Chao discuss how vessels are crewed up and monitored.



SIU President Michael Sacco points out some of the general contents of the union's training record book to Secretary Chao and Paul Hall Center Admissions Director Priscilla Senatore.



During an impromptu stop in one of the unlicensed apprentice classrooms (above), Secretary Chao wished the students well and said she was impressed with the campus.



Secretary Chao greets instructor Dick Tyson at the Joseph Sacco Fire Fighting and Safety School (right) and asks students about their water survival training (left).



While reviewing some of the equipment used for GMDSS training, Secretary Chao sat down for a closer look along with AB Jeff Coble, who is enrolled in the course.

Safety Directors Sharpen Skills at Paul Hall Center

SIU safety directors from 10 ports recently completed valuable training at the Paul Hall Center in Piney Point, Md. designed to help promote safe operations and security aboard Seafarers-contracted vessels.

The five-day agenda (Aug. 22-26) constituted the seventh annual meeting of SIU safety directors and included plenty of hands-on training. It also featured close examinations of key port and shipboard safety and security regulations.

Completing the program were: Robert Duncan (Tacoma), Thornton Elliott (Jacksonville), Frank Iverson (Honolulu), Andrew Linares (Wilmington), Kevin Marchand (Ft. Lauderdale), Randy Senatore (New York), Samuel Spain (Norfolk), Archie Ware (San Francisco), Chris Westbrook (New Orleans) and Jimmy White (Houston).

Several of the safety directors stated that they believe the training will prove especially useful when they conduct vessel inspections.

The SIU representatives met with instructors at the Paul Hall Center, including several from the Joseph Sacco Fire Fighting and Safety School. Among other topics, they studied galley sanitation; confined-space safety; eye, hand, foot and back protection; ship inspection procedures; fire extinguishers; power tools; the International Ship and Port Facility Security Code; general safety awareness and precautions; techniques for uncovering hidden hazards; and various ways that the Paul Hall Center can help port officials better serve crew members.



Pictured at the Joseph Sacco Fire Fighting and Safety School, part of the Paul Hall Center, are (from left) Jimmy Hanson, safety director at the Piney Point, Md. facility; and SIU Safety Directors Thornton Elliott (Jacksonville), Randy Senatore (New York), Kevin Marchand (Ft. Lauderdale), Andrew Linares (Wilmington), Samuel Spain (Norfolk), Robert Duncan (Tacoma), Frank Iverson (Honolulu), Chris Westbrook (New Orleans), Archie Ware (San Francisco) and Jimmy White (Houston).



Group Covers Wide Range of Topics



Instructor Joe Zienda (left) and Houston Safety Director Jimmy White review proper placement of fire extinguishers aboard vessels.



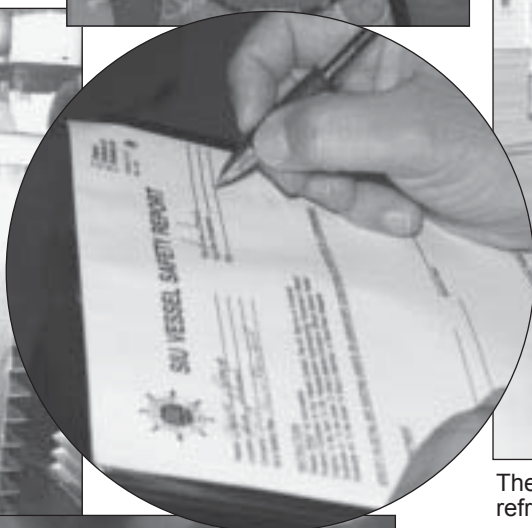
Kevin Marchand



Andrew Linares



Samuel Spain (top photo) and Randy Senatore (at right) practice galley inspections, part of the program known as "Serve Safe."



The safety directors' schedule included lots of hands-on training, including refreshers at the fire fighting school.



Instructor Bobby Dean (left) and the safety directors examine fire fighting gear.

For Seafarers, It's Always 'Safety First'

Union, School, Companies Team Up to Help Ensure Smooth Sailing

Shipboard safety is more than a mere frame of mind for the men and women who don the SIU colors. To them, it's really a way of life.

As evidenced by the myriad of safety-related awards and accolades that SIU-contracted companies and their vessels over the last several years have received, the "Seafarers' lifestyle" and the benefit it affords the maritime community is fast becoming the industry standard.

"Going to sea is one of the most dangerous jobs in the maritime industry," said J.C. Wiegman, assistant director of training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. "Each ship has its individual and often unique safety concerns. This is true whether it's a cruise ship carrying passengers or a tanker carrying dangerous liquid.

"For these and other reasons, each crew member must be safety conscious—alert to assess risk and report hazards, insure they wear safety equipment and take actions that foster safe work environments during their daily shipboard activities."

To prepare mariners to meet these rigid safety requirements, safety training—and heaps of it—is incorporated in virtually all phases of the Paul Hall Center curriculums, Wiegman pointed out.

"Safety training is included in every course taught at the school," he said. Altogether, at least 35 different courses are available to trainees and up-

graders addressing some area of shipboard safety.

"Not only do we teach a large variety of safety courses to all students who come to the school, we also have safety personnel located in most of the ports where SIU-contracted vessels call on," said Jimmy Hanson, safety director at the Paul Hall Center. "Their primary function is to help crew members and the companies with assorted safety issues."

In addition to providing assistance at the various ports around the country, Hanson and his safety colleagues regularly call on companies and board their vessels to conduct training.

"We visit companies and ships and teach safety on-site in a myriad of safety modules including fire fighting, First Aid & CPR, back safety, slips, trips and falls, eye, hand and foot protection and many more," Hanson said. "For example, we have an ongoing program with Delta Queen Steamboat Company where we visit each of their ships three times per year and teach a wide variety of safety programs. We do this with a number of other companies as well."

Some companies also have their own safety programs, according to Wiegman, many of which are required by regulatory agencies such as the Occupational Safety and Health Administration and the Environmental Protection Agency. The U.S. Coast Guard also has specific mandates for safety training.

"Remember," Hanson concluded, "a good safety program at

all levels makes safety take off and set sail."

Shipping company executives are not shy about elaborating on the fundamental necessity of safety in their operations, nor of the tremendous contributions Seafarers make in their overall safety programs.

"Safety is our number one priority," said Bill Cole, Alaska Tanker Company (ATC) director of labor relations. "It is a prerequisite for every job we do and is embedded in every job on our ships. Our philosophy is that each crew member has to go home in the same condition he or she arrived for duty—without injury. We have implemented various programs to facilitate and expand this type of environment."

Cole said SIU members have been crewing vessels for his company since 1999. "We have had some injuries and accidents, but those were in the early days," he said. "Since then, we have gone 8 million man-hours without a lost-time injury. This is a direct result of all crew members practicing and observing good safety practices. We initiated a Near Miss Program that requires members of the crew to report potential accident areas, so that they can be prevented. This program has worked out extremely well for us and, as a result, we have landed several safety awards."

Cole noted that SIU crew members played a significant role in ATC's winning the awards because they are the ones who do the work: "It's them who are there when the rubber meets the

Safety Classes Available at PHC

Editor's note: The following is a list of some of the safety classes available to students at the Paul Hall Center for Maritime Training and Education:

Adult First Aid/CPR (8-hour)	Hazard Communication
Advanced Fire Fighting (37-hour)	Hazmat Refresher (8-hour)
Back Injury Prevention	Hazmat Specialist (40-hour)
Basic Fire Fighting (16-hour)	Hazmat Technician (24-hour)
Benzene Safety (16-hour)	Hearing Conservation
Blood-Borne Pathogens	Heat Stress
Confined Space Awareness (8-hour)	Incident Commander (16-hour)
Confined Space Permit Entry	Knife Safety
Confined Space Rescue (35-hour)	Lock Out Tag Out
Electrical Safety	Material Safety Data Sheet (MSDS)
Emergency Egress	Oil Spill Response (35-hour)
Eye Safety	Personal Protective Equipment
First Responder Awareness Level (8-hour)	Power Tool Safety
Food Safety/Sanitation	Respiratory Protection
Foot Protection	Right to Know
Forklift Safety	Slips, Trips and Falls
	Welding Safety
	Working Aloft
	Working over the side

road. The SIU has embraced our company's safety culture and has done an excellent job in communicating that concept to the rank-and-file members," Cole said. "The members, in turn, have done a tremendous job in formulating and nurturing a safety-conscious work environment.

"We look forward to a continued positive working relationship with the SIU leadership and rank-and-file members," he concluded. "Collectively we will continue to improve the work environment so that no one ever gets hurt."

Tony Naccarato of SIU-contracted Crowley also views safety as an essential feature in the daily operations of his company's vessels.

"Safety is the most important activity in the operation of Crowley vessels," said Naccarato.

"First and foremost, we do not want any of our crew members injured. Then there's the company image—the perception that our customers have of us and we of ourselves. As a world-class leader in safe and quality transportation services, our image is continually improved and polished by job performance done right—with zero accidents."

SIU members have crewed Crowley vessels for decades, according to Naccarato. "This is a valued relationship because of the professionalism and excellent safety record of the SIU seafarers," he said.

Naccarato noted that while his company's safety program has not yet realized its goal of zero accidents, they definitely are headed in the right direction. "Crowley vessels have continued to improve their safety performance," he noted. "Our accident rates have significantly decreased over the last few years. Our goal, to be recognized as the global safety leader in the transportation industry, will be achieved

through all of our efforts. It is a voyage with a fixed destination—zero accidents. Our safety partnership with the SIU is a critical step to achieving a world class safety culture."

Crowley officials and employees understandably are very proud of the company's award-winning safety performance. Like ATC, Crowley frequently has visited the winner's circle when hardware recognizing excellence in shipboard safety has been handed out.

"The SIU crews throughout our fleet, both owned and managed, are to be congratulated for helping us earn our various safety and environmental protection awards," Naccarato noted. "Transferring over 50 million barrels of oil without a spill (one of the company's recent awards) is an outstanding job. This takes constant attention to transfer procedures, equipment maintenance and repair, watchstanding, and bridge team management.

"The crews demonstrate the importance of teamwork in spill prevention and vessel safety," he continued. "The extensive training which they have received at the school in Piney Point has solidified the culture of safety throughout the industry. The net result of all these efforts is that Crowley and the SIU have set the model for operation of ATBs on the West Coast. Crowley's working relationship with the SIU is one that is based on a safety partnership.

"Our long-term and valued relationship is like a good shipmate—you can count on them getting the job done right and safe," Naccarato concluded. "Crowley is very proud of the safe work performance of our employees and SIU members. Safety is not only the right thing to do—it is our future."

Organizing Deemed Top Goal for UIW

Continued from page 6

organizing campaigns," he said. "It takes a group effort because, quite frankly, the deck is stacked against any union in most cases."

Health care, its soaring costs and actions taken by the UIW to cope with this ongoing crisis were among the chief topics discussed by UIW Secretary-Treasurer David Heindel during his report to the convention.

Higher co-pays and deductibles are a fact of life for the overwhelming majority of Americans who have health insurance, Heindel told his audience. Further, he pointed out, health care cost across the country continue to surge as family premiums in employer-sponsored plans are reaching epidemic proportions.

"Like countless other organizations, we made adjustments in our health care plans since the last convention," the secretary-treasurer said. "We are taking the necessary steps to ensure our viability and long-term prosperity. In the short run, this includes contracting with First Health Network and Prescription Solutions, respectively. Those agreements are part of the foundation that is aimed at helping us recover from this crisis."

Heindel reminded those present that almost without exception, no organization—no union, no trade association, no manufac-

turer or other business—has enjoyed income at a rate that outpaces the steadily increasing cost of health care.

"Relatively speaking, the UIW Health and Benefits Plan and our union have fought off this crisis better than most," he said. "The UIW has every reason to be proud of maintaining good benefits for members and their dependents. However, we simply are not immune to this crisis. We are committed to emerging from this battle in the best possible shape for the future."

A number of other UIW officers also spoke at the convention. They stressed the importance of organizing new members time and again as they delivered their individual reports. In addition, they briefed those in attendance



Donna Edwards
Secretary-Treasurer
Md. State & D.C. AFL-CIO



Frank Pecquex
Executive Secretary-Treasurer
Maritime Trades Department

on the membership in their respective regions. Finally, they voiced their collective belief that the UIW's continued involvement in political activities is essential.

Several guest speakers addressed the convention. These included Dr. James Fielder, Maryland State Secretary of Labor, Licensing, & Regulation; Donna Edwards, secretary-treasurer of the Maryland State & D.C. AFL-CIO; Frank Pecquex, executive secretary-treasurer of the Maritime Trades Department; and Valerie Lilja, AFL-CIO Union Plus representative.

Edwards stressed the importance of political action and cited several recent accomplishments by the labor movement at the state level.

Cruise Vacations Offered to Union Members, Families

An innovative program—Union Plus Freestyle Cruising—was announced Aug. 31 by NCL Corporation and Union Plus, a non-profit organization founded by the AFL-CIO to secure a variety of high quality, discounted products and services for union members and their families.

As the only Union Plus cruise line partner, NCL offers members and their families up to 5 percent off the rate of any NCL America, Norwegian Cruise Line, or Orient Lines cruise vacation. In addition, NCL will offer additional discounts up to 30 percent off the rate on certain ships and sailing dates during the year.

NCL America operates the only deep sea, U.S.-flag passenger cruise ships employing unionized workers. The vessels are represented by unlicensed crew from the SIU and its affiliate, the Seafarers Entertainment and Allied Trades Union (SEATU), and by licensed crew from the Marine Engineers' Beneficial Association (MEBA).

Among the featured cruise ships are the Seafarers-crewed *Pride of Aloha* and *Pride of America*, which was christened at

the beginning of the summer. Both sail year-round in the Hawaiian Islands. When the *Pride of Hawaii* joins the NCL America fleet in 2006, it will be included in the program as well. Once this third vessel is in operation, NCL America's U.S.-flagged passenger ships will provide employment for some 4,000 U.S. seafarers, making NCL the largest private employer in the world of unionized U.S. mariners.

"This summer, we christened the *Pride of America*—the largest U.S.-flagged passenger ship ever," said Colin Veitch, president and CEO of NCL Corporation. "To demonstrate NCL's pride in our American crew and to extend our appreciation to all AFL-CIO-affiliated union members nationwide, we're proud to launch the Union Plus Freestyle Cruising Program and offer union members a chance to travel the world on any of NCL's ships—all of which, whether U.S. or internationally flagged, are run by union crew."

The AFL-CIO created Union Plus in 1986 to provide union members and their families with



The SIU-crewed *Pride of Aloha* is one of the ships currently in the Union Plus Freestyle Cruising promotion. This innovative program offers reduced rates to union members and their families.

Gov't Offers New Medicare Prescription Drug Coverage

Beginning Jan. 1, 2006, anyone with Medicare coverage will be able to join a Medicare drug plan to get new prescription drug coverage. Since most retired Seafarers already have prescription drug coverage, they **may not need or want** to join the new Medicare plan. Retirees will be receiving correspondence from the Seafarers Health and Benefits Plan in the near future that will help them decide about enrollment for this new benefit under Medicare. Save this information when you get it. It will help you make a more informed decision.

Seafarers who wish to apply to the new program can enroll between November 2005 and May 2006.

It is important to note that if you currently have prescription drug coverage because you or your spouse is still working, then your choices might be different from the choices available to retirees. Before you enroll in any Medicare drug plan, make sure you get all the information about how your current prescription drug coverage will work with Medicare.

In addition to the information sent by the Seafarers Health and Benefits Plan, you will probably receive literature from other health plans that will be looking to enroll Medicare-eligible individuals into their plan.

If you are considering signing up for a Medicare drug plan rather than continuing coverage with the Seafarers, carefully read all the information you can about your current benefit coverage and the new plan you are considering. Ask for help if you need it. Take the time to learn the facts. A mistake could cost you and your family needless money. Remember, if you choose, you can join a Medicare drug plan any time between Nov. 15, 2005

and May 15, 2006 without penalty.

For most people, the decision whether to keep their current retiree coverage or join a Medicare drug plan will be simple because one choice will clearly be better. If you do join a Medicare drug plan, your current retiree prescription drug or retiree health (doctor and hospital) coverage from the Seafarers Health and Benefits Plan may change. It is important to review materials from the Seafarers Health and Benefits Plan to learn how joining a Medicare drug plan could affect your current retiree coverage.

Since Medicare does not have your Plan's specific details, the best source of information about your retiree prescription drug coverage is the communications you will receive from the Seafarers Health and Benefits Plan.

If you decide to keep your current retiree drug coverage and not join a Medicare plan now, you can still join a Medicare plan later, but you will have to wait until the next annual enrollment period (Nov. 15 to Dec. 31 of each year).

If you have not received the information on your current retiree prescription drug coverage by Nov. 15 of this year, you should contact the Plan and request the information. You have a legal right to this information and it will certainly help you compare your options.

In addition to the Seafarers Health and Benefits Plan, the best source of information about your specific Medicare prescription drug plan options is the *Medicare & You 2006* handbook, which will be mailed to retirees in October. You also may visit the Medicare website at www.medicare.gov.

valuable consumer benefits. By using the collective buying power of millions of union members, they are able to offer a variety of high quality, discounted products and services exclusively to union families. These include mortgage and real estate services, union-made checks, an online tax ser-

vice, health savings, an auto-buying program, music and computer discounts and more. Additional information is available about Union Plus at their website at www.unionplus.org.

To take advantage of the NCL's Union Plus Freestyle Cruising Program, members can

visit the website at www.unionplus.org/cruise, or call the program's dedicated toll-free number at (866) 867-0593. They may also make arrangements through their local travel agent. When making arrangements with a travel agent, members should say they are eligible for the "Union Plus rate."

Seafarer Rundblad Still Going Strong

Editor's note: This article is a collaborative piece written by several Seafarers from the Tacoma area. It was submitted to the LOG last month.

On Aug. 22, active member Don Rundblad reached the age of 75 years. Don has been an integral member of the Tacoma shoregang since 1991.

One of his most important duties involves overhauling the twistlocks used on the Horizon Lines' vessels. Twistlocks are the devices that secure cargo boxes onto container ships. Don estimates he's overhauled more than 180,000 of them during his SIU career. Around the shoregang warehouse, Don is referred to as "The Twistlock King."

Don's seagoing career started in 1947 aboard the *William F. Cody*. He had many adventures at sea, but the most memorable happened in 1952, after he signed onto the Liberty ship *Western Farmer*. They were to deliver a load of coal from Norfolk, Va. to Bremen, Germany, but while in the English Channel, they were rammed by a Norwegian tanker. The tanker ripped a hole into the *Farmer's* side, destroying the radio room and disabling the engine.

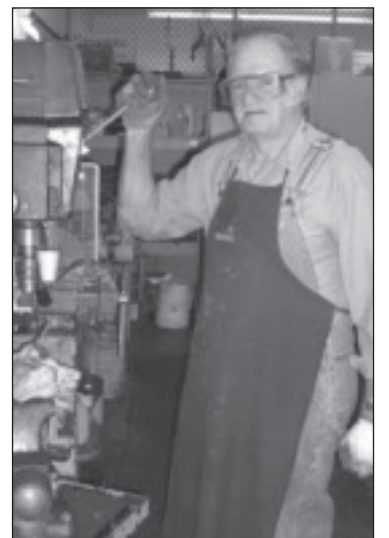
The crew tried for eight hours to save the vessel, but with heavy seas and high winds the captain decided to abandon ship. The steward and engine department members were in the process of being taken off by rescue boats when the ladder was smashed. They then lowered lifeboats. As

the second lifeboat was lowered, the ship broke in half. Rescue boats were on hand, however, and all 37 crew members eventually made it to land in Dover or Ramsgate, with only one minor injury. The radio operator's dog Scamp made it ashore safely as well.

Later that same year, Don was drafted into the Army to serve in the Korean War. While in Korea, he received the Bronze Star for heroic action under fire, evacuating dead and wounded soldiers during the battle of Porkchop Hill. The SIU was notified of Don's decoration by a former shipmate, AB Neal Cairns. In a *LOG* article at the time, Cairns commented that Don "is the sort of a guy you'd expect to go all out to help a wounded buddy." After the war, Don returned to the States via a Navy transport ship that docked in Seattle. He went home to New York and resumed his SIU career, eventually making it back to the Puget Sound area.

This was not Don's first acquaintance with the military, however. In 1945 at the age of 15, he used his older brother's ID to enlist in the Navy. He went to basic training in Bainbridge, Md. and served six months before his tender age was discovered, and he was discharged. Of the experience, Don says, "It was better than the Army, because you don't have to crawl in the dirt, but I didn't like the discipline."

Rundblad is eligible for his pension but sees no reason to retire. He says, "This is the best



Seafarer Don Rundblad, a war-service veteran, says he enjoys his job in Tacoma.

job in the SIU I've had, with the best bosun and the best workmates." His fellow shoregang members are delighted that Don chose to stay on the job. The work ethic he embodies is a constant source of inspiration to the younger workers. Don is the kind of role model every ship and worksite should have, not only as a worker, but as a person, according to co-workers.

"In life, as in battle, Don never fails to go the extra mile," one Seafarer said. "He is always eager to lend a hand to those in need."

His supervisor, West Coast Chief Shoregang Bosun Vern Poulsen, says, "Don is one of our best assets." The Tacoma shoregang hopes to have Don in their midst for many years to come. He's a "one in a million" kind of guy—the best shipmate and workmate ashore anyone could ever ask for. Here's to another 75 years, Don.

At Sea and Ashore With the SIU

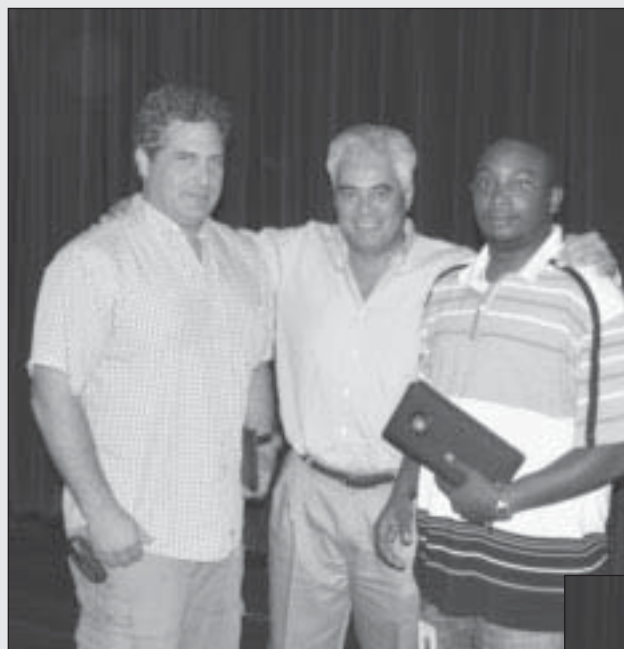
SAN FRANCISCO — After 30 years in the union, Romy Lumanlan (second from right) was given a festive retirement party, including a ship's wheel as a parting gift. Lumanlan worked with the Military Sealift Command in the '60s and then with the Marine Cooks and Stewards (MC&S). He began sailing with the SIU in 1978 following the merger of the MC&S and the SIU. From the left are SIU West Coast VP Nicholas Marrone, Safety Director Archie Ware, Lumanlan and SIU Assistant VP Nick Celona.



NEW YORK — SIU Rep Kate Hunt recently met with SIU members from the Army Corps of Engineers at Caven Point, N.Y. Seated with her is John McNamara, a 15-year SIU member who works as a bosun/deckhand leader on the vessel *Driftmaster* in New York harbor. McNamara, a Vietnam Navy veteran, just returned from six months of volunteer duty with the "A" Engineering District supporting Operation Enduring Freedom in Afghanistan.



VIRGINIA — During the recent convention of the Virginia AFL-CIO, SIU Norfolk Port Agent Georg Kenny (right) met with Virginia Lt. Gov. Tim Kaine. Kaine is running for governor of the Commonwealth.



PINEY POINT, MD — During the September membership meeting in Piney Point, Md., several presentations were made. Above, AB Michael Murner (left) and FOWT Terrance Maxwell (right) were awarded their full books. SIU West Coast VP Nicholas Marrone did the honors. At right, Marrone handed STOS Elmer Marko his GED certificate and congratulated him for his hard work.



HONOLULU — SIU members Shawn Canon and his wife, Linda "Sarah" Rotter-Canon, present a picture to the Honolulu hall. The gift is in memory of Shawn's father, Feliciano "Shano" Canon, a retired (now deceased) member of the Marine Cooks & Stewards. While Shano was sailing aboard the *Mariposa* as a BR, the passengers presented him with this painting as a token of appreciation for his services. It was painted by the passengers sailing that voyage during art classes that were held aboard ship. It represents a scene supposedly off the coast of New Zealand, but is evocative of many places in the South Pacific. The Canons made the presentation just prior to Sarah's departure as an SA on the *USNS Soderman* and Shawn's sailing as chief cook on the *Horizon Navigator*. SIU Honolulu Port Agent Neil Dietz said the Honolulu hall is proud to receive this memorial of Brother "Sano" Canon. "With the vibrant new cruise services in Hawaii provided by NCL America," he said, "it is especially fitting that we have a link to members who laid the foundation for our modern cruise ships with the historical trans-Pacific liner services of the past."



WASHINGTON, D.C. — An engraved ship's wheel was presented to retiring CWA President and MTD Executive Board Member Morton Bahr (second from right) by (from left) MTD Executive Secretary-Treasurer Frank Pecquex, SIU President Michael Sacco and SIU VP Contracts Augie Tellez. Bahr is the last member of the AFL-CIO executive council to have sailed during World War II. "When Morty announced his retirement from the labor movement," noted Sacco, "there was a sense that an era was passing." Bahr also was given a "Battlin' Pete" World War II-era patch.

(AP Photo/News & Observer, Chuck Liddy)
Other areas were hard-hit as well—as shown in this Sept. 8 photo of a man in Waveland, Miss. surveying the wreckage that used to be his home.



Seafarers Deliver

Continued from page 3

and flooding, and was without power or phones for about two weeks. That hall partially reopened Sept. 13, although as this issue of the *LOG* went to press, shipping and registration that normally would take place at the New Orleans hall had been transferred to the Houston hall. Seafarers should check with the individual halls or visit the “Heard at Headquarters” feature online at www.seafarers.org for updates on when the New Orleans hall becomes completely operational.

At the SIU hall in Mobile, it was a tale of two buildings. The union hall reopened Sept. 3—it lost power for four days but otherwise wasn’t harmed. However, a secondary building—physically separate but still part of the union’s facilities in Mobile on Dauphin Island Parkway—sustained major flood damage. That building contains a meeting room and storage space. The facility itself is quite salvageable, but the union lost records that had been stored there.

SIU members aboard the following ships continue to assist in relief efforts: *SS Wright, Equality State, Cape Knox, Cape Kennedy, Diamond State, Cape Flattery, USNS Pillilau, USNS Bob Hope, USNS Algol, USNS Altair, USNS Bellatrix, USNS Pollux, USNS Comfort* and the training ships *Empire State, State of Maine* and *M/V Sirius*.

The *Cape Knox* and *Cape Kennedy*, after a harrowing experience weathering the storm at their berths along the Poland Street Wharf in New Orleans, were turned into shelters for Coast Guard personnel and other relief workers.

Several of the union’s contracted companies have been affected by Katrina. The Delta Queen Steamboat Company, which had facilities in New Orleans, continues operating its fleet but has moved its offices to New York state.

Pacific Gulf Marine, also based in the New Orleans area, moved to Houston.

Inland companies E.N. Bisso and

Hurricane Relief

Crescent Towing fared better, despite the latter’s offices being bumped by a ship that was displaced during the flooding.

‘Anxious to Help’

OMU **John Cooper** signed on aboard the *Wright* when that vessel was activated in Baltimore for relief operations in the Gulf.

“Everyone on board just wants to provide assistance,” he stated. “We’re delivering water, food, mattresses, generators and fuel. Everyone is anxious to help.”

Retiree **Arthur Machado** had to evacuate the New Orleans area but said he was grateful that he “had another place where I could go,” in Mississippi.

In New Orleans in mid-September, SIU Port Agent Steve Judd said that normally routine tasks remained anything but ordinary. Efforts to send crew members to work aboard some of the relief ships remained complicated by restricted movement and power

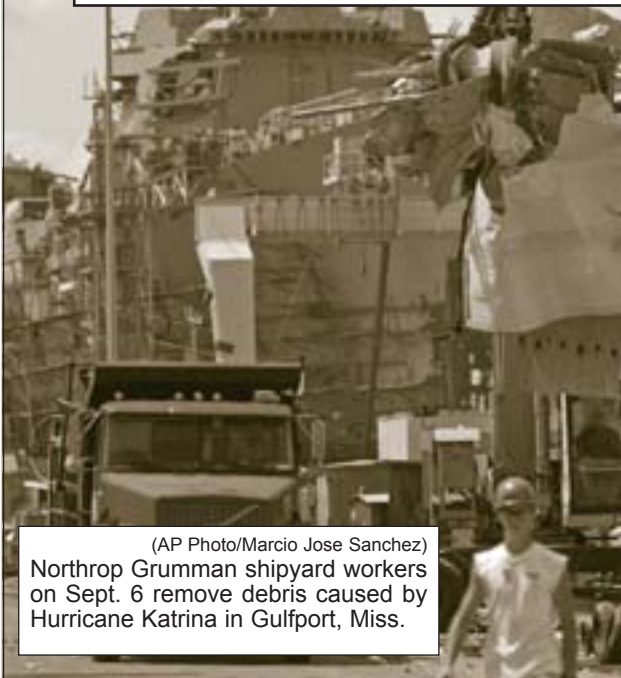
outages.

Then there are more fundamental activities—such as eating.

“There are no grocery stores open, so you go to FEMA every day for food and water,” Judd stated. “But I’m not complaining. Whether it’s in your neighborhood or here at the hall, you do whatever you can for whoever you come across that needs help. One person can do a lot, believe me.”

With the temporary transfer of shipping to Houston, “It has been hectic at the hall,” acknowledged SIU Assistant Vice President Gulf Coast Jim McGee in mid-September. “We shipped 270-some jobs in one month. We’re doing everything we can to help the folks whose lives have been disrupted.”

Noting the overall response of the U.S. Merchant Marine to the disaster, acting U.S. Maritime Administrator John Jamian declared, “The merchant marine came through like you wouldn’t believe.”



(AP Photo/Marcio Jose Sanchez)
Northrop Grumman shipyard workers on Sept. 6 remove debris caused by Hurricane Katrina in Gulfport, Miss.



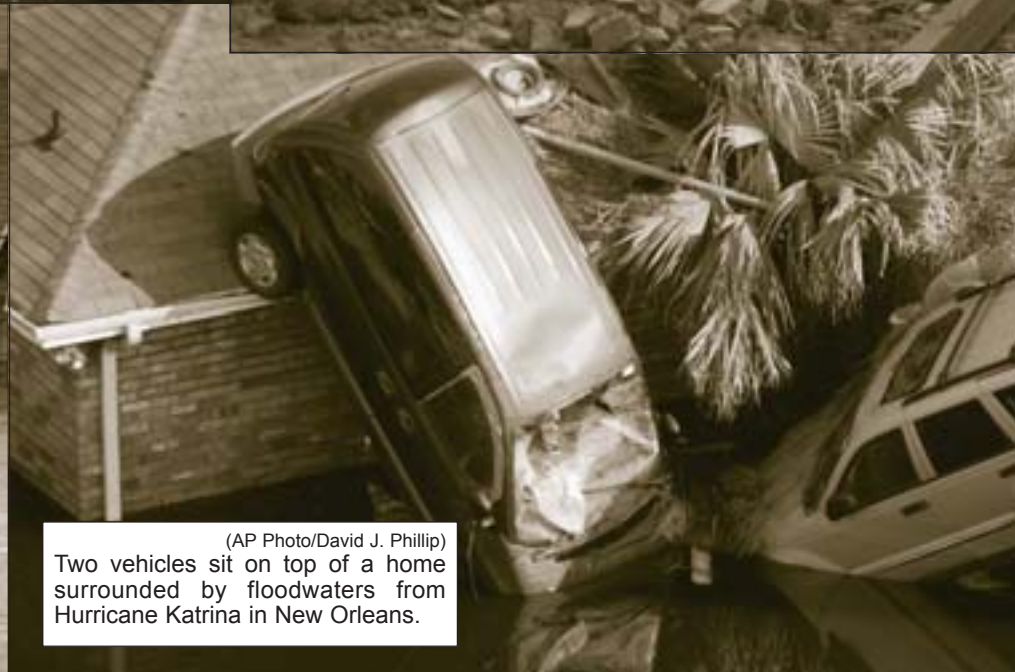
(AP Photo, Chuck Beckley)
While relief supplies were sent to the Gulf, regular cargo once headed for New Orleans initially was diverted to other ports, including Morehead City, N.C. pictured here. Remarkably, the port of New Orleans reopened last month.



Downtown New Orleans sustained incredible damage. By mid-September, the known death toll from Katrina was approaching 1,000.



(AP Photo/Eric Gay)
New Orleans residents are rescued from their rooftop in late August.



(AP Photo/David J. Phillip)
Two vehicles sit on top of a home surrounded by floodwaters from Hurricane Katrina in New Orleans.

(AP Photo/M. Spencer Green)
This image from Bay St. Louis, Miss. shows the remnants of a theater.



(AP Photo/Steven Senne)
Flood water remained high in Chalmette, La. more than a week after Hurricane Katrina devastated the area.



(AP Photo/Eric Gay)
A man pushes his bicycle through flood waters near the Superdome in New Orleans on Aug. 31.



(AP Photo/Rick Bowmer)
New Orleans resident walks through the floodwater on Canal Street on Sept. 4.



(AP Photo/Tom Hood)
An American Red Cross volunteer comforts a New Orleans resident in the dining area of the Veterans Memorial Coliseum in Phoenix on Sept. 6. More than 500 residents from the New Orleans area were evacuated to Phoenix.



Hurricane Katrina featured gusts topping 140 miles an hour.

USNS Pollux Among First to Provide Aid

From the Seafarers-crewed *USNS Pollux*, docked in Marrero, La., Chief Mate Jan Genemans sent this account Sept. 13 along with photos reflecting the U.S. Merchant Marine's response to Hurricane Katrina.

"We were under repairs and could not leave when Hurricane Katrina unleashed her devastation on the New Orleans area," Genemans wrote. "We are at our layberth at Marrero, La. in reduced operating status with a skeleton crew."

He credited the crew members and officers for "creatively engineering solutions by thinking far outside of the box to directly and indirectly save lives and property as soon as we heard the desperate situation from the community begging for help. Captain Lansden made his way to the closest hospital, West Jefferson, and offered our assistance the morning after the storm. The hospital was critically low on their emergency generator fuel—only a few precious hours left. The Marrero Fire Department borrowed a fuel tank truck from Retif Oil and the National Guard with their one operational fuel truck (others were flooded) and drove it on the dock where we were berthed.

"The engineers modified our fuel system using parts from the potable water system and fire system, and around noon of the day after we proceeded to load National Guard trucks and Fire Department trucks through a fire hose during the first three days. To date we have been pumping fuel for two solid weeks totaling more than half a million gallons of diesel around the clock ... to keep the hospitals operational by

providing fuel for generators and pumps for the Levy Board pumps, emergency vehicles, water and sewer board, telephone and power company repair vehicles, the airport, all the military bases in the area, the convention center, all kinds of rescue command centers, shelters, morgue, FEMA, and the list goes on and on, too numerous to count. Without the diesel fuel provided by the ship, there may very well have been a week's setback, if not longer, in the relief effort...

"This ship fueled the entire emergency/military machine in the area by itself for the first few days. As the need for fuel increased as more emergency services began pouring into the area, so did the need for dock space, as our dock was too small for 18-wheelers. The ship along with a chemical farm and a local oil/gas distribution company built a pipeline with hoses and pipe to the closest state road about a thousand feet away in about four hours time using labor from the chemical farm and the deck department of the *USNS Pollux*.

"Additionally, along with the Advanced Care unit in West Jefferson Hospital, since we were the only source of pressurized potable water that is required to operate dialysis machines, the crew of the *USNS Pollux*, in conjunction with the acute care unit located in Jefferson set up an emergency dialyses unit in our laundry room and treated patients until the remaining patients were air-lifted out of the area for better medical care....

"We tested the city water and provided a means for the military to get water for showers and

washing their clothes throughout the area before any other major source of potable water was available. Our engineers also assisted with the Aquarium and the morgue with their pumping, refrigeration, and/or mechanical systems as well—all on their own time. Galley scraps were kept and distributed to many of the homeless pets that were left in the area. Another crew member organized and was successful in staging a rescue effort from the now infamous horrid convention center scene. I personally found extra plastic sheets around the ship and donated it to hospital personnel to cover holes and windows that were damaged by the storm. Our bosun (Seafarer **Wilfredo Rice**) assisted people with removing debris and water-damaged items from homes for the National Guard to pick up. I am sure that there were several other acts of extreme kindness that I haven't

witnessed that were performed by the crew.

"The ship provided a rest haven, with A/C in 100 degree heat, running water and working toilets for hospital nurses who worked beyond the point of exhaustion. The MDs were also offered this, but they put the needs of their staff before themselves. The ship also provided hot meals, laundry and showers to fire fighters, military personnel, policemen, hospital workers and civilians who were actively engaged in the humanitarian effort in the area outside of normal working hours before there was any other source....

"The entire crew of the *USNS Pollux* poured out their hearts in the relief effort, and performed miracles in the assistance of the unprecedented tragedy that was brought on by fury of Hurricane Katrina."



The *USNS Pollux* provides diesel fuel for a National Guard truck near New Orleans for emergency generators and other relief operations.

Wilmington Seafarers in Labor Day Event



From the left are AB Ben Monzon, Chief Cook George Farala and AB Amin Hussein.



Seafarers and SIU officials from the Wilmington, Calif. area participated in the Los Angeles County Labor Federation's annual Labor Day rally and parade Sept. 5. AFL-CIO President John Sweeney (at podium, above left) delivered the keynote speech at the 26th annual event, which took place in Wilmington. Seafarers who participated included AB Ben Monzon, GUDE Arthur Castro, Chief Cook George Farala, Chief Cook Harry Agatep, AB Othman Saleh, AB Amin Hussein, DEU Saleh Ali, ACE Rey Ricarte, OS Karen Suzuki, AB Kenyatta Whitworth, Electrician Mario Paquiz, OS James Smith, ACU Nagi Mohamed and Chief Cook Clancy Hennigan. They were joined by officials from the Wilmington hall including Port Agent John Cox, Safety Director Andrew Linares and Patrolman Jesse Solis.



NOTICE

Electrical Maintenance Course Offered

The Paul Hall Center for Maritime Training and Education is offering a new two-week course titled Marine Electrical Maintenance Refresher. This class is open to QMED-Any Ratings and those possessing an electrician's endorsement. Please note that the class cannot be used to raise an individual's QMED classification rating.

The course's purpose is to enhance the electrical skills and education of those individuals interested in sailing as electricians. The class will focus on hands-on electrical training with a minimum of classroom sessions. Students will review the most common electrical troubleshooting, maintenance and repair techniques required to successfully perform the duties of a marine electrician on the latest shipboard equipment.

Upcoming course dates are as follows:

October 3-14

October 17-28

October 31-November 11

November 28-December 9

Each course is limited to a maximum of 10 students. For additional information please contact the Paul Hall Center admissions office at (301) 994-0010, extension 5210 between 8:30 a.m. and 4:30 p.m. U.S. East Coast time.

It is the instructors' intent that at the end of the course each student will satisfactorily be able to:

- Troubleshoot and replace bad florescent fixture ballasts
- Replace burned-out florescent lamps
- Install new florescent lighting fixtures
- Perform handheld equipment cord and plug maintenance
- Perform motor resistance to ground (megger) checks and record properly
- Locate and replace blown fuses
- Locate and correct loose electrical connections

- Locate and properly wire a three-phase motor for correct direction of operation
- Replace motor bearings
- Troubleshoot and repair/replace bad switches.

SL Quality: A Happy, Well-Fed Ship



Certificate of Recognition

M/V SeaLand Quality
Voyage 004

THE OFFICERS AND CREW WOULD LIKE TO RECOGNIZE THE FOLLOWING PERSONNEL FOR THEIR OUTSTANDING WORK:

RAYMOND RYAN FOR HIS PROFESSIONAL AND DETAILOR'S WORK ON THE BRIDGE AND IN THE LIFEBOATS!

YOUSRY IBRAHIM FOR THE CLEANEST ROOMS!

MUHAMMAD SULTAN FOR KEEPING THE ENGINE ROOM CLEAN AND SAFE!

JOEL MOLINOS FOR HIS CULINARY SKILLS WHICH HAS MADE ALL OF US FEEL MORE WEIGHT THAN WE CARE TO ADMIT!



Chief Steward Joel Molinos sent the LOG a copy of the above certificate given to him by the officers and crew of the *SeaLand Quality* in recognition of his superior culinary skills. Other shipboard personnel mentioned in the certificate are AB Raymond Ryan, AB Yousry Ibrahim and GUDE Ahmed Sultan.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

It is important that all participants remember to keep the Plan informed of any change of address.

Update Your Beneficiary Designations

Keep your beneficiary designations up to date. In the event that your beneficiary predeceases you, you must submit a substitute designation.

Inform the Plan of Your Divorce

In order for your spouse to be eligible to receive continuation coverage (under COBRA) from the Seafarers Health and Benefits Plan, you or your spouse must inform the Plan at the time of your divorce. Please submit a copy of the divorce decree to the Seafarers Health and Benefits Plan.

Full-time College Students

If your dependent child is a full-time college student, you must submit a letter of attendance every semester in order for your child to be covered by the Seafarers Health and Benefits Plan.

Seafarers Health and Benefits Plan
P.O. Box 380
Piney Point, MD 20674

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

Under federal law, a participant and his or her dependents have the right to elect to continue their Plan coverage in the event that they lose their eligibility. This right is granted by the Consolidated Omnibus Budget Reconciliation Act, better known as "COBRA." The COBRA law allows a participant and his or her dependents to temporarily extend their benefits at group rates in certain circumstances where coverage under the Plan would otherwise end.

A participant and his or her dependents have a right to choose this continuation coverage if they lose their Plan coverage because the participant failed to meet the Plan's seetime requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

The participant's dependents may also elect continuation coverage if they lose coverage under the Plan as the result of the participant's (1) death; (2) divorce; or (3) Medicare eligibility. A child can also elect COBRA if as the result of his or her age, he or she is no longer a dependent under the Plan rules.

If a member and his or her dependents feel that they may qualify, or if they would like more information concerning these rights, they should contact the Plan office at 5201 Auth Way, Camp Springs, MD 20746. Since there are important deadlines that apply to COBRA, please contact the Plan as soon as possible to receive a full explanation of the participant's rights and his or her dependents' rights.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2005

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	6	1	1	2	2	0	1	7	2
Anchorage	0	5	2	0	3	2	0	0	10	3
Baltimore	7	6	1	7	11	1	9	9	5	3
Fort Lauderdale	12	26	7	6	15	1	9	12	22	7
Guam	2	8	0	2	3	2	0	2	9	0
Honolulu	7	5	3	5	3	1	2	17	12	5
Houston	38	30	30	31	19	20	13	42	39	40
Jacksonville	22	25	6	23	18	2	8	39	46	17
Joliet	0	1	2	0	2	1	0	0	1	1
Mobile	8	13	3	6	6	1	0	12	17	8
New Orleans	4	5	6	10	10	4	4	17	13	10
New York	36	32	19	16	20	9	12	59	34	29
Norfolk	15	19	9	13	18	10	4	25	24	11
Philadelphia	2	7	3	3	4	1	1	5	7	2
Piney Point	2	20	1	1	22	1	0	1	11	0
Puerto Rico	8	7	3	9	12	2	5	14	10	1
San Francisco	17	18	3	17	13	3	13	32	14	4
St. Louis	0	4	0	0	9	1	1	0	6	0
Tacoma	30	37	13	31	28	9	17	57	52	24
Wilmington	30	27	23	31	20	11	18	37	33	24
Totals	240	301	135	212	238	84	116	381	372	191
ENGINE DEPARTMENT										
Algonac	0	1	1	0	1	3	0	0	2	1
Anchorage	0	4	2	0	3	1	0	0	5	2
Baltimore	5	4	1	5	3	1	3	2	1	1
Fort Lauderdale	6	13	7	3	10	1	0	3	6	7
Guam	1	3	1	1	2	1	0	1	2	1
Honolulu	7	5	2	6	3	2	6	10	10	2
Houston	14	15	13	17	14	5	7	15	14	16
Jacksonville	15	21	5	18	18	9	10	25	23	8
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	9	8	1	6	5	1	1	9	8	2
New Orleans	4	4	1	2	4	2	0	10	7	2
New York	6	17	12	5	12	7	5	18	13	12
Norfolk	11	12	7	12	19	6	4	9	10	8
Philadelphia	2	4	1	2	2	2	0	0	4	0
Piney Point	2	5	0	3	2	0	0	1	8	0
Puerto Rico	0	6	0	6	3	1	2	2	6	1
San Francisco	13	9	7	13	7	6	4	19	13	5
St. Louis	1	1	2	1	4	0	0	1	1	2
Tacoma	15	28	4	14	17	1	9	17	37	8
Wilmington	5	12	4	12	8	4	2	9	14	6
Totals	116	172	71	126	137	53	53	151	184	84
STEWARD DEPARTMENT										
Algonac	0	1	1	0	1	1	0	2	2	1
Anchorage	0	0	0	0	0	0	0	3	0	1
Baltimore	4	1	1	5	4	0	1	0	0	0
Fort Lauderdale	6	8	4	5	7	3	2	3	6	3
Guam	1	1	0	1	0	0	0	2	1	0
Honolulu	10	4	1	8	4	0	3	17	6	2
Houston	28	4	3	17	5	1	7	31	6	5
Jacksonville	13	15	4	13	10	4	6	24	17	6
Joliet	0	1	0	0	0	1	0	1	1	0
Mobile	7	4	2	7	5	2	0	4	4	0
New Orleans	4	2	0	7	3	1	0	10	3	2
New York	12	12	7	14	6	4	7	22	13	4
Norfolk	9	14	7	6	15	6	3	14	16	7
Philadelphia	2	0	0	4	0	0	0	1	0	0
Piney Point	4	1	1	3	0	0	1	4	5	1
Puerto Rico	1	2	0	1	0	0	2	1	4	0
San Francisco	23	7	3	16	4	2	6	42	7	2
St. Louis	1	0	1	1	1	1	0	1	0	1
Tacoma	20	10	4	13	7	3	6	37	12	5
Wilmington	14	4	5	17	6	1	7	32	16	11
Totals	159	91	44	138	78	30	51	251	119	51
ENTRY DEPARTMENT										
Algonac	0	3	4	0	1	4	0	0	5	2
Anchorage	0	1	5	0	0	1	0	0	1	7
Baltimore	0	6	1	0	8	0	0	0	3	2
Fort Lauderdale	0	6	9	0	3	6	0	0	5	6
Guam	0	2	1	0	0	0	0	0	2	5
Honolulu	3	5	7	1	2	6	0	5	14	10
Houston	7	19	28	4	14	13	0	9	27	35
Jacksonville	0	13	19	1	8	12	0	3	25	26
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	0	6	0	1	3	2	0	0	8	1
New Orleans	1	0	2	1	3	4	0	1	6	11
New York	7	19	39	2	23	21	0	8	40	50
Norfolk	2	18	17	1	11	12	0	1	15	15
Philadelphia	0	0	0	0	0	0	0	0	2	2
Piney Point	0	21	24	0	22	16	0	0	10	30
Puerto Rico	1	8	0	0	1	0	0	2	8	2
San Francisco	8	14	11	4	8	3	0	11	21	15
St. Louis	0	0	1	0	0	3	0	0	1	2
Tacoma	3	9	10	2	9	16	0	10	25	24
Wilmington	1	10	13	0	10	6	0	4	10	13
Totals	33	160	191	17	126	125	0	54	229	258
Totals All Departments	548	724	441	493	579	292	220	837	904	584

*"Total Registered" means the number of Seafarers who actually registered for shipping at the port.

**"Registered on Beach" means the total number of Seafarers registered at the port.

November & December 2005 Membership Meetings

Piney Point	Monday: November 7, December 5
Algonac	Monday: November 14* Friday: December 9 <i>(*change created by Veterans Day holiday)</i>
Baltimore	Thursday: November 10, December 8
Boston	Monday: November 14* Friday: December 9 <i>(*change created by Veterans Day holiday)</i>
Guam	Friday: November 25* Thursday: December 22 <i>(*change created by Thanksgiving Day holiday)</i>
Honolulu	Friday: November 18, December 16
Houston	Monday: November 14, December 12
Jacksonville	Thursday: November 10, December 8
Joliet	Thursday: November 17, December 15
Mobile	Wednesday: November 16, Dec. 14
New Orleans	Tuesday: November 15, December 13
New York	Tuesday: November 8, December 6
Norfolk	Thursday: November 10, December 8
Philadelphia	Wednesday: November 9, Dec. 7
Port Everglades	Thursday: November 17, Dec. 15
San Francisco	Thursday: November 17, Dec. 15
San Juan	Thursday: November 10, December 8
St. Louis	Friday: November 18, December 16
Tacoma	Friday: November 25, December 23
Wilmington	Monday: November 21, December 19

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

Union Plus: Member Benefits



Union Plus benefits are developed and managed by Union Privilege, which was founded by the AFL-CIO in 1986 to provide consumer benefit programs to union members. No dues money goes into the development or operation of any Union Plus programs.

Advocate for Union Members

Union members don't have to deal with complaints or problems on their own. If members haven't been able to get issues resolved with Union Plus program suppliers, they can contact a Member Advocate, who will contact the program supplier and work with them to resolve any problems as quickly as possible.

Program Development

Union Privilege uses the collective purchasing power of over 13 million union members to develop the Union Plus programs, which provide more quality, value and service than comparable programs available to the general public.

Special Union Features

The Union Plus programs include unique features designed for union members. For example, during prolonged strikes or lockouts, qualified members who have a mortgage through the Union Plus Mortgage and Real Estate program are granted assistance. Members also are allowed to skip Union Plus Credit Card, Loan and Life Insurance payments.

Unions Choose Programs

While Union Privilege develops, oversees and markets these money-saving Union Plus programs, it remains up to each international union to choose the programs it will endorse. To make sure you are up-to-date on all the programs your union offers, **check out the website at www.unionplus.org.**

**Seafarers International Union
Directory**

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



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

BOSTON

Marine Industrial Park/EDIC
27 Drydock Ave., Boston, MA 02210
(617) 261-0790

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
125 Sunny Plaza, Suite 301-E
Tun Jesus Crisostomo St., Tamuning, Guam 96911
(671) 647-1350

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) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

350 Fremont St., San Francisco, CA 94105
(415) 543-5855

Government Services Division: (415) 861-3400

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

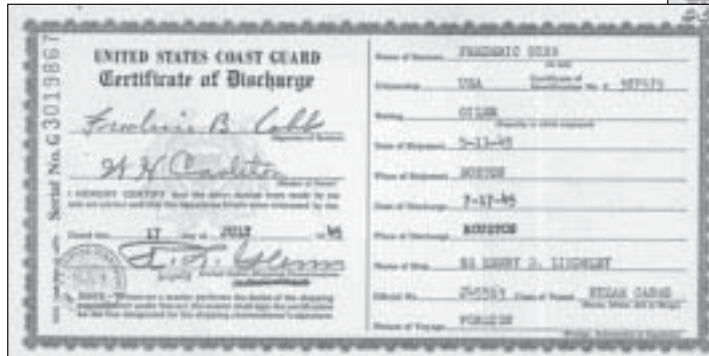
NMU Monthly Shipping & Registration Report

AUGUST 16 — SEPTEMBER 15, 2005

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	10	3	1	4	2	1	2	12	1	0
Houston	8	4	4	14	2	5	6	37	9	3
Jacksonville	1	0	3	5	1	4	1	7	3	4
New Orleans	1	0	2	1	1	0	2	16	8	21
New York	11	0	3	11	1	3	2	28	11	2
Norfolk	1	1	2	1	1	3	1	3	0	0
Tacoma	0	0	0	0	0	0	0	1	1	3
Wilmington	3	0	3	5	0	3	0	9	5	0
Totals	35	8	18	41	8	19	14	113	38	33
ENGINE DEPARTMENT										
Boston	8	0	0	6	0	0	0	8	0	0
Houston	5	0	2	5	0	1	1	17	4	2
Jacksonville	2	3	2	6	4	3	1	5	10	7
New Orleans	0	1	2	1	0	0	0	2	3	13
New York	7	0	0	8	0	0	1	14	10	0
Norfolk	0	0	2	1	0	2	1	1	0	1
Tacoma	0	0	0	0	0	0	0	1	1	1
Wilmington	2	0	0	0	0	0	0	4	1	0
Totals	24	4	8	27	4	6	4	52	29	24
STEWARD DEPARTMENT										
Boston	6	2	0	4	1	0	1	6	3	0
Houston	2	2	2	5	2	2	1	10	7	3
Jacksonville	0	1	4	2	0	4	1	3	6	2
New Orleans	2	0	2	1	0	0	0	5	2	12
New York	3	2	2	1	3	2	0	11	12	0
Norfolk	0	0	0	0	0	0	0	1	0	0
Tacoma	0	0	1	0	0	1	1	0	0	2
Wilmington	2	0	1	2	0	1	0	3	3	1
Totals	15	7	12	15	6	10	4	39	33	20
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	74	19	38	83	18	35	22	204	100	77

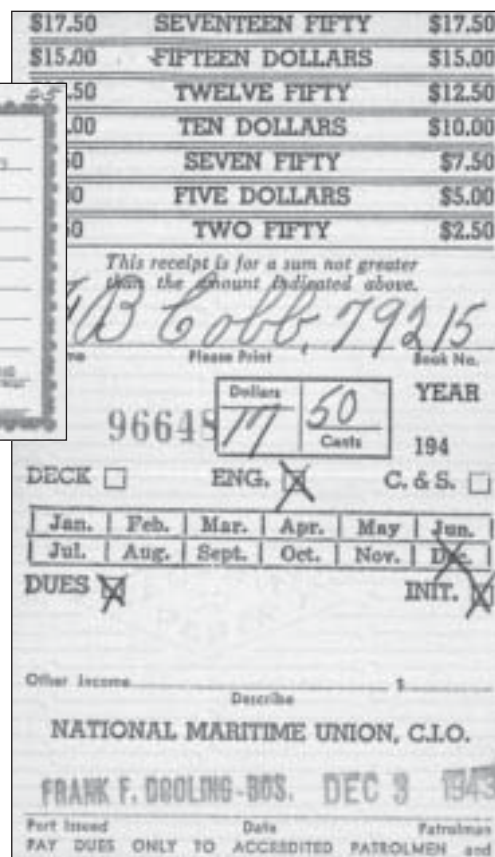
PICS-FROM-THE-PAST

These documents were sent to the LOG by John S. Cobb, USAF Ret., of Woodsville, N.H. He states that while recently browsing through some of the belongings of his older brother (Frederic Bayley



Cobb, who died in 1991 at the age of 75), he came across a black leather folder, a little larger than a wallet, in which he found some documents, including a National Maritime Union dues receipt, at right. (Note that the amount paid was \$17.50.) Also included (above) was a certificate of discharge in 1945 from the SS Henry D. Lindsley, on which he sailed as an oiler.

In a note to the Seafarers LOG, John Cobb wrote that "when my brother was helping the war effort in those days ('43-'45), I was a young boy of 11 years, and I used to hear of his journeys over the north Atlantic in the merchant ships hauling cargo of war supplies to both England and the Soviet Union, to a town called Archangel. I later in life knew these trips to be very dangerous due to the U-boat activities in those same waters. Needless to say, I was proud of him."





DEEP SEA



KENNETH ADAMCZAK, 65, became a union member in 1977 in Detroit, Mich. Brother Adamczak initially sailed in the Great Lakes division. His first ship was the *J.T. Hutchinson*. Born in Michigan, Brother Adamczak later transferred to the deep sea division, working in the engine department. In 2000, he upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to retiring, he shipped aboard the *El Morro*. Brother Adamczak lives in Ocala, Fla.

OTHMAN BINCHIK, 65, was born in Kedah, Malaysia and joined the SIU in 1980. He first sailed on the *Sea-Land Pittsburgh* as a member of the deck department. Brother Binchik enhanced his skills on numerous occasions at the union's affiliated school in Piney Point, Md. His most recent voyage was aboard the *LNG Virgo*. Brother Binchik makes his home in New York.

WAYNE CHAMPINE, 65, began sailing with the Seafarers in 1965 from the port of Wilmington, Calif. Brother Champine was born in Michigan and sailed in the steward department. His first ship was the *St. Lawrence*; his last was the *Greatland*. Brother Champine upgraded his seafaring skills on different three occasions at the Piney Point, Md. school. He calls Reno, Nev. home.

ISOM CLEMONS, 65, began sailing with the SIU in 1960 in the port of Mobile, Ala. Brother Clemmons first sailed aboard the *Monarch of the Sea* and ended his seafaring career aboard the *Diamond State*. The steward department member was born in Alabama and is a resident of Houston.



JOSE FERREIRA, 65, first donned the SIU colors in 1971 in New York. Brother Ferreira was born in Spain. The engine department member first sailed on the *Hydro Atlantic*. His last ship was the *Sulphur Enterprise*. Brother Ferreira was a frequent upgrader at the Paul Hall Center. He resides in Brick, N.J.



RICHARD GRACEY, 65, joined the SIU ranks in 1969 in Houston. Brother Gracey first sailed on an International Carriers vessel. The engine department member attended the union affiliated school in Piney Point, Md. in

1977, 1995 and again in 2000. Born in Michigan, Brother Gracey last shipped aboard the *Patriot*. He lives in Texas City, Texas.



EDWARD HERRERA, 66, commenced his seafaring career in 1978 in San Francisco. Brother Herrera worked in the steward department, completing the steward recertification training in 1992 at the Paul Hall Center. His first trip to sea was on the *President McKinley*. Born in Honolulu, Brother Herrera most recently sailed aboard the *Horizon Hawaii*. He calls San Diego, Calif. home.

UDJANG NURDJAJA, 65, launched his SIU career in 1973 in New York. Brother Nurdjaja was a member of the steward department. He first sailed aboard the *OMI Sacramento*. His most recent trip was aboard the *LNG Capricorn*. Brother Nurdjaja upgraded frequently at the SIU-affiliated school in Piney Point, Md. Born in Indonesia, Brother Nurdjaja now makes his home in Brooklyn, N.Y.

TERESO ROCHEZ, 64, started shipping with the Seafarers in 1990 in the port of Houston. Brother Rochez's first ship was the *Independence*. He last sailed aboard the *Sea-Land Patriot*. He attended numerous classes at the Paul Hall Center. Born in Honduras, Brother Rochez worked in the steward department. He is a resident of Houston, Texas.



ALEXANDER STAMATELAKY, 71, joined the Seafarers in 1996 in the port of Mobile, Ala. Brother Stamatelaky was born in the Philippines. He first sailed on the *USNS Silas Bent* in the deck department. In 2000, 2001 and 2002, Brother Stamatelaky enhanced his skills in Piney Point, Md. He most recently shipped aboard the *USNS Henson*. Brother Stamatelaky resides in Loranger, La.



RALPH WICAL, 65, hails from Marshalltown, Iowa. Brother Wical began sailing with the SIU in 1981. He ini-



tially sailed in the inland division aboard Steuart Transportation vessels. The deck department member later transferred to the deep sea division. He upgraded his seafaring skills often at the Paul Hall Center. Brother Wical last worked on the *PFC James Anderson Jr.* He lives in Jacksonville, Fla.



RULDOPH XATRUCH, 66, joined the SIU in 1980 in the port of New Orleans. Brother Xatruch, who was born in Honduras, sailed in all three departments and upgraded his skills at the union's affiliated school in Piney Point, Md in 2000 and 2001. His first ship was the *Connecticut*. He finished his seafaring career working aboard the *Seabulk Energy*. Brother Xatruch calls Houston home.

JOSEPH ARLE, 65, joined the SIU in 1963 in Chicago. He first sailed aboard an American Steamship Co. vessel. The engine department member, who was born in Wisconsin, last worked aboard a Michigan Tankers vessel. He



improves the health of seamen by early diagnosis and treatment.

makes his home in Ft. Lauderdale, Fla.

Editor's Note: The following brothers, all former members of the National Maritime Union (NMU) and participants in the NMU Pension Trust, recently went on pension.



JOHN BARKHOUSE, 65, began sailing with the NMU in 1991, first shipping aboard the *Cape Alava*. Born in Massachusetts, Brother Barkhouse was a member of the engine department. He last worked on the *Cape Domingo*.

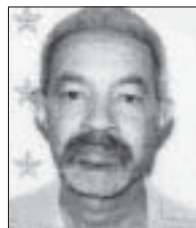
WAYNE NAYSNERSKI, 55, joined the union in 1980 in the port of Seattle. Brother Naysnerski first worked aboard the *Fort Worth*. The engine department member was born in Hartford, Conn. Brother Naysnerski's most recent voyage was on the *Overseas Chicago*.



PAUL PHILLIPS, 65, became an NMU member in 1990 in the port of New Orleans. Brother Phillips first sailed aboard the *Cape Inscription*. He was a native



CLAUDE RODGERS, 56, first donned the NMU colors in 1968. Brother Rodgers was born in Philadelphia. His first ship was the *Texaco Wyoming*. Brother Rodgers, who sailed in the deck department, last worked on the *Kansas Trader*.



JOSEPH SINGLETON, 55, hails from Charleston, S.C. Brother Singleton started sailing with the union in 1969. A member of the steward department, he last went to sea aboard the *Keystone Texas*.

In addition to the individuals listed above, the following NMU pensioner retired on the date indicated.

Name	Age	EDP
Syre, Lloyd	65	July 1

Reprinted from past issues of the Seafarers LOG.

1939

On Wednesday, October 2, 1939, at Savannah, Ga. Delegates from the Atlantic, Gulf and Great Lakes Districts met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted on included the shipping rules, hospital and strike assessments and a constitutional amendment that provided that in order to become a member a man must be a citizen. The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments likewise carried by large majorities.

1959

During the two and one-half years in which the SIU clinic program has been operating, a sharp decline in the incidence of tuberculosis among Seafarers has been noted. The clinics, which stress preventive medicine, offer physical examinations to all members. The major requirements for controlling tuberculosis are early detection and effective treatment. The SIU clinics supply the first and the U.S. Public Health Service Hospitals implement treatment and recovery of the Seafarer. Because of early detection at a clinic, the average treatment and recovery period for patients has also been drastically reduced and the need for surgery has declined. The trend is proving the union's contention that regular diagnostic examinations will

improve the health of seamen by early diagnosis and treatment.

1979

Scores of placard-waving Seafarers joined hundreds of other trade unionists and community groups' demonstrators in a New York City-wide lunchtime protest rally on October 11 to aid the Amalgamated Clothing and Textile Workers Union (ACTWU) in its drive to break the connection between the anti-union textile giant, the J.P. Stevens Co. and the Seaman's Bank for Savings.

Joining the 17-block long "human billboard for justice" on Manhattan's midtown and downtown financial district sidewalks, Seafarers handed out anti-Stevens leaflets in front of a bank urging E. Virgil Conway, president of the Seaman's Bank for Savings and a Consolidated Edison Electric Co. trustee, to quit the Stevens Board of Directors, a post he held since 1974.

1999

SIU members recently crewed the prepositioning ship *M/V Major Bernard F. Fisher* as the vessel prepared to start a five-year assignment for the U.S. Military Sealift Command (MSC). Seafarers and SIU officials took part in the vessel's christening October 15 in Sunny Point, N.C. The former *Sea Fox* was renamed in honor of retired U.S. Air Force Col. Bernard F. Fisher, a Medal of Honor recipient who attended the ceremony.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

JULIANNE ABERNATHY

Sister Julianne Abernathy, 45, passed away Feb. 1. Born in Missouri, she joined the SIU in 1982 in Piney Point, Md. Sister Abernathy first sailed aboard the *Sea-Land Patriot* in the steward department. She last worked on the *Overseas New York* and called San Francisco home.

JOSE AGUILERA

Brother Jose Aguilera, 85, died Feb. 6. He began his seafaring career with the Marine Cooks & Stewards (MC&S) in 1956. Brother Aguilera was born in Mexico and shipped in the steward department. His last trip to sea was aboard Matson Navigation's *Kauai*. Brother Aguilera made his home in Lakewood, Calif.

KASSIM ALHARBE



Brother Kassim Alharbe, 52, passed away June 26. He began sailing with the union in 1992. A native of Yemen, Brother Alharbe was a member of the deck department. His first vessel was the *Independence*; his last, the *Cape Domingo*. Brother Alharbe resided in Tacoma, Wash.

FELICIANO CANON



Brother Feliciano Canon, 82, died June 23. He became a member of the MC&S in 1953 in the port of Honolulu. Brother Canon was born in Hawaii and shipped in the steward department. He lived in Honolulu.

MATHEW CIAVARELLA



Pensioner Mathew Ciavarella, 76, passed away July 28. He started his seafaring career with the MC&S in the port of San Francisco. Brother Ciavarella worked in the steward department. He was born in Pennsylvania and called Wilmington, Calif. home. Brother Ciavarella began his retirement in 1978.

ALEJO CRUZ



Pensioner Alejo Cruz, 102, died March 26. He joined the SIU in 1945 in New York. Brother Cruz sailed in the deck department. The Puerto Rico-born mariner retired in 1967. Brother Cruz was a resident of Carolina, P.R.

BILLIE DARLEY



Pensioner Billie Darley, 76, passed away Feb. 27. Brother Darley joined the union in 1947 in the port of San Francisco. He first worked on the *Mobilian* in the deck department. Brother Darley was born in Georgia. Prior to retiring in 1995, he sailed on the *LNG Capricorn*. Brother Darley made his home in Jacksonville, Fla.

DAVID DAVIS



Pensioner David Davis, 66, died June 8. Brother Davis, who was from Eaton, Ohio, began shipping with the SIU in 1968 in the port of Seattle. He worked aboard the *Ft. Hoskins* in the engine department. Brother Davis last sailed on the *Overseas Marilyn*. He began receiving his pension in 2001 and made his home in Brazil.

LOUIS DORNECKER

Pensioner Louis Dornecker, 95, passed away March 22. He joined the MC&S in the port of San Francisco. Brother Dornecker was born in Washington state. He worked in the steward department. Brother Dornecker, who resided in San Francisco, retired in 1974.

JOHN DOYLE



Pensioner John Doyle, 82, died Jan. 24. Brother Doyle became an SIU member in 1956 in New Orleans after serving in the U.S. Army. Throughout his seafaring career, he worked aboard Delta Steamship Lines vessels. Brother Doyle was born in Louisiana and shipped in the deck department. He went on pension in 1985 and resided in New Orleans.

OMAR ELLIOT



Pensioner Omar Elliot, 89, passed away Feb. 8. Brother Elliot commenced his career with the Seafarers in 1951. His first ship was the *Alcoa Runner*. Brother Elliot was a member of the deck department. He last sailed on Marlin Steamship's *Mary*. Brother Elliot started collecting his retirement pay in 1981. He called Bay Minette, Ala. home.

EDWARD EZRA



Pensioner Edward Ezra, 75, died Feb. 20. Brother Ezra joined the SIU in 1967 in the port of Houston. His first ship was the *Duval*; his last vessel was the *Champion*. The engine department member was born in China. Brother Ezra retired in 1997. He made his home in Seabrook, Texas.

JUANITO FIEL



Pensioner Juanito Fiel, 69, passed away June 22. Brother Fiel began his seafaring career with the MC&S in 1979 in the port of San Francisco. He sailed on a number of Matson Navigation Co. vessels including the *Californian* and the *Mokihana*. Born in the Philippines, Brother Fiel sailed in the steward department. He retired in 1999 and lived in Concord, Calif.

FRANK FLYNN JR

Pensioner Frank Flynn Jr., 80, died



Feb. 14. Brother Flynn, who was born in Ohio, joined the SIU in 1951 and sailed as a member of the engine department. Before retiring in 1989, he worked aboard the *Long Lines*. Brother Flynn was a resident of Wilmington, N.C.

JOSEPH GROSS



Pensioner Joseph Gross, 87, passed away Feb. 2. Brother Gross joined the SIU in 1959. He was a native of Indiana and worked in the deck department. Brother Gross started collecting his pension in 1982. He last sailed aboard the *San Juan* and resided in Orange Park, Fla.

THOMAS LESTER



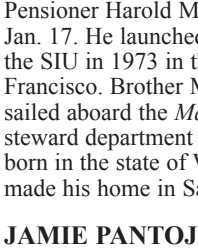
Brother Thomas Lester, 54, died April 3. He began his seafaring career in 1979. Born in Canada, Brother Lester worked as a member of the deck department. His first voyage was aboard the *Santa Mariana*. Brother Lester, who last worked on the *Horizon Spirit*, called Grosse Pointe, Mich. home.

RALIN MANUEL



Pensioner Ralin Manuel, 71, passed away May 2. Brother Manuel was born in Oberlin, La. He first shipped with the union in 1953 as a member of the steward department. Prior to retiring in 1989, he worked on the *President Taylor*. Brother Manuel lived in his native state.

HAROLD MINGUS



Pensioner Harold Mingus, 70, died Jan. 17. He launched his career with the SIU in 1973 in the port of San Francisco. Brother Mingus last sailed aboard the *Mahimahi*. The steward department member was born in the state of Washington and made his home in San Francisco.

JAMIE PANTOJA



Pensioner Jamie Pantoja, 89, passed away Feb. 23. Brother Pantoja became a member of the union in 1942, joining in New York. The Puerto Rico-born mariner was a member of the engine department. His last voyage was aboard the *Borinquen*. Brother Pantoja was a resident of Puerto Rico and went on pension in 1977.

CLARENCE PEARSON



Brother Clarence Pearson, 62, died June 13. He began his seafaring career in 1996 in the port of San Francisco. Brother Pearson

was born in Oklahoma. He worked in the deck department, last sailing aboard the *Rhode Island*. Brother Pearson resided in Bakersfield, Calif.

GEORGE PIERRE



Pensioner George Pierre, 80, passed away May 5. Brother Pierre joined the SIU in 1951 in New York. He shipped in the deck department, most recently aboard the *Cove Liberty*. Brother Pierre was born in Trinidad and called Mobile, Ala. home. In 1986, he began receiving his retirement compensation.

SEAPHUS PLAISANCE

Brother Seaphus Plaisance, 72, died Feb. 6. He joined the SIU in 1970 in the port of Houston. Brother Plaisance was born in Louisiana. He last shipped on the *Charleston*.

ALTON POLLOCK



Pensioner Alton Pollock, 79, passed away Jan. 13. Brother Pollock started sailing with the SIU in 1969 in the port of Houston. Born in Arkansas, Brother Pollock sailed as a member of the steward department, first working aboard the *Overseas Explorer*. His last ship was the *Cove Liberty*. Brother Pollock retired in 1996 and made his home in Louisiana.

VLADKO ROLL



Pensioner Vladko Roll, 78, died Feb. 13. Brother Roll became a Seafarer in 1945 in the port of Mobile, Ala. He shipped in the deck department, most recently aboard the *Sea-Land Value*. Born in Pennsylvania, he started receiving his retirement income in 1992. Brother Roll lived in his native state.

SAMUEL WARREN



Pensioner Samuel Warren, 73, passed away June 16. Brother Warren joined the union in 1951. He began working in the inland division and later sailed deep sea. He last shipped on the *Green Island*. Born in Virginia, Brother Warren was a member of the engine department. He went on pension in 1998 and resided in Norfolk, Va.

INLAND

NEWTON HAHL



Pensioner Newton Hahl, 80, passed away Feb. 22. Boatman Hahl began his seafaring career in 1963 in St. Louis. Born in New Jersey, he was a resident of St. Louis. Boatman Hahl retired in 1992.

GEORGE DIXON

Pensioner George Dixon, 67, died Feb. 10. Boatman Dixon started his

SIU career in 1964 in the port of Philadelphia. Born in Pennsylvania, Boatman Dixon last worked aboard a Maritrans vessel. He began collecting his pension in 1999 and called Philadelphia home.

BOBBY MONSON

Boatman Bobby Monson, 60, died Feb. 16. He became an SIU member in 1967, joining in Port Arthur, Texas. Boatman Monson worked in the deck department, initially with Higman Barge Lines. His most recent assignment was on a Dixie Carriers vessel.

IRVING WALDEN



Pensioner Irving Walden, 74, passed away Jan. 26. Boatman Walden joined the SIU in 1968 in the port of Norfolk, Va. He was born in Virginia and continued to live there. Boatman Walden went on pension in 1994.

GREAT LAKES

ROBERT HOLLENBECK



Pensioner Robert Hollenbeck, 79, died April 18. Brother Hollenbeck joined the SIU in 1964 after serving in the U.S. Air Force. He was born in Frankfort, Mich. Brother Hollenbeck worked primarily aboard Luedtke Engineering Co. vessels in the deck department. He called Michigan home and began receiving his retirement pay in 1990.

RAYMOND KLINE



Pensioner Raymond Kline, 77, passed away June 10. Brother Kline started working with the SIU in 1960 in Fort Lauderdale, Fla. The Michigan-born mariner sailed in the deck department. Prior to retiring in 1993, he sailed on the *Paul H. Townsend*. Brother Kline was a resident of Alpena, Mich.

Editor's Note: The following brothers and sister, all former members of the National Maritime Union (NMU) and participants in the NMU Pension Trust, have passed away.

Name	Age	D.O.D.
Alamo, Isabelino	99	July 6
Augulivicus, Frank	86	July 1
Belakowski, Anthony	83	June 11
Bielik, Adam	96	July 7
Brewer, Jackie	77	June 17
Calloway, Julius	82	June 30
Castellanos, Gabriel	87	June 30
Coalson, Brock	84	July 16
Creighton, Robert	72	June 30
Darbonne, Clarence	85	June 5
Gates, Austin	78	June 12
Gettis, Willie	79	June 29
Insell, Grant	84	July 10
Manning, Arthur	81	June 30
Mills, Vernon	79	June 25
Morales, Aristide	84	June 10
Pierce, Frank	81	June 29
Pizarro, Julio	76	June 10
Reyes, Alonzo	67	June 22
Rivas, Antonio	86	July 12
Rivera, Antonia	90	July 12
Rodriguez, Rodolfo	83	June 15
Shepherd, Frederick	81	July 17
Shorter, Robert	83	July 12
Siguenza, Jorge	75	July 2
Smith, Joseph	77	July 4
Southard, Curtis	77	July 1
Starkey, Robert	77	July 2
Williams, Leroy	77	July 1

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.

1ST LT. JACK LUMMUS

(American Overseas Marine), July 25—Chairman **William L. Bratton**, Secretary **Kathleen A. Johnson**, Educational Director **Juanito P. Dansalan**, Deck Delegate **Randall C. Rodgers**, Engine Delegate **Kenneth L. Couture**. Chairman spoke about medical benefit changes including new deductibles. Educational director urged everyone to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. to advance in all departments. Treasurer stated \$491 in ship's fund. Suggestions made of ways to boost fund. No beefs or disputed OT reported. Discussion held regarding OT pay. Next ports: Guam; Okinawa; Chinhai, South Korea.

BLUE RIDGE (Intrepid), July 29—Chairman **Kenneth L. McLamb**, Secretary **Eugene W. Von Flotow**, Educational Director **Mohamed S. Algalham**, Deck Delegate **Kenneth Baker**, Engine Delegate **Nestor V. Martinez**, Steward Delegate **Ronnie Richardson**. Chairman announced payoff July 31 in Texas City, Texas. He advised crew members that cell phones are not allowed on deck. Educational director encouraged everyone to upgrade at Seafarers-affiliated school Piney Point. No beefs or disputed OT reported. Suggestion made to ask captain for money to purchase DVDs. Clarification requested regarding medical benefits for retirees. Crew inquired about improvements to Pension Plan. Vote of thanks given to steward department for good food.

EN YUNQUE (InterOcean Uglund Management), July 31—Chairman **Nathaniel Leary**, Secretary **Ivan R. Salis**, Educational Director **John J. Walsh**, Deck Delegate **Richard L. Gathers**, Steward Delegate **Juan Vallejo Hernandez**. Chairman announced upcoming payoff in Puerto Rico. Secretary stressed importance of reading *Seafarers LOG* to stay up to date on current maritime issues. Educational director urged mariners to renew z-cards early. No beefs or disputed OT reported. Discussion held about job rotation. Thanks given to steward department for great cuisine. Crew reported hard run due to compressed schedule with docking and departure on same day. Recommendation made to increase food allowances.

HORIZON PRODUCER

(Horizon Lines), July 28—Chairman **Roan R. Lightfoot**, Secretary **William J. Bunch**, Educational Director **Charles L. Wharton**, Deck Delegate **Terry L. McKee**, Engine Delegate **Charles L. Wharton**, Steward Delegate **Antonio Colón**. Chairman announced July 29 payoff in Jacksonville, Fla. and welcomed unlicensed apprentices **Matthew D. Green** and **Archie D. Eldridge Jr.** aboard ship. Educational director encouraged everyone to upgrade skills and endorsements at

Piney Point school. Treasurer stated \$1,090.25 in ship's fund. No beefs or disputed OT reported. Letter that was sent to Seafarers Appeals Board pertaining to medical benefits was read along with response from VP Contracts Augie Tellez. Vote of thanks given to new chief steward **Asril Syarbaini** for great meals and to deck department for good job and keeping ship clean. Seafarers were reminded to check all document expiration dates. Members requested free weights and/or dumbbells for working out. Suggestion made regarding rotary shipping rules.

HORIZON TRADER (Horizon Lines), July 24—Chairman **Donald G. Rezendes**, Secretary **Kevin M. Dougherty**, Educational Director **Milan Dzurek**, Deck Delegate **Amante V. Gumiran**, Engine Delegate **Leonard P. Viles**, Steward Delegate **Saeed B. Saeed**. Bosun thanked crew members for working safely and injury-free during voyage. He stated emergency shipping rules are no longer in effect. Also, due to changes in medical coverage, 125 days per year is now required in order to qualify for benefits. He advised crew to read freightship agreement concerning trip reliefs and explained process and purpose of written resolutions and motions. Suggestion made to add more classes for QMED at Paul Hall Center. Treasurer stated \$430 in ship's fund. No beefs; disputed OT reported in deck department. Pay-off upon arrival in Tacoma, Wash. July 30. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

INTREPID (Maersk Line Limited), July 21—Chairman **Abdullah R. Alwaseem**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Deck Delegate **Yahya Abdelkarim**, Engine Delegate **Romeo N. Rivera**, Steward Delegate **Fernando C. Onatiavia**. Chairman announced payoff July 26 in Los Angeles, Calif. Questions raised pertaining to available OT. Ship to stay in Singapore shipyard two weeks before returning to Los Angeles. Secretary stated A/C thermostat to be fixed for better control of heating and cooling in rooms. Educational director urged all mariners to keep MMDs current and upgrade whenever possible. No beefs or disputed OT reported. Crew waiting for extra clothes dryer and stereo for crew lounge.

USNS SODERMAN (Maersk Line Limited), July 30—Chairman **James D. Orlanda**, Secretary **Kimberly A. Strate**, Educational Director **Ousmane Ka**, Deck Delegate **Peter M. Fulcher**, Engine Delegate **Jorge W. Bodden**, Steward Delegate **Efren D. Matias**. Chairman requested copies of new wages and medical benefits in order to provide accurate answers to questions raised by crew. Educational director advised Seafarers to take advantage of upgrading opportunities available at union-affiliated school in Piney

Point. Members voted against formation of ship's fund since they are in port (Diego Garcia) and can get almost anything they need. No beefs or disputed OT reported. Discussion held regarding ROS base wages and vacation days.

2ND LT. JOHN P. BOBO

(American Overseas Marine), Aug. 1—Secretary **Dorray A. Saberon**, Educational Director **Michael P. Brown**, Deck Delegate **Roger D. Noah**, Engine Delegate **James L. Bates**, Steward Delegate **John M. Walsh**. Educational director recommended more engine department courses at Piney Point school for advancement in refrigeration and electrician positions. Treasurer stated \$588 in ship's fund. He discussed possible methods to boost fund. No beefs or disputed OT reported. Crew recommended next contract include increase in vacation pay and base wages. Clarification requested on changes to medical plan. Mariners reminded about dress code in mess hall during meal hours. Next port: Malta.

HORIZON ENTERPRISE

(Horizon Lines), Aug. 14—Chairman **Kissinfor N. Taylor**, Secretary **Franchesca D. Rose**, Educational Director **Michael J. Wells**, Deck Delegate **Rufino J. Giray**, Engine Delegate **Cecilio A. Banga**, Steward Delegate **Alejo A. Fabia Jr.** Bosun announced room and sanitary inspections Aug. 16. He commended crew for working well together during voyage. Educational director reminded mariners to renew z-cards and documents early to avoid hold-up when it's time to sail. No beefs or disputed OT reported. Seafarers requested satellite phone on main deck be fixed so they can call home without imposing on captain and chief engineer to use their office phones. Members would like to be informed by union hall whether standby relief jobs have been filled prior to Honolulu hall's closing time on Saturday, so they can plan accordingly. This will alleviate problems caused when crew members take off without relief. Vote of appreciation from captain, chief engineer and officers to bosun and his department for cleaning and painting vessel. Thanks also to steward department for great food and barbecues as well as cleanliness of ship's house.

HORIZON RELIANCE (Horizon Lines), Aug. 21—Chairman **Anthony R. Carvalho**, Secretary **Brenda M. Kamiya**, Educational Director **Kevin T. McCagh**, Deck Delegate **Bruce D. Bussert**, Steward Delegate **Abdulla M. Baabbad**. Chairman announced Aug. 27 arrival in port and reminded everyone to clean rooms before departing ship. Secretary reported smooth sailing and good crew. Educational director suggested need for more classes for engine department at Paul Hall Center. Treasurer stated \$700.89 in ship's fund. No beefs or disputed OT reported. Suggestion made to increase pension benefits. Vote of thanks given to steward department for good food and service.

SEABULK ARCTIC (Seabulk International), Aug. 14—Chairman **Thomas MacGregor**, Secretary **Mark S. Scardino**, Educational Director **Salome Castro**, Deck Delegate **Modesto Y. Rabena Jr.**, Engine Delegate **Melgar D. Daquio**, Steward Delegate **Lemuel E. Robinson**. Bosun read president's report from *Seafarers LOG*. Secretary thanked everyone for helping maintain ship cleanliness. Educational director advised

mariners to begin renewal process of documents early due to long waiting periods. He also encouraged them to check out courses available at Seafarers-affiliated school to improve and upgrade their skills. No beefs; disputed OT reported in deck and steward departments. Steward delegate talked about importance of attending shipboard meetings. Suggestions made regarding improvement to pension and welfare plans. New washer requested in crew laundry; crew asked to remember to clean lint traps in dryers for safety. Steward department given thanks for preparing good food.

informed crew of receipt of new pay scale. Repair list has been posted for work to be done while in shipyard. Discussion held about changes in medical plan, and he passed out copies of changes. Captain to purchase NFL package for satellite TV. Secretary reported ship to change runs from West Coast to East Coast beginning Sept. 2. Treasurer stated money in ship's fund to be used to purchase NFL package. Fund will then need to be built back up. No beefs or disputed OT reported. Letter from company posted concerning new pay scale and pending contract.

Aboard the Chesapeake in Diego Garcia



Steward/Baker Emilio Cordova



SA Franklin Bando

OMU John Steeber submitted these photos of fellow Seafarers at work earlier this year aboard the *USNS Chesapeake*, a tanker that is currently activated for duty with the Prepositioning Program.



Jesse Jones



Paul Williams

Next ports: Richmond, Calif.; Port Angeles, Wash.

SULPHUR ENTERPRISE

(Central Gulf Lines), Aug. 25—Chairman **Errol M. Pinkham Jr.**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**, Deck Delegate **Manfred L. Wedell**. Secretary asked those crew members getting off ship to leave rooms clean and supplied with fresh linen for next person. Educational director encouraged crew to upgrade skills at the union-affiliated school in Piney Point. No beefs or disputed OT reported. Members discussed number of recommendations for future contracts including increase in pay, improved medical benefits and standard contract. Vote of thanks to steward department for job well done. Next port: Galveston, Texas.

USNS RICHARD G. MATTHIESEN (Ocean Ships), Aug. 20—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Moises N. Johnson**, Deck Delegate **Jose Garcia**, Engine Delegate **Wayne F. Gonsalves**, Steward Delegate **Raford C. Nixon**. Chairman

Thanks given to steward department for great job. Next ports: Pearl Harbor, Hawaii; Rodman, Panama; Houston.

USNS FRED W. STOCKHAM (American Overseas Marine), Aug. 9—Chairman **Andrew B. Barrows**, Secretary **Stephen M. Avallone**, Educational Director **Charles W. Clarkley Jr.**, Deck Delegate **Ira E. Thomas**, Engine Delegate **Jon I. Hembra**, Steward Delegate **Allen Van Buren**. Bosun announced Aug. 15, Paul Hall Day, is payable holiday. He reported company turnover from Amsea to Keystone to take place in February or March 2006. Clarification requested on opportunities for employment with Keystone and of copies of new Keystone agreement. Educational director advised everyone to upgrade whenever possible at Paul Hall Center. Treasurer stated \$400 in ship's fund. No beefs or disputed OT reported. Letter received from VP Contracts Augie Tellez pertaining to Keystone acquisition. It was read and posted. Crew members reminded to take any grievances through proper channels.

THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

Polo Shirt

ITEM #SIU-06/08. MENS/LADIES SATIN STITCH, 100% INTERLOCK POLO SHIRT IN SLATE/BLACK WITH SEAFARERS LOGO EMBROIDERY



Fenway Jacket

ITEM #SIU-05. NAVY/STONE FENWAY JACKET. POLY/COTTON SHELL WITH NYLON LINING, ELASTIC CLIFFS AND COLLAR. SEAFARERS LOGO EMBROIDERED POCKET SIZE ON FRONT.



Clipper Watch

ITEM #SIU-18. SILVER CARABINER STYLE CLIP WATCH WITH SEAFARERS LOGO PRINTED ON WHITE DIAL.

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE

WWW.SEAFAARERS.ORG

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Gardall Safe Corp.

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SourceCorp

Calendars:

At-A-Glance
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Mead Westvaco
Georgia Pacific
Kimberly-Clark

Pens:

Shaeffer
Pelican
Bic "Stic"
Parker

Business furniture systems furniture, chairs, tables, desks, filing cabinets):

Allsteel Office Furnishings
American Seating
Pennsylvania House Furniture
the Taylor Companies
Crawford Furniture Company
the Northland Corporation
Princeton Upholstery

Coffee:

Union Coffee Co.
Crane Vending Machines

Floor Covering:

Masland Carpet

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. 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. through the end of this year. All programs are geared to improve the job skills of Seafarers and to promote 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	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 24	October 28
GMDSS (Simulator)	October 31	November 11
Lifeboatman/Water Survival	September 19 October 29	September 30 November 11
Radar	October 10	October 19
Radar Renewal (1 day):	October 31	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning September 19, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Welding	October 24	November 11
Marine Electrical Maintenance Refresher	October 3 October 17 October 31 November 28	October 14 October 28 November 11 December 9

Safety Specialty Courses

Course	Start Date	Date of Completion
Government Vessels	October 31 November 14	November 4 November 18
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 17	October 21

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED Junior Engineer, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

Look for additional upgrading course dates in an upcoming issue of the *Seafarers LOG*.

UPGRADING APPLICATION

Name _____
 Address _____
 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 _____
 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 (120) days seatime 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, and qualifying seatime for the course if it is Coast Guard tested. All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

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.

10/05



Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 665 — Graduating from the water survival class are unlicensed apprentices from class 665. They are (in alphabetical order) Ken Ada, Perry Anglin, Michael Bartley, Kelvin Brown, Darryl Churchill, Michael Drena, Andrew Dysart, Daniel Evans, Kenneth Fecher, Arlyn Fernandez, Brian Finney, Jonathan Grohowski, Ryan Colsson, Judea Holloman, Jacob Kamp, Chelsea Ketner, Tyler Lawrence, Norman Lucas, Garrett Phillips, Carlos Ramirez Pastor, Theodore Riley Jr., Jose Rodrigues, Justin Ryan, Velma Santiago, Angelo Sullivan, Michael Terrazas, Nathan Thomas, Jesse Tornabene, Clark Tubbs, Jeffrey Tubbs, Penny Williams, Marcus Wilson, Ivan Zapata and Edward Zimich.



ARPA — Earning their ARPA certificates June 24 are (in alphabetical order) Joseph Brosher, Thomas Burke, Larry Claghorn, Darrel Koonce Jr., Paul Lind, Edward Milstead, Paul Voisin and John Zabielski. Their instructor, Mike Smith, is at far left.



Able Seaman — Receiving certificates for completion of the AB class ending June 24 are (in no specific order) John Frey, Stefon Otey, Martin Simmons Jr., Neftali Erasquin, Joe Legree, Jeffrey Raum Jr., Francis Dundas, Brian Robison, Kyle Rayborn, Keith Rost, Barney George, Mark Kane, Brannon Adams, Kent Harper, James Carey, Michael Smorowski, LeToya Nix, Edward Tanaka, Michael Ratigan and Nathan Garrison.



Tanker Familiarization Assistant Cargo (DL) — With instructor Jim Shaffer (far right) are students who completed this course June 17. In no specific order, they are Mark Ward Sr., Tyrone Benjamin, William Britton, Harsono Saratoga, Dean Diaz Sr., Douglas Foley, John Daniels, Thomas Ellington, Jonathan Singleton, Anthony Jacobson, Andre Skevnick, Anto Tunjic, Gary Turner, William Parker, Jose Bautista Jr., Kenneth Powell and Rodolfo Vecino.



Small Arms — June 24 was graduation day for those in the small arms training class. They are (in no specific order) Samuel Thatcher, Luis Segul, Remington Aldrete, Kemer Rojas, Geoffrey Hall, David Spangler, Danny Faidley, Edward Johnson, Timothy Eide Jr., Abraham Straughter, William Price Jr., Philandar Walton, David Spaulding, Kenny Potts and Lawrence Richardson.

Basic Auxiliary Plant Operations

— Completing this course June 17 are upgraders Jovita Carino, Richard Cole, Joseph Huff, Earl Kendrick, Santos Maximo and Justin Stahl. The unlicensed apprentices in the course included Andre Anderson, Heather Bushey, Danny Faidley, Jeffery Griffin, Alexander Hill, Edward Johnson, Kathy Lakoduk, Michael Moerbeek, Oscar Pena, William Price Jr, Abraham Straughter, Josh Sypolt and Philandar Walton.



Basic Safety Training Classes

Computer Lab Classes



June 10 — Abigail Schubert shows off her certificate of achievement for completion of a computer course. With her is instructor Rick Prucha.



June 24 — Instructor Rick Prucha (standing) also congratulates Joseph Huff (left) and Arnie Borja for their proven proficiency in various computer courses.



STCW, June 24: Precilo Abad, Bronson Aea, Joseph Aguero, Lilac Alfke, Benjamin Baldwin, Jose Bautista, Jennifer Bruce, Cynthia Buchanan, Christopher Carr, Zina Carr, Jose Carranza, Yolando Castro, Jose Chahal, Aaron Cochran, Wilfred Colon, Christopher Conner, Bjana Cook, Rosalina Coronado, Sarah Crowe, Diana De La Torre, Donald Delorme, James Dunlap, Philip Forman and Fred Forsythe.

Paul Hall Center Classes

Basic Safety Training Classes



STCW, June 24:

Uverna Johnson, Sandra Lieteau, Steven Lonas, Richard Lovelace, Johnny Lujan, Jason Lutovsky, Bradford MacInnis, Peggy McCarty, William McIntyre, Raul Medina, Romel Medina, Anna Miller, Ayana Miller, Rebecca Minick, Alan Moody, Annie Morris, Marc Newbold, Scott Owens, Cisco Perez, Maniphone Phouangkeo, Rebecca Reed, Hezam Reyme, Rebecca Riehn, Carmela Rininsland and Harsono Saratoga.



STCW, June 24: Donald Bryn, Emerson Eads, Benjamin Fitzhugh, Joseph Fleming, Musa Gabarelseed, Dak Gilmore, Victoria Grant, Sharon Gray, Charles Green, Kenneth Hair, John Hartman, Robert Henry, Paulette Horton, Cndace Hurley, Mark Hush, Jessica Ingles, Erkan Isik, Rickey Jackson, Miles Janecka, John Jasinski, Joselito Jimenez, John Knott, Catherine Leone, Amy Lewie and Donna Lindsey.



STCW — NCL, June 10: Treesa Dawes, Elena De Los Santos, Melissa Denys, Lester Dixon, Chester Eaton, Maria Ellison, Irene Evans, Nestor Evaristo Jr., Ashley Feltrop, Ryan Fisher, Elizabeth Foster, Luther Franklin, Jimmy Gallaher, Elizabeth Gander, Derek Gisness, Genney Groesbeck, Hannah Harbert, Austin Harris, Bruce Harrison-Knight, Teodoro Hernandez and Clemel Hill.



STCW — NCL, June 17: John Dombeck, Leslie Early, Pamela Everage, Kathleen Freeman, Tyron Freeman, Chris Gray, James Hawk, Casey Hayasaki, Matthew Hendrix, Meagan Hirshorn, Terrie Hobson, Susan Holzem, Tyrone Horton, Laura Johnston, Celess Jollymore, Quentin Jones, Thomas Kunkel, Ding-Kwun Lee and Derrick Lewis.

STCW, June 24: Dale Harrison, Uverna Johnson, Victor Omagap, Emmanuel Sarate, Jeremy Smith, Keenan Smith, Louis Smith, Milton Smith III, Janet Stephens, Keith Stokes, Loyce Stokes, Richard Stone, Sean Storm, William Stuckey, Pat Tatsakorn, Augustus Torralba, Gary Turner, Eric Vernon Jr., Marianne Waters, Micah West, Julie Williams, Katja Wiss, Ashley Wolfe, Emilia Woodin and Robert Zeman. (Note: Not all are pictured.)



STCW — NCL, June 10: Benjamin Adams, Garland Albert, Omar Alcantara, Chris Aubuchon, Gabriel Bailey, Rose Bates, Scott Berman, Sheldon Brown, Melvin Brown II, Susanne Brunsch, Cynthia Bush, Katie Calahan, Mark Castro, Mary Aileen Cepeda, Antonio Chavez, Jennifer Clare, Heather Cook, Aubrey Davis, Cory Davis and Zachary Davis.

STCW — NCL, June 17: Jose Albo, Sondra Aldama, Vanessa Anderbrhan, Edward Baker, Lilibeth Ballesteros, Miguel Balli, Leroy Baxter, Brook Bender, Felicia Blake, Dinae Brooks, Kevin Burns, Katie Campbell, Kathleen Cannon, Theresa Carswell, Samantha Chinigo, Jennifer Cockrell, George Collier, Brandon Cornish, Dawone Cornish, Christopher Craig, Chad Cunningham and Arnulfo Dichoso.

STCW — NCL, June 17: Dale Pleak, Jaime Regalado, Evan Robinson, Antonio Robleto, Paul Rodriguez, Aristotle Savaiki, Geoffrey Scott, Heather Scott, Casey Shank, Bart Shuford, Jessica Simmons, Linda Storer, Erin Swetkoff, Phillip Torres, Leonardo Uy, Sandra Vanryckeghem, Marisela Vasquez, Samuel White, Benjamin Williams, Christopher Williams, Kamica Williams and Jessica Wrubel.



STCW — NCL, June 7: Bryce Lippert, Rebecca Livers, Kathleen Long, Susan Maisenbach, Stephen McCormick, Joel McDermeit, Jesse McDonald, Hervin McLean, Caitlin Merdian, Clarence Mitchell, Keith Moore, Cassie Morrish, Yamilet Mosquera, Kristy Mullen, Noel Nededog, Debra Nelson, Rolly Nicolas, John Noisy Hawk, Arthur Nzemene, Jeff O'Neal, Lainie Patterson and Mindy Peal.



STCW — NCL, June 10: Rodolfo Cunanan, Olga Navarro, Regelio Navarro, Nathan Nguyen, Nathan Ondrusek, Jeffrey Pelland, Denise Presley, Leonardo Rodriguez, Steven Rosario, Christine Searcy, Jason Shoop, Cathy Sloan, Carlos Smith, Demetrius Smith, John Smith, Michael Thomas, Matthew Traya, Edward Washburn and Zeenat Watts.



STCW — NCL, June 10: Mandy Holtz, Donald Hurst, John Jay, Ben Jobe, Lynn Johnson, Charlotte Jones, Annette Jordan, Paul Kavanagh, Patricia Kent, Jennifer Lee, Felicita Lopez, Teresita Magallanes, Holly Martens, Bengie Martinez, Randall Maynard, Katherine Monaco, Jose Montemayor, Melissa Moser and Stephen Moyher III.



The Seafarers Log

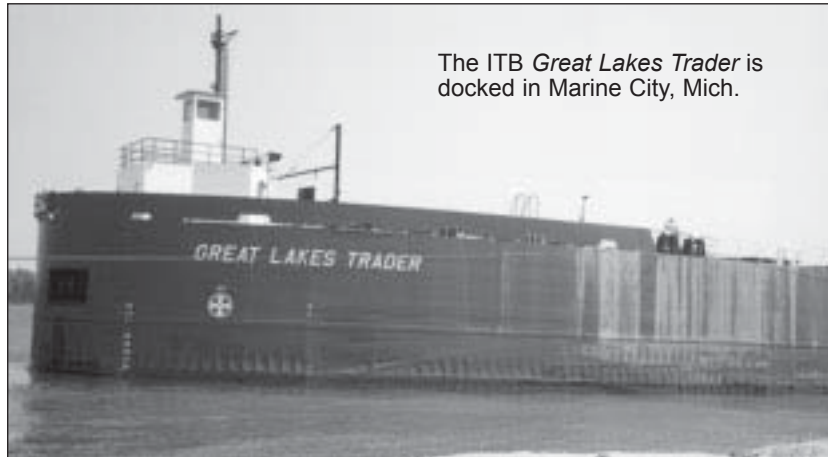
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

Providing Relief After Hurricane Katrina

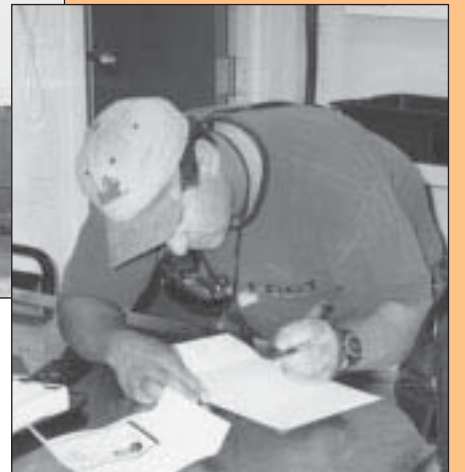
— pages 1, 2, 3, 12, 13



Bosun Jeff Eckhart operates the deck winch aboard the *American Republic* in Cleveland, Ohio.



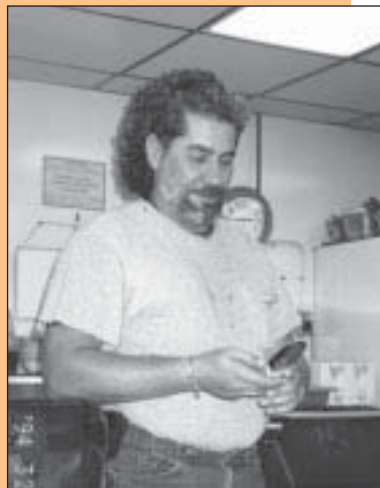
The ITB *Great Lakes Trader* is docked in Marine City, Mich.



Filling out paperwork on board the ITB *Great Lakes Trader* is Mate Brian Sauvey.

Great Lakes Vessels Help Drive U.S. Economy

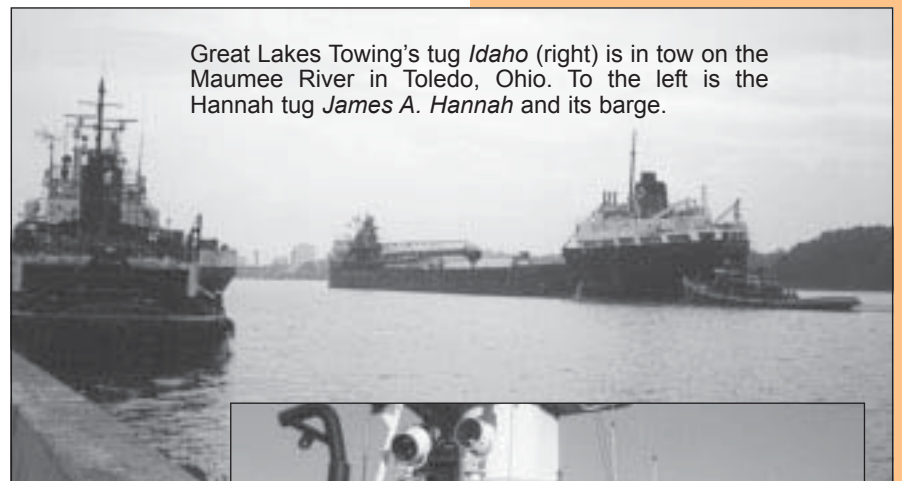
SIU members crew many of the U.S.-flag vessels on the Great Lakes, carrying the raw materials that help drive the nation's economy: iron ore and fluxstone for the steel industry, limestone and cement for the construction industry and coal for power generation.



Ricky Hebert is the captain on the ITB *Great Lakes Trader*.



Engineer Richard Bowermaster puts the winch in gear aboard the ITB *Cleveland Rocks* in Cleveland.



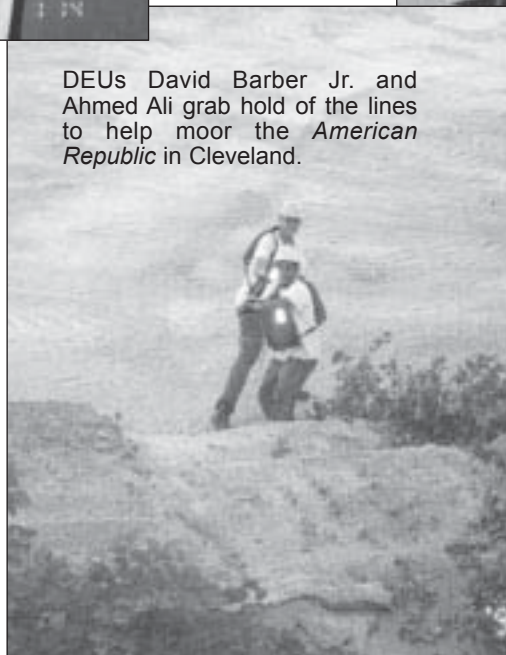
Great Lakes Towing's tug *Idaho* (right) is in tow on the Maumee River in Toledo, Ohio. To the left is the Hannah tug *James A. Hannah* and its barge.



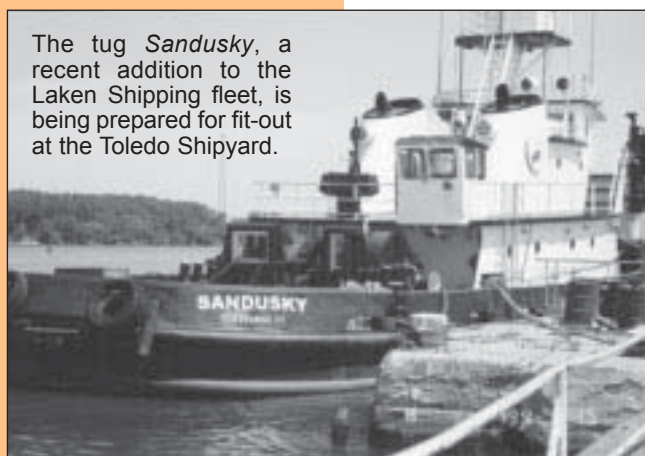
Working aboard the ITB *Cleveland Rocks* is Conveyorman Saleh Ahmed.



Ready to dock a GLT Harbor tug in Toledo is AB Mark Nicholson.



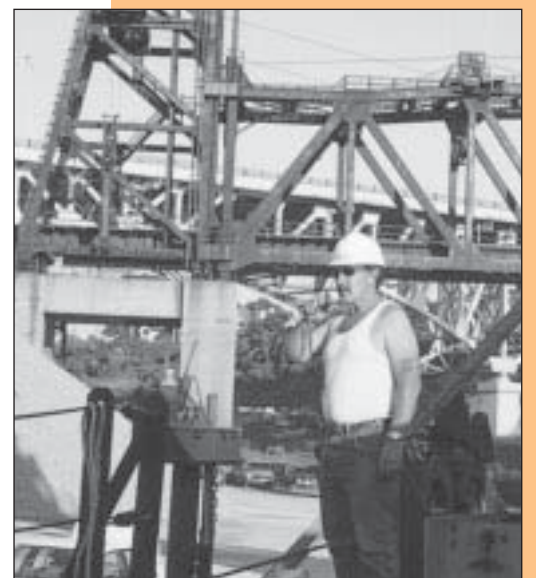
DEUs David Barber Jr. and Ahmed Ali grab hold of the lines to help moor the *American Republic* in Cleveland.



The tug *Sandusky*, a recent addition to the Laken Shipping fleet, is being prepared for fit-out at the Toledo Shipyard.



Cook Richard Gauthier (left) talks with Rep. Don Thornton in the galley aboard the ITB *Great Lakes Trader*.



Mae Brendan Murphy supervises the unloading of the ITB *Cleveland Rocks* in Cleveland.