



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, April 20, 2001

Slavery at sea—still a reality for many mariners reports International Commission on Shipping

A report released in March by the International Commission On Shipping (ICONS) states that thousands of seafarers in 10 to 15 percent of the world's ships work in slave conditions.

Titled "Ships, Slaves and Competition," the report is based on a year-long, global investigation with input from every component of the maritime industry.

Cheating and blacklisting of seafarers, manipulation of family allotments, reduced contractual compensation linked to "quit claims" and "general releases" and placement fees (blood money) for jobs, were among the findings.

The worst features include delayed or non-payment of wages, long hours for little or no pay, minimal safety conditions, starvation diets, denial of medical treatment and rest periods, physical and psychological abuses, sexual assault and abandonment.

The report states that "over the past eight years there seems to have been an overall improvement in the condition of ships but a worsening in the treatment of seafarers."

In the absence of effective action by flag States, shipowners, operators, port States, industry "quality" organizations, charters and cargo owners, the task of protecting seafarers against ill treatment has been left almost

exclusively to unions.

"For thousands of today's international seafarers, life at sea is modern slavery and their workplace is a slave ship."

Commission chairman Peter Morris, a former Australian transport minister said that, "The obscenity is that the beneficiaries of the suffering include some of the wealthiest individuals and corporations on earth. They need to be held accountable for the way their cargoes are transported just as every other industry is."

Substandard shipping "operates because of a veil of secrecy on ship ownership and support from cargo owners seeking lower freight rates at the expense of the quality ship operators," the com-

mission stated.

The report cited studies by the Organization for Economic Cooperation and Development (OECD) which indicate that a ship's annual operating costs can be cut by 16 percent by dodging international safety requirements.

In its summary, the report notes that little effective attention has been given to the working conditions of seafarers in foreign ships. Although many shipowners act responsibly, the failure of many flag states and the international regulatory system to adequately implement international labor standards has exposed thousands of seafarers to exploitation and abuse.

"Concerted action is needed

to redress this deficiency. Apart from the ethical and moral dimensions, mistreatment of crews affects the safe operation of ships. The human factor has been identified as the principal cause of shipping accidents and pollution incidents and is of greater significance if crews are fatigued, malnourished and under personal or social pressure."

The report also states that "Unions are the seafarers best form of redress and protection in a competitive labor market."

The full commission report is available via the internet at www.icons.org.au.

Future issues of the *West Coast Sailors* will carry more of the findings from this important report.

Labor-business coalition presses for ANWR development

National economic and security benefits emphasized for Alaska oil exploration

A coalition of labor and business interests has launched an aggressive campaign to urge Congress to open the Arctic National Wildlife Refuge (ANWR) for oil exploration and development as part of a comprehensive energy package.

Focusing on the theme of job

creation and economic growth, the new organization, JobPower hailed the ANWR development as a potential boon to the maritime industry. Oil discovered in ANWR's coastal plain would be transported to the lower 48 states in U.S.-flag, U.S.-built, and U.S.-crewed vessels. According to an economic analysis conducted by the Wharton Econometrics Forecasting Associates, ANWR could create more than 700,000 new American jobs.

At a press conference held last month in Washington, the coalition said it would immediately begin educating members of Congress on the importance of ANWR's exploration and development to national defense, economic security and to the working men and women of America.

"As skyrocketing gas prices hit the pocketbooks of working Americans, and rolling blackouts bring to a grinding halt the economic engine of California, the citizens of this country look to the federal government to address this problem now," said James P. Hoffa, president of the International Brotherhood of

Teamsters. "Our first step must be to increase United States energy independence."

The coalition also pointed out that developing the largest untapped domestic source of oil would not only reduce America's dependence on foreign energy sources but would also enhance the nation's defense sealift capabilities and industrial base by encouraging construction of more American-built ships.

Despite concerns from environmental groups, the coalition stressed that developing an energy policy that includes ANWR can be done in an environmentally responsible manner. The coalition notes that technological advances and the dedication of American workers to ecologically sound operations will enable safe, efficient and environmentally safe processes.

Senator Frank Murkowski (R-AK), chairman of the Energy and Resources Committee said, "I'm pleased to see JobPower join the growing chorus of calls to open ANWR."

Senator Murkowski introduced the National Energy Se-

curity Act of 2001 (S-338) in February.

The proposed legislation would protect the energy and security of the United States and decrease America's dependency on foreign oil sources to 50 percent by the year 2011 by enhancing the use of renewable energy resources, conserving energy resources, improving energy efficiencies and domestic energy supplies. The bill's cosponsors are Senators: Robert Bennett (R-UT), Sam Brownback (R-KS), Ben Nighthorse Campbell (R-CO), Peter V. Domenici (R-NM), Tim Y. Hutchinson (R-AR), Trent Lott (R-MS), Ted Stevens (R-AK), George Voinovich (R-OH), John B. Breaux (D-LA), Conrad R. Burns (R-MT), Larry E. Craig (R-ID), Chuck Hagel (R-NE), James M. Inhofe (R-OK), Richard C. Shelby (R-AL), Craig Thomas (R-WY).

Demand for energy products has increased significantly, resulting in dramatic price increases and severe energy problems in western states, including California. In order to meet

growing American energy needs, all energy resources should be explored. Recognizing the importance of exploring and developing less than one percent of the 1.5 million acres that make up ANWR, JobPower strongly urges Congress to enact the National Energy Security Act of 2001 and allow ANWR to be developed.

While the list of coalition members continues to grow, founding members of JobPower include: American Maritime Officers; International Brotherhood of Teamsters; International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers; International Union of Operation Engineers; Laborers International Union of North America; Maritime Trades Department, AFL-CIO; National Marine Engineers' Beneficial Association; Seafarers' International Union of North America; Transportation Institute; and the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada.



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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Mike Binsky	10.00
Michael France	80.00
JanPeter Johnsson	20.00
Edward King	20.00
Peter Paul Liptay	50.00
Gunnar Lundeberg	50.00
Leo Moore	20.00
Michael Nielsen	50.00
Mike Potenti	80.00
Steven Ross, in memory of Dave A. Ross	100.00
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Richard Tracy	20.00
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(San Pedro Merchant Marine Memorial)

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PeterPaul Liptay	50.00
Bill Minster	20.00
Mike Nielsen	10.00
Donald O'Halloran	10.00
Dennis Tinsley	25.00
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West Coast Sailors

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Takayuki Asai	25.00
Mike Binsky	10.00
Rosario Cappelletti	20.00
Rex Daniels	20.00
James Fernandes	25.00
Michael France	20.00
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Clinton Gregg	30.00
John Gugich	10.00
John Hamann	10.00
Richard Kingsbury	25.00
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Dues-Paying Pensioners

Archie Aki	Book #3791	Peter Paul Liptay	Book #3725
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Alfred Kerns	Book #3167	William Tice	Book #3239
Kaj E. Kristensen	Book #3120	Charles H. Wall	Book #3420
Gunnar Larsen	Book #3516		

Final Departures

Clyde F. McDowell, Book No. 6215. Born in Texas in 1924. Joined SUP in 1948. Died in Honolulu, Hawaii, March 20, 2001. (Pensioner)

John De Angelo, Book No. 2659. Born in Pennsylvania in 1929. Joined SUP in 1946. Died in New York, March 25, 2001. (Pensioner)

Herman A. Granstrom, Book No. 2565. Born in Sweden in 1918. Joined SUP in 1945. Died in Gran Canaria, December 20, 2000. (Pensioner)

Henry Kalama, Book No. 3111. Born in Hawaii in 1917. Joined SUP in 1944. Died in Castro Valley, California, March 28, 2001. (Pensioner)

Peter C. Oh, Book No. 2424. Born in Hawaii in 1928. Joined SUP in 1950. Died in Hawaii, March 9, 2001. (Pensioner)

Anthony Daquisto, Book No. 2164. Born in California in 1912. Joined SUP in 1944. Died in San Pedro, California, March 31, 2001. (Pensioner)

Painting the bird



Painting the APL eagle on the *President Grant* in Guam is Bosun Jimmy Alarcon. The gang, Mitch Roseveare, Joe Wolff, Diane Ferrari, Rich Cahill and Kris Skorodynski painted the stack in March.

Matson Navigation upgrades Sand Island terminal

Matson Navigation is adding new equipment and plans for infrastructure improvement at its 110-acre Sand Island terminal. The total price tag for the expansion is over \$31 million.

Matson is anticipating increased container volume and its Hawaii terminal capacity will have to be converted into more of a wheeled operation, as the company's terminals in Seattle and Oakland.

Matson brought in 500 new 45-foot chassis and 500 new 45-foot high cube dry containers amounting to a \$21 million investment. Future plans include expanding Sand Island's capability with a 30 percent capacity-expansion scheduled for completion towards the end of the year. The company says this current facility equipment upgrade will get them through 2010 when a proposed container facility at the Kapalapa Military Reservation is supposed to go online.

Timely Reminder
Second quarter 2001
dues are due
and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the members's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Thirty Dollars (\$130.00) shall accompany the application of membership and the dues shall be One Hundred Thirty Dollars (\$130.00) per quarter, payable in advance.

For those who receive
the paper by mail,
**support the
West Coast
Sailors**

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SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2001:

	Hdq.	Branch
May	14	21
June	11	18
July	9	16
August	13	20
September	10	17
October	9*	15
November	13*	19
December	10	17

*Tuesday

Lott and Breaux vow to restore shipbuilding loan program

In the wake of the Bush Administration's release of its full budget proposals on April 10, for fiscal year 2002, Senate Majority Leader Trent Lott (R-MS) and Senator John Breaux (D-LA) have announced that they will request that the White House reconsider its funding proposal of the Title XI Ship Loan Guarantee Program. As proposed, the Bush budget seeks only \$4 million to fund loan guarantees for U.S.-flag ship production. Last year's Title XI Program was \$34 million.

Other important maritime programs under the Administration fiscal year 2002 budget proposals are as follows:

Maritime Security Program

The most glaring difference between President Bush's MarAd budget proposal and those of recent years is the removal of the Maritime Security Program (MSP) from MarAd's oversight.

Though the Bush plan funds fully MSP with \$99 million, the plan also places the program under the direction of the Department of Defense Administration officials explained the decision as a move designed to consolidate programs and increase efficiency.

Maritime observers noted, however, that the MSP transfer can only occur with Congressional approval.

MSP supports 47 militarily useful U.S.-flag commercial vessels engaged in international trades. These ships agree to carry defense cargoes during times of war or national emergency, and also make available to the Department of Defense their vast intermodal service and management networks.

Ready Reserve Force

Though funded by the Department of Defense, the Ready Reserve Force (RRF) falls under MarAd's supervision. Last year the RRF received \$259 million, but the Bush Administration has designated \$251 million for FY02.

MarAd Operations

The \$89 million for MarAd operations and training requested by the Administration is \$2 million more than that which was enacted in FY01. \$48 million is requested for the U.S. Merchant Marine Academy, and an additional \$7 million is planned for state maritime schools. The Administration hopes to fund MarAd operations with \$34 million.

P.L. 480 Food Aid Programs

President Bush's FY02 budget request provides \$139 million for the Public Law 480 Title I food aid program level. \$835 million for Title II and \$0 for Title III.

The Title II and Title III recommendations mirror closely the funding authorized in FY01. Last year, Title II received \$837 million and Title III received \$0.

However, last year Title I received \$159.7 million. This year's budget proposal is more than \$20 million less.

The president's proposal allows the transfer of up to 15 percent of funds from other titles under P.L. 480 to Title III. This is a new clause, as last year's bud-

get only allowed funds to be transferred from the Title II budget.

U.S. cargo preference laws require the use of U.S.-flag vessels to carry 75 percent of U.S. food aid cargoes if such ships are available at fair and reasonable rates.

Ship Disposal

The Administration recommends adding \$10 million to MarAd's budget for the proper disposal of three obsolete vessels of the Nation Defense Reserve Fleet. If appropriated, MarAd, in concert with the U.S. Navy and the Environmental Protection Agency, will use this new funding to implement an appropriate scrapping plan.

U.S. Coast Guard

The Bush Administration proposes to provide the Coast Guard with \$5.056 billion, or \$545 million more than what was enacted in FY01.

That figure includes nearly \$3.4 billion for the operation and maintenance of the Coast Guard's vast array of ships, boats, aircrafts, shore units, and navigational aids.

President Bush's budget also recommends \$659 million for the recapitalization of vessel and aircraft fleets, including \$338 million for deepwater capability replacement which will fund the initial phase of the full production contracts for the development of an integrated system of assets to carry out Coast Guard's deepwater missions.

Also included in the Coast Guard budget is \$22 million for research and development, \$876 for retirement pay, \$83 million for reserve training, \$17 million for environmental compliance and clean-up projects, and \$64 million for boat safety.

Federal Maritime Commission

President Bush is seeking \$16.4 million for operations of the Federal Maritime Commission (FMC) in FY02, approximately the same amount enacted a year ago.

The FMC investigates foreign trade practices and maintains equitable trading conditions in U.S. ocean commerce.

Harbor Maintenance Tax

Under the Bush plan, \$675 million from the Harbor Maintenance Trust Fund will be allocated to the FY02 Civil Works budget. The Harbor Services User Fee is not included in this year's proposal.

Source: American Maritime Congress
Washington Letter

Petroleum industry group wants Jones Act waivers

In testimony this month before the House Committee on Energy and Commerce Committee's Energy and Air Quality Sub-Committee, Peter D'Arco, representing the Petroleum Marketers Association of America, urged Congress to liberalize the waiver provisions of the Jones Act to allow foreign tankers to carry oil in an effort to ease the apparent energy crisis being experienced on the West Coast and New England.

D'Arco noted that during heavy weather, barges cannot transit from New York to Boston or from the Gulf Coast to New York.

"However, many foreign-flag tankers could be diverted into this trade if the government would allow waivers of the Jones Act," D'Arco told the panel. "Such a course would allow wholesalers to buy product in the Gulf Coast and bring it up to the northeast if the pipeline systems are at capacity. Additionally, many of these tankers can be used in heavier weather that would allow product to move between Boston and New York."

SIU-A&G and NMU set merger vote

The memberships of the Seafarers' International Union, Atlantic, Gulf, Lakes and Inland Waters District (SIU) and the National Maritime Union will vote next month at their respective union meetings on whether to ratify the merger agreement between the two unions.

The full text of the merger agreement was published in the April issue of the *Seafarers' Log*, official organ of the SIU. The highlights of that agreement are as follows:

- The merged union will be named Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/National Maritime Union (SIU/NMU);

- The Constitution of the SIU will govern the merged organization;

- All NMU full book members in good standing shall become full book members of the SIU/NMU;

- The job and seniority rights of SIU and NMU members are currently contained in the shipping rules of each union and are incorporated in the collective bargaining agreements of each union. Until the time that the Executive Board of the newly formed SIU/NMU decides otherwise, but no sooner than the expiration dates of the existing NMU collective bargaining agreements, both sets of shipping rules shall continue to be maintained and shall continue to be applied to employment aboard the same vessels as they were prior to the merger. Former NMU members who by virtue of the merger become SIU/NMU members, may register for employment aboard former SIU-contracted vessels and will be treated as any other individual possessing "C" seniority under existing SIU shipping rules. Likewise former SIU members may register for employment aboard former NMU vessels and shall be treated as any other member possessing "Class 3" seniority under existing NMU shipping rules. Seniority shall then accrue in accordance with the particular shipping rules under which the individual works.
- The SIU and NMU benefit plans

will remain separate until June 15, 2007, and that the Board of Trustees of the respective plans work to initiate a study to determine the feasibility of establishing and implementing reciprocity agreements between the respective Plans to enable individuals working under SIU/NMU contracts to accumulate and combine credits regardless of their particular job assignment.

- If the merger is approved, all the NMU's assets will be assigned to the SIU/NMU;

- The Constitution of the SIU/NMU shall create two "Vice Presidents at Large." Upon the approval of the merger agreement, the SIU/NMU national president shall appoint two currently elected NMU officers to these positions. Thereafter, such individuals, or their successors, shall continue to serve in such capacity until the regularly scheduled election of SIU/NMU is held in 2004. All other current elected NMU officers shall continue to be employed by SIU/NMU, in such capacity as the General Executive Board shall determine, for the balance of their current NMU term of office.

The May vote will be the third one taken on the SIU-NMU merger issue.

From December 1, 1999, through January 31, 2000, SIU and NMU members voted by secret ballot on whether the Unions should proceed with merging. SIU members approved the measure by 86 percent, while the NMU voted 93 percent in the affirmative.

During the most recent SIU-A&G General Election from November 1, through December 30, 2000, SIU members approved two constitutional amendments related to the proposed merger: 84 percent of those voting approved the amendment adding "NMU" to the Unions full name; 87 percent approved the amendment calling for the addition of two "Vice Presidents at Large."

The NMU is currently an autonomous union affiliated with the Seafarers' International Union of North America. The SUP and MFOW are also autonomous affiliates.

Carpenters disaffiliate from AFL-CIO

The United Brotherhood of Carpenters and Joiners of America General Executive Board voted unanimously on March 27, to disaffiliate from the AFL-CIO, informing the Federation in a letter dated March 29, that the 500,000-member union is withdrawing due to disagreements over organizing jurisdictional disputes and spending policies.

According to Carpenters' President Douglas McCarron, that by disaffiliating, the Carpenters would be free of jurisdictional beefs with other craft unions and would be free to organize "the industry as it is today, not the way it was 25 years ago." McCarron said that the Carpenters will concentrate on concrete construction, dry-wall, doors, finishing and floors. He added that work should be organized "by what makes sense for the geographical area."

McCarron told AFL-CIO President John Sweeney that "we leave not because of what has been done, but what has not been done." Noting that reform has been difficult in the Carpenters, he said that over the past five years there has been no indication that the Federation "is seriously considering changes that could cure these problems. Nor do I see any realistic chance that an investment of more time, or resources by the Carpenters will alter those facts."

The Carpenters have allocated more than half of its financial resources to organizing by hiring more than 600 organizers, built a new \$22 million training facility in Las Vegas and moved the bulk of its operation "into the field where organizing really takes place," said McCarron.

The Carpenters are in arrears in per capita tax to the AFL-CIO and the Building and Construction Trades Department by nearly \$5 million. The AFL-CIO Executive Council unanimously supported a position that should the Carpenters disaffiliate, the Federation would seek full repayment of the per capita tax due.

Captain Clyde James crosses the bar



Captain James with the *Phillips California* in the background.

Captain Clyde James, a familiar figure to many SUP members active and retired, died on March 6, in Las Vegas after a lengthy illness.

James, born April 23, 1922, at Astoria, Oregon, joined the SUP in 1942 and began working for Tidewater Associated Oil Company that same year. After working in all unlicensed deck ratings during World War II, James obtained a third mate's license in 1944 but stuck with the coastwise tanker trades until his retirement in 1990.

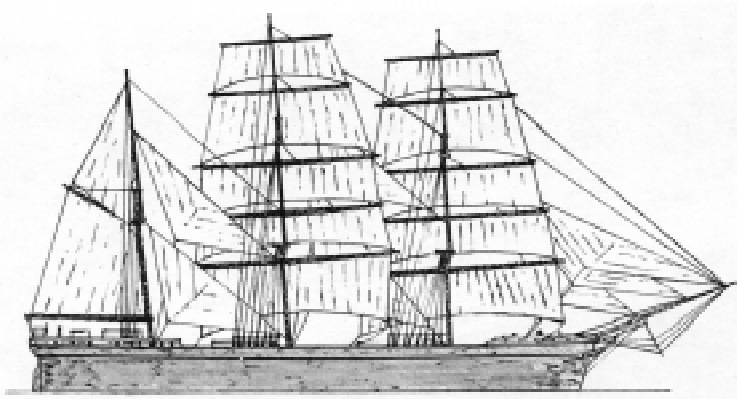
James transferred to Phillips Petroleum Company in 1966 when Phillips took over the Western division of Tidewater. From 1955 until retirement, he served as mate and master in the *Flying A California* and *Flying A Washington* which were renamed

Phillips California and *Phillips Washington*, crewed by the SUP in all unlicensed departments.

When the *Phillips California* was transferred to Tosco in 1976 and renamed *Lion of California*, Captain James remained in command—almost 40 years in one ship!

According to Duane Watters, president of Watters Marine which operated the *Lion*, "Captain James was a dedicated seaman with great ship handling skills. Many will remember his attention to detail with the safety of the ship and crew always being his highest priority. His experiences with tankers coming up through the hawse pipe to the position of Master gave him an exceptional ability to deal with the many unique adventures at sea."

138-year-old *Star of India* makes record books



STAR OF INDIA

Publishers of the *Guinness World Records 2001* have confirmed that San Diego's *Star of India* is now the world's oldest active sailing vessel, following the loss of the *Maria Asumpta* in 1995.

The iron-hulled *Star of India* was built in 1863 and sailed around the world more than 20 times before being retired in 1923. It was purchased by San Diego interests in 1927 for \$9,000 and eventually restored over a period of five decades.

Today, the ship is both a museum and an exhibit documenting her varied life as a cargo ship, emigrant carrier, and salmon packing ship. The vessel is maintained in sailing condition by the San Diego Maritime Museum and usually makes one or two annual outings under sail.

SS Jeremiah O'Brien

Memorial Bay Cruise 2001
Saturday, May 19 & Sunday, May 20

Fifteen World War II plans of the Confederate Air Force will provide close-in air support and defense for the ship

A lone bugler's refrain punctuates the steady slap of the waves against the hull's welded metal seams; seagulls soar beneath the arc of the Golden Gate Bridge but high above the ship's steel booms; a distant bagpipe sounds the refrain of "Amazing Grace," garlands of gay spring flowers tossed into the briny deep in memory of our nation's veterans who paid the ultimate price.

These are but some of the sights and sounds of the day that you will share with the other voyagers of the *SS Jeremiah O'Brien* as she tours the Bay for her annual memorial Bay Cruise.

You can explore the last unaltered Liberty Ship room-by-room during this leisurely cruise. You will see charts, fixtures and one of the last triple expansion steam reciprocating engines in operation. And after the last vestige of our solemn Memorial Service is gone, the mood lightens and the festivities begin!

A sumptuous catered lunch served buffet style on the main deck; a morning snack of coffee and doughnuts; live big band music of the 40's era; a Color Guard drill and free parking.

This is one of the most stirring and complete bay cruises ever on San Francisco Bay. Any of the all-volunteer crew members will be happy to answer your questions about the ship—from its days in the mothball fleet to its complete restoration. Boarding begins at 7:30 A.M. and the ship returns to the pier between 3:30 and 4:00 P.M. We recommend that you wear low-heeled shoes and comfortable clothes that you can layer. There is no reduced rate for children and the cruise is not recommended for children under the age of 8. Tickets are again \$100. To place your reservation, please complete the form below and send or fax to 415-441-3712.

Passenger Order Form

Dates of Memorial and Fleet Week Cruises listed on bottom of coupon

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Number of Cruise Tickets _____ at \$100 each

Please check cruise date:

Saturday, May 19, 2001

Sunday, May 20, 2001

Fleet Week Cruise

Friday, October 5, 2001

Saturday, October 6, 2001

Sunday, October 7, 2001

Please circle one: Check Money Order Visa Mastercard

Credit card # _____

Expires _____ Amount your are paying \$ _____

Mail this form and your check payable to:
National Liberty Ship Memorial
Fort Mason Center, Bldg. A
San Francisco, CA 94123

Call 415-441-3101 or fax 415-441-3712

Panama under investigation for fraud

An investigation into corruption at Panama's Maritime Authority (AMP) has revealed that the country is employing up to 1,000 unqualified sailors who are working under false documents.

The *Journal of Commerce* reports that the authority has alerted ports worldwide of the problem, and two Panamanians with fraudulent Seaman's certificates have been picked up by the U.S. Coast Guard in Miami in the past month.

"We have issued a list of numbers of fraudulent licenses to authorities around the world," said Jaime Beitia, a spokesman for the authority. The AMP has fired 14 people, including the head of licensing, over the scandal. It brought in Panama's justice ministry last week to launch a criminal investigation.

"We have found worrying things," Beitia said. "We need to deepen the investigation. We are determined to improve Panama's image."

The scandal was uncovered in March when David Cockroft, an official with the International Transport Workers' Federation, paid \$4,500 for a Panamanian first officer's license despite having no qualifications or shipping experience. (Reported in the March *West Coast Sailors*.)

Panama has the largest open ship register in the world, with more than 6,000 on the roster, thanks to generous tax breaks for owners.

Campaign to raise California's unemployment benefits: Stop the pink-slip blues!

How long would corporations stand for it, if California had a \$6 billion fund designed to help them transition through economic downturns, and the state ranked worst in the nation at paying out those benefits?

That's what is happening today with California's unemployment benefits. Our fund is designed to help workers who, through no fault of their own, lose their jobs and must find new work that makes the best use of their skills.

But benefits haven't increased since Governor George Deukmejian's increase took effect in 1992. Jobless Californians who qualify for benefits receive an average of just \$155 per week, replacing just 24% of the average weekly wage—the worst replacement rate in the nation. That's because our maximum benefits are capped at \$230—hardly enough to sustain life, let alone find the right job.

Unemployment benefits in leading states build prosperity by helping workers find the best job, not the first job—a job that matches their highest skill level and lets an employer unleash maximum productivity.

Now is the time to prepare for changes in our economy. Delayed benefit increases have caused the unemployment fund to balloon. Now it should help the people it was created to serve. The Legislature passed an increase in the last session, which Governor Davis vetoed. They will consider an increase again this year.

The SUP has endorsed the California Labor Federation's campaign to pass Senate Bill 40, written by State Senator Richard Alarcon of Los Angeles, chair of the Senate Labor & Industrial Relations Committee. The bill will raise the maximum benefit from \$230 to \$380 over three years, and tie future increases to the cost of living. It also creates an alternative base period that will allow workers with short-term employment to qualify more easily for benefits. Only 40 percent of jobless Californians are eligible to collect benefits.

For information about how you can get involved in the campaign, call the union office, or visit www.calaborfed.org.

—California Labor Federation

New York Pilots to withhold ship information

The United New York/New Jersey Sandy Hook Pilots has decided to withhold information about the status of vessels from the Maritime Association of the Port of New York and New Jersey.

According to the *Journal of Commerce*, the Pilots said this month that the move is largely due to growing problems it has experienced in obtaining accurate information about ship arrivals. Increasingly, ships are arriving at the mouth of the harbor with little or no notice provided to the pilot group, creating huge logistical problems. The pilots therefore attributed the decision to stop providing information to the Maritime Association partly to an overall breakdown in communications about vessel status in the harbor.

"We've been having trouble with arrival times, with getting proper information from shipping agencies about ships showing up at Ambrose," said Richard Schoenlank, president of New Jersey Sandy Hook Pilots, referring to Ambrose tower at the entrance to the harbor, "Sometimes ships show up unannounced, which is almost inconceivable in this day and age."

"We no longer felt it was necessary to transfer information that certainly wasn't doing us any good, and probably wasn't doing them any good either," Schoenlank said.

The Maritime Association of the Port of New York and New Jersey said there was a different reason, which Schoenlank didn't entirely deny. Nicholas Cretan, executive director, said the move was related to an ongoing dispute about the status of docking pilots in the harbor. The Sandy Hook pilots support a move afoot in Albany and Trenton to license docking pilots under the state pilotage system. Docking pilots currently hold federal pilots licenses only and work for tugboat companies. The Maritime Association has come out in support of the tugboat companies and the docking pilots, many of whom don't want to be regulated by the states.

"To me it's a family squabble. It's related to their efforts to bring all the docking pilots and harbor pilots under the (state) commission's jurisdiction," said Cretan. "They wanted to make a point, so they reduced some of the information in its timeliness that's coming to us. They are trying to make their point, but in most cases it's redundant information, because we get the information anyway from our steamship agents and tugboats."

The historic role of the Maritime Association, which was founded in 1873, has been to serve as the central clearinghouse of information for the entire harbor, so anyone from ship chandlers to agents to pilots could always know the whereabouts of any vessel in or set to arrive at the port.

Charleston Five campaign

The International Transport Workers' Federation in support of the five dockworkers facing criminal proceedings following labor unrest at the port last year, this month started a global campaign against "union busting" at the Port of Charleston, South Carolina. The ITF is also calling upon affiliated unions to support the "Charleston Five."

The dispute arose after Nordana Line used non-union labor from a local stevedoring company after 23 years of employing members of the International Longshoremen's Association, an affiliate of the ITF, and of which five ILA members were arrested during picketing in January 2000.

"The court case against the so-called Charleston Five is the result of a serious case of union-busting, and the response by the Charleston longshoremen and their unions," said Kees Marges, secretary of the dockers section of the London-based ITF.

The ITF has 570 affiliated transport unions in 132 countries with a total membership of five million workers.

Correction: The "Charleston Five" article printed in last month's *West Coast Sailors* was originally from the ILWU's publication *The Dispatcher*. For more information on the campaign, visit the ILWU website at www.ilwu.org.

Alexander & Baldwin reports Matson's profit dropped in first quarter 2001

In a press release issued from Honolulu on April 18, Alexander & Baldwin reported that its marine subsidiary, Matson Navigation Company, showed a lower operating profit in the first quarter of 2001 as compared to the same period last year.

In the first quarter of 2001, ocean transportation operating profit was \$17.5 million. That was \$2.4 million, or 12 percent, lower than the \$19.9 million in the first quarter of 2000. First-quarter 2001 Hawaii service container volume was two percent above that in the 2000 first quarter, but automobile volume was level on a year-over-year basis. The decrease in operating profit was the net result of a number of factors, including lower contributions from investments in a shipping operation in Puerto Rico and a stevedoring joint venture, and competitive fleet and rate actions, offset, in part, by higher cargo volume and a general rate increase in the Hawaii service.

Overall Alexander & Baldwin reported first quarter 2001 net income of \$22,434,000 or \$0.55 per share.

In the first quarter of 2000, the Company reported net income of \$26,431,000, or \$0.63 per share, after an accounting change that resulted in a one-time, non-case increase in income of \$12,250,000, or \$0.29 per share. Excluding that change, income rose by \$8.3 million (58 percent), or \$0.21 per share. Revenue in the first quarter of 2001 was \$275,844,000, compared with \$232,225,000 in the first quarter of 2000.

"A&B's real estate activities were strong across-the-board, with closings of several large commercial sales in the quarter," said W. Allen Doane, president and chief executive office of A&B. "The leased-income portfolio's performance was excellent as well, with a 22-percent increase in operating profit.

"During the first quarter, Hawaii's economy continued to grow, benefiting from the momentum that began in 2000. The question is how long this good performance can last — with the U.S. economic outlook increasingly uncertain and Japan's economy stalled.

"We are beginning to see signs of a weakening in tourism in Hawaii, but it is anyone's guess how significant or prolonged this weakness will be. Regardless of what the economy does in the short-term, A&B is committed to perform at the best level possible. Although the first quarter results exceeded our expectations, we are guarded in our outlook for the remainder of the year."

Consolidated operating profit (before interest, corporate expenses and taxes) in the first quarter of 2001 was \$44.4 million, up \$13.8 million, or 45 percent, from the same period in 2000. The increase was led by the results of the property development and management segment.

In the first quarter of 2001, A&B Properties' operating profit of \$21.0 million was \$13.1 million above the \$7.9 million earned in the corresponding period a year earlier.

Property leasing operating profit was \$8.7 million in the first quarter of 2001. This was 22 percent higher than the \$7.2 million earned in the first quarter of 2000. The improvement was due to the contribution from newly acquired properties, higher occupancy levels and higher lease rates. For the respective first quarters, occupancy levels for U.S. mainland properties averaged 94 percent in 2001, versus 95 percent last year; but Hawaii properties improved to 89 percent in 2001, versus 84 percent last year.

Property sales revenue totaled \$43.1 million in the first quarter of 2001, compared with \$3.1 million in the first three months of 2000. Operating profit resulting from those sales was \$12.2 million, which was \$11.5 million higher than in the first quarter 2000 results. Variations in sales activity of this nature reflect the normal episodic nature of real estate transactions. Sales in the first quarter of 2001 included a shopping center and several smaller properties on Bainbridge Island, Washington, and a site for the development of a planned Wal-Mart store in Kahului, Maui.

In the first quarter of 2001, food products' operating profit was \$5.1 million, compared with \$2.1 million in the first quarter of 2000. The segment benefited from a one-time distribution from the sugar transportation cooperative that handles the Hawaii growers' production and improved sugar prices, but high energy costs reduced investment results from C&H Sugar Company, Inc., in which A&B has a 36 percent ownership interest.

Alexander & Baldwin, Inc., headquartered in Honolulu, is engaged in ocean transportation, through its subsidiary, Matson Navigation Company, Inc.; property development and management, through A&B Properties, Inc.; and food products, through Hawaiian Commercial & Sugar Company and Kauai Coffee Company, Inc. Additional information about A&B may be found at its website: www.alexanderbaldwin.com

Maritime Security Program shift to defense "a done deal" says Mineta

Transportation Secretary Norman Mineta confirmed this month that the Bush administration is moving ahead on plans to hand over control of the Maritime Security Program away from the Maritime Administration to Department of Defense.

Speaking following a House hearing focusing on transportation congestion, Mineta called the plan "a done deal." However, with lawmakers beginning to line up against the attempt to weaken the Maritime Administration, the proposal is far from finalized.

Lawmakers must approve an amendment to the Maritime Security Act to authorize such a move. Worked out by the Office of Management and Budget, President Bush advanced the plan in his recently released budget blueprint.

Although DOD is apparently reluctant to accept the program's administration, designs on such a transfer have been repeatedly voiced over the years since the Maritime Security Act was signed into law in 1996. Subject to annual reauthorization, the program provides almost \$100 million a year to offset operating costs for 47 vessels and keep them under the U.S.-flag. The arrangement allows the United States to utilize the vessels in time of national emergency. The SUP crews nine ships enrolled in the MSP, managed by American Ship Management.

James Caponiti, MarAd associate administrator for national security, said that the administration's staff will begin to work this year with their counterparts in the Defense Department to assure a smooth transition of MSP. He also noted that transfer of MarAd would require Congressional approval.

ESU Office Assignments

For the month of May, Jerry Patterson will be in the Baytown office and John Straley will be in the Benicia office.

ESU NEWS

APRIL 2001

Official Publication of the Exxon Seamen's Union

Two new Ships Representatives elected

The Exxon Seamen's Union is proud to announce the election of two new Ships Representatives. The American Arbitration Association announced at 1130 c.s.t., April 10, 2001 the results of the election to fill the Representatives position aboard both the *SeaRiver Puget Sound* and the *SeaRiver Mediterranean*. The results are as follows:

S/R Mediterranean:

Mr. John Detwiler - 167
Mr. Donald Picou - 43
1 - Left Blank

S/R Puget Sound:

Mr. Michael Harrison - 65
Mr. Adam Anderson - 39
7 - Left Blank

The Executive Board looks forward to working with both John and Michael in their new positions. Additionally, the Union would like to extend our gratitude to all four candidates for stepping forward and unselfishly offering to contribute their time and efforts to assure that ESU members are provided quality union representation when sailing aboard these two vessels.

Wage stalemate continues

In a genuine attempt to break the wage reopener deadlock, and in response to a question asked by the company after their last offer on March 7, 2001, the ESU Executive Board developed a four-point proposal to present to management. On Tuesday, March 27, ESU attorney Ms. Sharon Groth, presented our proposal to Mr. Al Galik, SeaRiver's attorney, and management bargaining committee members. The proposal stated that in order for the ESU to consider a one-year extension of the existing ESU bargaining agreement, a minimum of a double digit across the board increase, plus a \$1,250 benefit bearing lump sum, would have to occur. Additionally, we requested that the passage in the contract, that states: "Arbitration's have to occur in New Jersey," to be dropped from the contract. Third, we stated, that any negotiations conducted would have to include the entire ESU Board. Our last point was a request that no individual contact of ESU Board members would occur, concerning this issue, until we reached a reso-

lution. On Thursday March 29, Mr. Galik gave the company response to Ms. Groth. It is as follows:

1. For a one-year extension of the contract, the company is offering an 8% wage increase, upon ratification, plus a \$1250 non-benefit bearing lump sum.
2. Upon receiving a proposal from us,



This says it all.

they will remove the letter regarding Arbitration (see 2. below).

3. Any meeting to discuss this offer will include all Board members.
4. There will be no individual communications from management to Board members until we reach resolution on this.

There were two demands the company made in exchange for this proposal:

1. If the Board accepts the offer, it must be sent out for a vote with a recommendation for approval from the Board.
2. There must be some sort of written procedure set up for a periodic meeting with the resident officer in Baytown (preferably at the time the old officer is leaving and the new officer is coming, in order to get maximum input) and for management to review pending grievances and any other outstanding issues.

After careful consideration, the entire ESU Board had to reject this latest offer. In the final analysis, the amount was just too minuscule for serious consideration. If they had met our minimum of a double-digit increase, we would have seriously considered an extension. Because they didn't, on April 4, the ESU, through our attorney Ms. Groth, notified the Company of our decision to reject the latest company offer. We remain open minded, and will consider any serious offer by the company to break this stalemate.

The company will without doubt, continue to escalate their campaign of misinformation and bitter rhetoric. They make unfounded accusations, and try to confuse and complicate the issues. But the issue is really quite simple. A just wage increase for our contributions to the unprecedented, and ongoing success of this company. Their bitter rhetoric is borne out of their complete and utter disregard for the unlicensed employees and their well being. They care nothing for our ability to continue to support our families. We will not dignify their ridiculous babble to the fleet by engaging them in their vacuous tit-for-tat rhetoric. However, we will continue to raise the specter of their unfairness, and neglect, of a large segment of the very people that brought the company the success that they presently enjoy. In spite of the company's continued dehumanizing onslaught, and parsimonious mentality, the unlicensed members of SeaRiver have never

wavered in their support for the Union, because they understand what management never will—that every action that the ESU Board takes is a reflection of the membership's wishes. Despite this onslaught by management, through hard work, sacrifice, unrelentingly long tours, and a strict adherence to safety, the ESU membership has maintained a professionalism that is second to none.

SeaRiver Maritime will continue to witness the exodus of their employees, because they fail in the inexorable logic that governs rational decisions. They have completely ignored the law of supply and demand. They show an inconsistency in principal, on the rare occasions when they even acknowledge that principal exists. They accuse the ESU of having a hidden agenda. The ESU does have an agenda, but it is not hidden. The Union's agenda is simple and straightforward; to obtain a long overdue, fair wage increase for our membership. We will not falter in our effort to attain that goal. We will continue legal job actions and intensify our efforts, with regard to media coverage, of these actions. We will concentrate on high profile areas. The ESU has been offered, and will probably receive, help from our AFL-CIO brothers and sisters in the Texas area. The Union will officially notify management of our intent to bargain the entire contract commencing in June 2001.

Ship reports

S/R American Progress

On the Valdez to Anacortes run. Bill Davis filling in as ESU Representative—no outstanding issues.

S/R Baytown

On the Valdez to Anacortes run again after a trip to San Francisco. Ship visited at the Chevron dock in Richmond, California, on April 5. Ship Representative Leonard Airiess reports everything A-O.K.

S/R Benicia

On the Valdez to San Francisco run. Reid Decker filling in for Joe Graca reporting no beefs!

S/R Charleston

Boarded March 28, at the ExxonMobil dock in Baytown, Texas. Temporary Ship Representative Mike Gore is taking over for Chester Bell. One issue involving succession of relief's resolved. One beef concerning weekend fire and boat drills taken shore side.

S/R Galveston

San Francisco lightering service. Ship visited at the Valero dock in Benicia, California on April 5. George Ruark Temporary Ship Representative reports all is well aboard the *Galveston*.

S/R Hinchinbrook

Roberto Alps still aboard doing a good job. Members are enduring well despite the long tours and harsh conditions. There are no radio antennae's in the staterooms and no telephones

in the unlicensed rooms. The antennae situation is unacceptable and the telephones may be a safety issue.

S/R Long Beach

At Cascade General Shipyard Portland, Oregon. Temporary Ship Representative Leo DeCastro reports that everything is progressing well after a bumpy start when they first arrived. He also stated that the crew did a great job cleaning the ship for the yard; Tentative ETD April 25.

S/R Mediterranean

After a trip to Australia, the *Mediterranean* is presently running from the Persian Gulf to Singapore. No reported beefs.

S/R North Slope

On the Valdez to San Francisco run. Ship visited at the Valero dock in Benicia on April 13. Sean Hughes Ship Representative reports all in order at this time.

SeaRiver Puget Sound

Orders changed and she came back from Panama to Long Beach. Scheduled to sail April 16, and head for the Canal to transit on April 25. She should arrive in Baytown, Texas on May 1.

S/R Wilmington

Visited April 2, at the ExxonMobil dock in Baton Rouge, Louisiana. Temporary Ship Representative Bob Ross reports everything running smoothly on the "Willy."

ESU fall election

In the fall of this year the Executive Board offices of Vice President and Secretary/Treasurer will be open for election. Additionally, the Deck, Engine and Steward's Department Trustee and the Ship's Representative positions onboard the *S/R Charleston*, *S/R Benicia*, *S/R Galveston*, *S/R Long Beach*, *S/R Hinchinbrook* and *S/R American Progress* are all open for election. The Executive Board positions require that the nominee must be a qualified driver possessing a current, valid auto driver's license, must be a member in good standing and have two years of continuous service with the company and has been a member of the Union for one year and obtain 25 signatures from members in good standing. Trustees are members of the Executive Board. Nominees for positions other than the Executive Board must be members in good standing and obtain 15 signatures from members in good standing. All nominees are urged to submit a campaign statement with their nomination forms. All nominations for these positions are due in the Baytown office by October 1, 2001.

ESU News

SeaRiver management terminates three ESU members without due process

The Union has received notification of terminations involving three ESU members. Although in each case the specifics of the firings differ, one common factor present in all three cases is the denial of representation. Incredible as it may seem, at no time were any of the three individuals afforded an opportunity to be present, or heard, at the Personnel Relations Committee hearing, to answer to any alleged charges against them. Nor were they allowed Union representation during any investigation of alleged wrongdoing.

SeaRiver Maritime's conduct, with regard to the dismissal of these individuals, is an affront not only to common decency, but well-established labor law. Additionally, the Human Resources Department has violated numerous provisions within the Collective Bargaining Agreement. These three cases will be pursued vigorously by the ESU. ESU attorney Sharon Groth has been consulted, and it is anticipated, that an unfair labor practice charge will be filed with the National Labor Relations Board, Region 16, Houston office. Additionally, the Union will file a fourth step grievance to the Company demanding reinstatement of all three members, and compensation for any loss of wages, and benefits, that these individuals have incurred as a result of SeaRiver's inappropriate actions.

Although Union representation was never

offered these three members, the importance of members asserting their rights to Union representation cannot be overstated. Any member confronted with an interview of an investigative nature, has a right to, and should demand, Union representation. An investigative interview can best be described as occurring when any member of management questions an employee, to obtain information, and the employee has a reasonable belief that discipline, or other adverse consequences, could occur as a result of what the employee says.

The advantages of having a representative present during questioning are numerous. Among some of the benefits to the employee, of a Ships Representative or Executive Board member participating in the interview, is that they can serve as a witness to prevent managers from giving false accounts of the conversation. In addition, the Union Representative can object to confusing questions, or intimidating tactics.

It is the Unions recommendation that members be wary of any attempts by Officers or Human Resources managers to question you on any topic outside the realm of ordinary conversation. Whenever any manager, or supervisor, requests that a closed-door session, or conference call be convened, immediately request Union representation.

SeaRiver Maritime receives second Exceptional Compliance Award

ExxonMobil Corporation announced Tuesday, April 3, 2001, that its U.S. marine transportation affiliate, SeaRiver Maritime, Inc. has once again received the Washington State Department of Ecology Exceptional Compliance Award. This marks the second time that SeaRiver Maritime has been recognized for the Company and its employee's high standard of operation. The company was presented with the same award in 1999 and is the only company to have ever received the award.

In a prepared press release, Mr. Paul Revere, President of SeaRiver Maritime, said, "What is especially rewarding is that every tanker in the SeaRiver fleet operates at a level that meets these exceptional compliance standards-ensuring the highest delivery of safe transportation for our customers, the public and the environment." Additionally, Mr. Revere states, "It is with great pride that I accept this recognition on behalf of the men and women whose leadership and commitment to safety, environmental protection and customer satisfaction are responsible for SeaRiver being selected for this outstanding recognition." This honor also acknowledges SeaRiver's continued best-of industry performance and high standard of care.

The Exxon Seamen's Union likewise, recognizes and commends the members of the ESU who have contributed so greatly to SeaRiver being recognized as an industry leader in the day-to-day operations of their tanker fleet. This honor, bestowed by the State of Washington underscores what the ESU has been saying all along, that ESU members are performing at the very highest level of professionalism possible within the industry. If it were not for the exceptional standards of performance that the rank and file of this Union consistently operates at every day, then this prestigious recognition of excellence would not have been attainable. Congratulations are extended to each and every member of our Union.

Polar Tankers, Inc. takes option on fifth crude oil tanker

Litton Industries announced that Polar Tankers, Inc, a subsidiary of Phillips Petroleum Co. has exercised an option with Litton's Avondale Industries Inc. for the fifth double-hulled, crude oil Millennium Class Tanker.

Litton was awarded the contract for construction of the first three 125,000 DWT tankers in 1997. An option for a fourth ship was exercised in October 2000. Delivery of the third, fourth and fifth ships are scheduled for August of 2002, September 2003, and August 2004. The time line for exercising the option for the sixth ship is during the third quarter of 2001 and the seventh ship during the fourth quarter of 2001.

To date the ESU has received no firm date for the rumored acquisition of another vessel into the SeaRiver Fleet. Furthermore, SeaRiver has not made any announcement as to the companies plans to compensate for lost tonnage as a result of the quickly approaching "drop-dead" dates of its two 165's, the *S/R Benicia* and the *S/R North Slope*. No new construction is scheduled.

The *ESU News* is written and edited by the Exxon Seamen's Union.

Volunteers wanted



Talking the talk and walking the walk.



Definitely a family affair.

As reported in the March 30, 2001 issue of the *West Coast Sailors*, the Exxon Seamen's Union conducted informational picketing on the dates of March 15, 16, 22 and 23, at the ExxonMobil Building in Houston, Texas. The Union called on and received help from many members living in the South Texas area. Many of whom were noted in the March issue.

In addition to the extraordinary participation of our own members, aid was also given to the ESU cause from the AFL-CIO of Harris County (Houston) and fellow "brothers of the sea" of the MEBA Dis-

trict 1. Future assistance was also offered by both of these respected organizations, as well as the International Organization of Masters, Mates and Pilots.

Additional informational picketing will commence in the near future. The Executive Board is considering more dates and high profile locations in an effort to maximize the effectiveness of these protests. The Union will be calling individual members as needed to donate their time and effort to this just cause. Interested individuals are strongly encouraged to contact the ESU-Baytown office.

New hire orientation

Starting on April 23, the Company will conduct another new hire orientation program in Vallejo, California. Their goal is to have 15 participants in this class, all with an AB endorsement. We anticipate that these new unlicensed employees will be available for assignment around May 1. Hopefully, after these new employees are assigned we should start to see a reduction in the long sea tours that our members have been experiencing.

After these new hires are brought into the system we will still be short of AB's. If you know of someone who is interested in sailing that has an AB or Oilers endorsement, please have them call recruiting at 877-290-1422 (ext. 3) or 713-758-5247. If you have the sea time to become USCG certified in a qualified rating, please do yourself a favor and take the exam. In all probability you will get to step up right away.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

Vice President John Straley
Secretary/Treasurer Kevin Conroy
Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur
Engine Trustee Charlie Pollard
Steward Trustee Gerard Nelson

Sailors' Union of the Pacific/ Training Resources Ltd Schedule of Course Offerings for 2001

STCW 95 Basic Training

This course is mandatory under international law for those planning to continue going to sea after February 1, 2002

- Basic Fire Fighting
- Basic First Aid
- Personal Survival
- Personal Safety and Social Responsibility

Apr. 30-May 4	July 16-20	Sep. 10-14	Nov. 5-9
May 14-18	July 23-27	Sep. 17-21	Nov. 12-16
May 29-June 2	July 30-Aug. 3	Sep. 24-28	Nov. 26-30
June 4-8	Aug. 6-10	Oct. 8-12	Dec. 3-7
June 18-22	Aug. 20-24	Oct. 15-19	Dec. 10-14
July 9-13	Aug. 27-31	Oct. 29-Nov. 2	Dec. 17-21

Military Sealift Command LMSR Vessel Training

This course covers LMSR Vessel Training, Fast Rescue Boat Training, and Small Arms Training.

May 29-June 8	Sep. 11-21	Nov. 27-Dec. 7
July 10-20	Oct. 23-Nov. 2	

Small Arms Training (MSC approved)

Apr. 30-May 2	July 23-25	Sep. 24-26	Nov. 5-7
June 11-13	July 30-Aug. 1	Oct. 1-3	Dec. 10-12

Survival Craft (Lifeboatman)

Apr. 30-May 4	June 25-29	Aug. 6-10	Oct. 15-19
May 21-25	July 16-20	Sep. 17-21	Nov. 12-16
			Dec. 10-14

IMPORTANT!

Get your STCW '95

before

February 1, 2002

Training Information and Enrollment

Contacts

Jack Mannering, Director
Andrew Furuseth School of Seamanship
450 Harrison Street, San Francisco, CA 94105
Jack Mannering, Director
Tel: 415-640-3525
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Relieving oneself without a relief

A toilet break and the absence of a lookout resulted in the collision of two general cargoships in the English Channel in January — the *Uden*, a 3171 dwt Netherlands Antilles-flag vessel, hit the stern of the *Star Maria*.

The master, Jan Hansen, and second officer Jan Dabrowski were found guilty of failing to keep a proper lookout and failure to act in accord with collision regulations, according to Crown Court.

Just after 1230 hours on January 2, while the *Uden* was transiting the Dover Straits, the second officer allowed the lookout to go to the engine room. He then excused himself from the bridge to go to the toilet. By the time he returned, it was too late to prevent the collision.

Both ships sustained substantial damage and the coastguard were forced to mount a rescue operation.

Welfare Notes

April 2001

RETIREES

The computer age and Internet have brought a valuable resource of information to retirees and seniors. The Internet is full of information on Social Security, prescription drug issues, Medicare programs, affordable housing issues and many other related concerns.

There are websites that are just for retirees. The Alliance for Retired Americans at www.retiredamericans.org is a website aimed at retired labor union members. Another website is www.seniorgazette.com this site offers news on senior organizations. This website also has some information on financial matters for those on fixed incomes.. Another website that offers a variety of senior related topics is www.seniorsurfers.com here you can get information on insurance, genealogy, and travel just to mention a few of the topics.

If you do not have access to a computer or the Internet there are many places that will either teach you or let you have time on their computers. Most local libraries are now able to offer Internet access. Local senior centers and junior colleges also have computers available for use by the public. Check in your area—you will be glad you did!

ACTIVE MEMBERS

STCW 1995

This is another reminder to all active members that you must hold a STCW 1995 certificate if you wish to ship after February 1, 2002. To be in full compliance a member must have attended a certified school and presented their training certificates to the U.S. Coast Guard, and been issued a 1995 STCW certificate.

Many members have gone to the certified schools and received their proof of passing certificates and diplomas, but have not taken these diplomas to the Coast Guard to obtain the STCW 1995 certificate. If this is your case we urge you to get to a Coast Guard licensing center as soon as possible to obtain your STCW 1995 certificate. At the Coast Guard you must present you Merchant Mariners Document, the certificates or diplomas from an accredited school, and one passport sized photo of yourself. Once again just, because you have the school diplomas or certificate of completion does not mean you are in compliance with the 1995 regulations. You must have the Coast Guard issued STCW 1995 issued paper.

If you are in doubt of the STCW certificate you hold contact the Andrew Furuseth School of Seamanship, or contact the Coast Guard licensing center in your area.

SUP Welfare Plan

450 Harrison Street

San Francisco CA 94105

Telephone Numbers:

Main	(415) 778-5490
Eligibility active members/dependents	(415) 778-5491
SUP Money Purchase Plan, SUP 401(k) Plan,	
Pensioner Medical Benefits	(415) 778-5493
Toll Free Number	(800) 796-8003

Support the SUP Political Fund



"You shouldn't have told the employees to 'work smarter.' They all went and joined a union."

A look astern...

From the *Coast Seamen's Journal*

April 24, 1901

The old wail of a "scarcity of sailors" is heard again, this time from Tacoma, Wash. Blood money is \$40 per head, running as high as \$73. The March profits of one firm of crimps are said to have been \$4,200. Rumors of shanghaiing are numerous. In answer to the cry from Macedonia, the Shipowner's Association, so it is said, has come forward with a proposition to start a sailors' boarding-house on the Sound. "This," saith the news chronicler, "would enable the Association to fight the boarding-house keepers in the same manner that it fights the Sailors' Union." Just so. The Association will fight the sailor's enemies in the same manner that it fights the sailor himself! This little slip of the newsmonger's pen is an eloquent illustration of the truth that no matter how the shipowners and crimps may fight, the seaman receives all the blows.

According to the San Francisco press, from ten to twenty "good men" holding licenses can secure immediate and "remunerative" employment as mates and second-mates of steam vessels at Honolulu for interisland trade, "there being a shortage of such help in the Islands at present." As an additional allure-ment it is stated that the work is easy; "no fogs, cold weather or heavy storms." "Most of the work is done between 7 a.m. and 5 p.m., and the boats are generally in port Sundays and Mondays." This is important, if true. But it isn't true. It is simply a bait to catch suckers. There is no shortage of mates in the Islands. The mates there are on strike against the "remunerative" terms of from \$70 to \$40 per month. Mates who don't want to work at these figures had better stay away from Honolulu. Mates who value their reputations for decency won't go to the Islands on any terms, under existing circumstances.

Bush rescinds federal grants to unions

The Bush administration has abruptly revoked 19 previously approved federal grants to unions, universities and labor-management groups for safety and health training programs for immigrant workers, small business employers and employees and workers in such high-risk jobs as construction reported the AFL-CIO. The grants totaled \$4.8 million.

In a March 29 letter from the Department of Labor, the groups were told that

because of "budgetary circumstances and an evaluation of the financial projections of this program," the long-term grants would not be funded. "Sadly, workplace safety will suffer once again to fund tax breaks for the wealthy," said Rep. Nancy Pelosi (D-CA). "This action is particularly troubling in light of the [Bush administration's previous] repeal of ergonomics protections for workplace safety."

Website targets CEO pay

The AFL-CIO launched a campaign April 5, on it Executive Pay Watch website —www.paywatch.org— that give shareholders new "e-tools" to rein in excessive CEO compensation. The site now allows investors to discover whether their mutual funds or pension invest in companies that are among the worst offenders and lets them send an e-mail message urging their investment managers to join shareholders in challenging CEO pay. Also on the site, you can plan Greed, the new board game that takes you through a story of what life is like for a millionaire CEO and a worker struggling to make ends meet. Since its 1997 inception, the PayWatch site has had more than 30 million hits — with more than 11 million coming last year.

ExxonMobil workers join PACE

The 968 workers at ExxonMobil's refinery in Baytown, Texas, overcame a strong anti-union campaign by ExxonMobil and voted March 23, for a voice on the job with PACE International Union. The workers, who were represented by an unaffiliated local union for 38 years, sought out PACE to strengthen their bargaining power. PACE also celebrated a win at a privately owned nursing home in New Hampshire March 30 after 86 workers at St. Vincent's Nursing Home in Berlin voted to join the union.

New transportation plan for Canada

Canadian Transport Minister David Collenette announced plans this month to create a "new transportation blueprint" that would guide future decision-making, as well as address growing concerns over safety and pollution on congested highways, especially in the industrial heartland.

Speaking in Vancouver, Collenette said he wants to encourage more marine shipping, especially through the Great Lakes-St. Lawrence Seaway system, develop a rail-merger policy and spur more strategic alliances between modes.

"We need a high-quality transportation system if we are going to continue to be competitive in the international marketplace," Collenette said. He would enlist the various carriers shippers, brokers and other transportation industry stakeholders, provincial and city governments, and federal involvement, to produce "a system that support our economy and our trade," one that "flows smoothly and seamlessly from one mode to another — from ship to train to truck, from plane to public transit."

Issues to be addressed would include "the new pressures that increasing trade, particularly within North American is putting on our trade corridors and border crossings." He noted that 80 percent of trucks crossing the U.S.-Canada border "go through just five very busy gateways."

Union-made automobiles

Listed below are 2001 cars, light trucks and vans that are assembled in the United States by employees working under United Auto Workers (UAW) contracts:

Cars Union-made only in the U.S.

Buick: LeSabre, Park Avenue	Mazda: 626
Cadillac: DeVille, Eldorado, Seville	Mercury: Cougar, Sable
Chevrolet: Corvette, Malibu, Prizm	Mitsubishi: Eclipse, Galant
Chrysler: Cirrus (1), Prowler, Sebring, Sebring Convertible	Oldsmobile: Alero, Aurora, Intrigue
Dodge: Avenger(1), Neon, Stratus, Viper	Plymouth: Breeze (1), Neon
Ford: Mustang, Taurus, Thunderbird (2)	Pontiac: Bonneville, Grand Am, Grand Prix
Lincoln: Continental, L.S. Town car	Saturn: EV1 (1), Saturn LS, Saturn S

Cars Union-made in the U.S. & Imported

Chevrolet: Cavalier	Pontiac: Sunfire
Ford: Contour (1), Focus (3)	Toyota: Corolla (4)
Mercury: Mystique	

Vans & Light Trucks Union-Made only in the U.S.

AM General: Hummer	Isuzu: Hombre pickup (5)
Cadillac: Escalade	Jeep: Cherokee, Grand Cherokee, Wrangler
Chevrolet: Astro, Blazer/Trailblazer, Express, S-10 pickup, Venture	Lincoln: Blackwood (2), Navigator
Dodge: Dakota, Durango	Mazda: B-Series pickup (6), Tribute utility (6)
Ford: Econoline/Club Wagon, Escape, Excursion, Expedition, Explorer, Explorer Sport Tac, Ranger	Mercury: Mountaineer, Villager
GMC: Envoy, Jimmy, Safari, Savana, Sonoma pickup, Yukon/Denali	Nissan: Quest (6)
	Oldsmobile: Bravada, Silhouette
	Pontiac: Montana, Trans Sport
	Toyota: Tacoma pickup

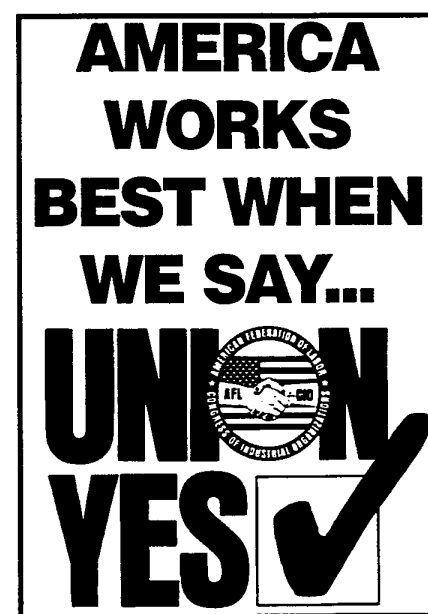
Vans & Light Trucks Union-made in the U.S. & Imported

Chevrolet: Silverado/Chevy pickup, Suburban, Tahoe	Ford: F-Series pickup
Chrysler: Town & Country	GMC: Sierra pickup, Yukon XL
Dodge: Caravan/Grand Caravan, Ram pickup	Plymouth: Voyager/Grand Voyager

- (1) Production in the U.S. has ended or soon will end, but some may still be found at dealers.
- (2) Production in the U.S. begins this year.
- (3) Ford Focus ZX3 model is built 100% in Mexico.
- (4) Assembled at NUMMI in California.
- (5) Made by General Motors.
- (6) Made by Ford.

You can determine where a car, truck or van is assembled by checking the "Parts Content Information" sheet that usually is posted on one of the vehicles's windows, which will list the location of the "final assembly point" of each vehicle; or the Vehicle Identification Number (VIN). If the first character of the VIN is 1, 4 or 5, it indicates the vehicle was assembled in the United States. Other first characters of the VIN: 2 Canada, 3 Mexico, 6 Australia, 9 Brazil, J Japan, K Korea.

Models not listed are imported or assembled in the United States by nonunion workers. The list is adapted from information supplied by the UAW.



Record of SUP Shipping March 2001

	Hdqs	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	3	.....	6	.....	4	.....	1	14
Maint. Man	3	.....	0	.....	0	.....	0	3
A.B. Dayworker	0	.....	0	.....	7	.....	0	7
A.B	16	.....	11	.....	13	.....	12	52
O.S.	4	.....	0	.....	2	.....	2	8
Standby	18	.....	19	.....	105	.....	29	181
Cook	1	.....	0	.....	0	.....	0	1
TOTALS	55	.....	36	.....	131	.....	44	266



SUP President's Report

April 9, 2001

UPDATE: PROPOSED PENSIONER HOUSING BENEFIT

As reported last month, the buyer of SUP Welfare Plan's parking lot in San Francisco was in default for the \$10 million balance of the purchase price of \$13 million.

However, on March 29, the buyer, Atlantic Pacific Companies, paid off the note which matured on February 10, in the amount of \$10,139,150.73, which includes interest accrued at 15 percent. This brings the amount, less expenses, received for the property to \$12,675,495.83.

As the membership will recall, the lot was sold on August 11, 1999 for \$13 million. The buyer put \$3 million down of which the Welfare Plan received \$2,511,639 after paying \$488,361 in real estate commissions, property taxes, transfer taxes and recording fees (see the September 24, 1999 *West Coast Sailors*). In addition to this amount \$201,036.78 was paid to attorneys, architects, appraisers, etc. so that the process of selling the lot was accomplished in a reasonable, prudent and legal manner.

With the sale of the lot completed and the funds in the bank earning interest, only one hurdle remains until the housing benefit proposed by the Union Trustees for current and future SUP pensioners can become a reality: approval by the Internal Revenue Service.

Charles Both of the Washington, D.C. law firm of Yablonski, Both & Edelman in conjunction with Jeffrey Walsh, Esq., Vice President Dave Connolly and your secretary continue to work on this issue on an ongoing basis to satisfy IRS requirements.

Will keep the membership fully informed as to any ruling by the IRS.

SUP ELECTION INFORMATION

The biennial election of SUP officers and referendum on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2001, and will conclude on January 31, 2003.

Although nominations for elective office will not occur until September, the membership is reminded that in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, in writing, to any Headquarters or Branch meeting by June.

Resolutions submitted will be referred to a Committee on Constitution elected at the June coastwise meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at the Seattle, Wilmington and Honolulu Branch meetings.

PATRIOT CONTRACT SERVICES

The SUP and the MFOW met twice since the last meeting with representatives of Patriot Contract Services, a division of American Ship Management to discuss issues specific to the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels under contract.

On March 13, MFOW President Whitey Disley, SUP Vice President Dave Connolly, and your secretary met with Captain Saunders Jones, Patriot's Chief Operating Officer and Archie Morgan, Senior Manager Labor Relations, to review a provision in the company's agreement with the Military Sealift Command that provides for an annual Award Fee or bonus for each LMSR under contract.

The annual rating period for the Award Fee determination is August 1, through July 31, of each Award Fee year, with the Award Fee being made on an individual ship basis at a maximum amount of \$125,000 per contract year per ship. In this instance, the Award Fee would apply to the *USNS Fisher* and *USNS Seay* between Au-

gust 1, 1999, through July 31, 2000, as they were the only two LMSRs that were in service from the beginning to the end of that time period.

In determining the amount of the Award Fee for each vessel, MSC will give consideration to ship delivery dates and crew performance during pre-delivery and make payment of all or a portion of the maximum Award Fee based upon Patriot's performance.

MSC requires that 35 percent of the Award Fee be allocated to qualifying port engineers and seagoing personnel. In recognition of the importance of attracting and retaining qualified crew members, Patriot has designated that a maximum of 50 percent of the Award Fee be allocated to LMSR crew members as an Award Fee Bonus. Port engineers and company shore staff is not included in this 50 percent allocation.

To receive the Award Fee Bonus, Patriot proposed the following criteria:

- An individual crewmember must have been part of the Reduced Operating Status (ROS)/Modified Reduced Operating Status (MODROS) or Full Operating Status (FOS) crew on one or more of the Patriot's LMSR's for a minimum of 182 days in the Award Fee Year or,

- In the case of an LMSR delivered to Patriot during the Award Fee Year, a crewmember must have been part of the ROS/MODROS or FOS crew for at least 50 percent of the time the LMSR is under Patriot management.

- If a crewmember does not have a minimum 182 days during the current Award Fee Year but is in the middle of an assignment which, when completed, will provide the crew member with 182 days LMSR shipboard employment, the Award Fee Bonus will be awarded for those days worked during the current Award Fee Year and paid upon completion of the assignment. The remaining days will be counted towards the following year's Award Fee Bonus.

- Award Fee Bonus calculation will be based solely on days assigned aboard an LMSR or, in the case of new delivery LMSR, in the shipyard. "Assigned aboard an LMSR" shall start with the first day reporting aboard.

- The crewmember must have completed all assignments on the LMSR's as dispatched. A discharge from the LMSR for any reason prior to dispatched assignment completion shall constitute non-completion of assignment.

- The crewmember must have met all company and MSC training requirements for LMSR service. (For Contract Year One, training criteria is waived.)

- If a crewmember has served in both ROS/MODROS and FOS status, the Award Fee Bonus percentages shall be prorated based on actual days that the crewmember served in ROS/MODROS and FOS status.

Patriot stated that it recognizes the need to encourage non-ROS/MODROS crewmembers to be available and take positions aboard LMSR's during "surge" activations from ROS/MODROS to FOS. Therefore, for non-ROS/MODROS crewmembers who only serve aboard an LMSR in a surge capacity during FOS periods, the following criteria for Award Fee Bonus will apply:

- a) Service aboard LMSR's in FOS must exceed 36 days (10 percent of the Award Fee year) in the Award Fee year.

- b) Award Fee Bonus calculation will be based solely on days assigned aboard an LMSR. "Assigned aboard an LMSR" shall start with the first day reporting aboard.

- c) The crewmember must have completed all assignments on the LMSR's as dispatched. A discharge from the LMSR for any reason prior to dispatched assignment completion shall constitute non-completion of assignment.

- d) The crewmember must have met all company and MSC training requirements for LMSR service. (For Contract Year One, training criteria is waived.)

It should be noted that the Award Fee Bonus is not a contractual provision under the collective bargaining agreement with Patriot but strictly a Military Sealift Command award to each LMSR for the purpose of attracting and retaining qualified crew members.

Patriot is still in discussions with MSC over the Award Fee, but expects to receive a response within the next couple of months. If and when this bonus is granted will report back to the membership.

The SUP and MFOW again met with representatives of Patriot on April 2, to discuss wages and wage-related items in the LMSRs for the third through fifth years of the agreement.

The anniversary date of the LMSR collective bargaining agreement with Patriot is

July 23, 2001, which will be the third year of the five-year contract signed on July 10, 1999, and later ratified by the membership. At that time, the SUP and MFOW jointly negotiated years one through five in order to price a contract proposal to MSC via Patriot. The LMSR operating agreement that was awarded to Patriot included a three percent increase in each year of the contract.

MSC requires Patriot to submit its LMSR labor agreements for years three through five for review and certification by the Department of Labor in order to be in compliance with the Service Contract Act. Although the Unions have the right to reallocate monies gained through the three percent increase, total crew costs per job rating cannot exceed the three percent.

With this in mind, the SUP and MFOW proposed to allocate the three percent increases for years three through five to wages and the respective Union's Welfare and Money Purchase Pension Plans. Currently the company and the Unions are exchanging data on this issue and expects to reach an agreement, subject to membership approval, some time this month.

BUILDING CORPORATION LAWSUIT

As reported in February and March, the SUP Building Corporation continues to take legal action to defend itself against a lawsuit filed by William Lawson under the Americans with Disabilities Act (ADA) and the California State Unruh Civil Rights Act.

The law firm of Lynch, Gilardi and Grummer retained by the Building Corporation Trustees to defend our interests in this suit reported this month that the mediator, San Francisco attorney Richard Jaeger, appointed by Judge Bernard Zimmerman of the U.S. District Court for Northern California to this case, has scheduled a mediation session on May 17.

According to the attorneys it is hoped that some kind of settlement can be agreed to by the parties on that date without going to court.

Systems XIX, Inc./Maritime Hall Productions, which leases the auditorium at Headquarters where the alleged ADA violation occurred, is also a defendant in this lawsuit. The Building Corporation has filed a claim against this outfit for failing to live up to the lease with the Building Corporation in complying with all federal, state, and city laws including the ADA.

TRAINING: STCW and LMSR

All hands are reminded that the deadline for full compliance with the amended international STCW (Standards of Training, Certification and Watchkeeping) convention is less than one year away.

In order to continue sailing after February 1, 2002, you **must** have an STCW 95 certificate.

Members who do not hold an STCW 95 certificate should enroll in one of the training sessions scheduled for this year. A complete schedule of the five-day training course will be printed in this month's *West Coast Sailors*.

Applications to attend STCW 95 classes at the SUP/Training Resources Ltd. site in San Diego are available at every SUP hall, the SUP Welfare Plan and the Andrew Furuseth School of Seamanship.

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne

President's Report continued

by the SUP Welfare Plan's Training Fund.

As reported in the *West Coast Sailors*, Patriot Contract Services took delivery of a seventh Large Medium-Speed Roll-on/Roll-off (LMSR) vessel last month with three more on the way within the year. It is imperative that the SUP fulfill its contractual obligation to Patriot by crewing these vessels with sailors that have taken Military Sealift Command-required training. Members who are interested in working in these vessels will be required to sign a letter of commitment prior to taking the training agreeing to serve in these vessels for a designated period of time and if so requested by the Union. The training is costly and is not intended for those who just want to pick up a few extra skills and hide out in San Diego on the training-fund payroll for 11 days. In addition it should be noted that members that are dispatched to an LMSR are expected to complete their dispatch assignment (four or six months).

Applications for LMSR training are available at every SUP hall, the SUP Welfare Plan and the Andrew Furuseth School of Seamanship.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quar-

terly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2001, and report back to the membership at the May coastwise meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn on Friday, May 11, at 9:00 A.M.

GOOD FRIDAY

All SUP halls will close at noon on April 13, in observance of Good Friday. All American Ship Management and Matson Navigation Company vessels in port and SUP shore gangs shall be granted three hours off between noon and 3:00 P.M. If required to work during those hours, overtime is payable.

ACTION TAKEN

Election of Quarterly Finance Committee: Terry O'Neill, Paul Fuentes, Mitch Roseveare, Roy Tufono, and William Berger.

M/S to accept the balance of the President's report. Carried unanimously.

Gunnar Lundeberg

s/s Lane Victory broadcasts call for assistance

The fully operational WWII Victory Ship, *Lane Victory*, has broadcast an all hands alert for assistance. The vessel's last report position was at Berth 94, in San Pedro, California. She was reported to be taking on volunteers in the deck, engine, and steward departments and in the office and gift shop. This is your chance to go down to the sea in a great ship. Call 310 519 9545 for more information.

The Final Trip

A brother shipmate of mine has crewed his last ship,
to a pier head jump, this uncontested trip.

The articles are unique, there's no jobs to mind;
and no squabbles at payoffs regarding overtime.

Heading for a port, its destination unknown;
to join past shipmates that foc'sled away from home.
They'll jawbone of tough ships, its beefs and underpay,
the call outs, call backs and sailing board delays.

When all is said and done, he'll course to ship alone;
to sail about the Spanish Main and Hawaiian Run.
Enjoying fairest weather and seas always calm;
the nights crystal clear of intoxicating charm.

We who sail the seven seas,
and have sighted ships hull down;
if we listen long and carefully
we can hear that ship bells sound.

They are bells from a shipmate,
steering him homeward bound.
For he too has signed the articles,
to his final trip around.

Steady as she goes, John.

*Written by Ellis DeAngelo #2669
in memory of his brother and shipmate John DeAngelo.*

Vice President's Report

April 2001

Along with Gunnar Lundeberg and MFOW President Whitey Disley, met with ASM at Headquarters on March 13 to discuss the MSC's performance award program in the LMSRs. Although there are many specific criteria and it is not yet finalized, the bottom line is that there will be additional pay for those who are committed to sailing and completing the minimum four-month assignments in these ships. Working with Marine Firemen, we are analyzing LMSR wage and benefit data towards a contractually mandated restructuring in June.

Along with Gunnar Lundeberg, delegates Tom Tynan and Mike Worth, and affected tankermen Paul Westewald and Mike Higa, met with Foss management on April 16, 2001 about recent interpretations of the newly bargained agreement. On the barge *San Pedro*, we reached an agreement that the barge shall be either manned or unmanned, and the Company will accordingly adhere to the written

rules governing one or the other. Other issues require further discussion.

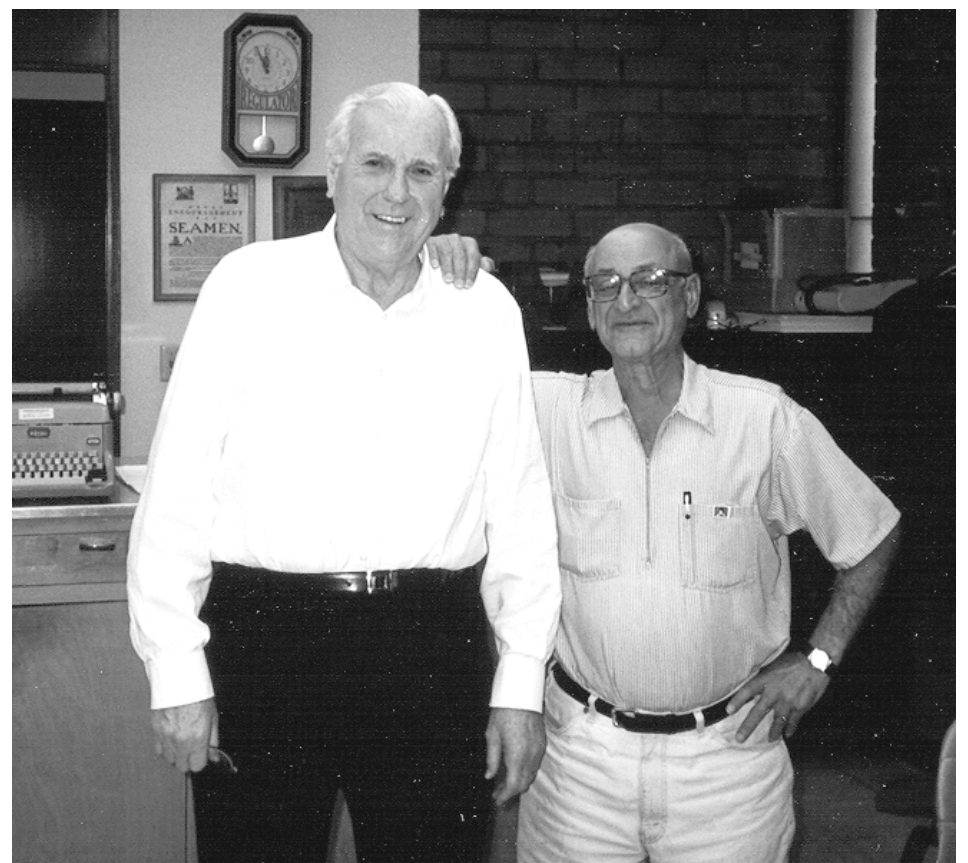
As part of labor's nationwide campaign to elect union members into office at all levels of government, I worked with the Central Labor Council of Alameda County to elect Moses Mayne to Oakland's City Council. The simple, grass roots work of precinct walking, phone-banking and leafleting proved effective on April 17 when Mayne was elected by a wide margin. It's another example of how even in tough political times we've got what the big money doesn't-people in the streets.

Rich Reed will be out of the office during the week of April 30 through May 4. Any Welfare or training related questions during his absence can be directed to Jack Mannering, Plan staff, or to this desk.

Handled numerous beefs, questions and clarifications that came through the Front Office.

Dave Connolly

The dynamic duo



Bill Berger's final day as Wilmington Branch Agent with his long-time side kick, retired MFOW Port Agent Sol Ayoob. Photo by Anthony Poplawski

Save Our Lifeboats

s/s Jeremiah O'Brien

Fund Raising Barbecue

Saturday, June 9, 2001 — D-Day Commemoration

Steak or Chicken with all the trimmings

Music by the Phirehouse Philharmonic Jazzband

Date: Saturday, June 9, 2001
Time: 4:00 P.M. Cocktails / 6:00 P.M. Dinner
Place: Pier 45, *SS Jeremiah O'Brien*, #2 T'ween Deck
Price: \$20.00 per person (proceeds to benefit the Lifeboat Fund)
Menu: Steak or Chicken with all the trimmings -
(Prepared by the Stewards Department)
Beverages: Cash Bar
Entertainment: Phirehouse Philharmonic Jazz Band and friends
Music / Dancing

Please make checks payable to:
National Liberty Ship Memorial — Lifeboat Fund
Fort Mason Center — Landmark Bldg. A
San Francisco, CA 94123-1382
Orders for tickets must be received by May 31, 2001. This event sold out early last year.

SUP Branch Reports

Seattle

March 19, 2001

Shipped the following during the period: 3 bosuns, filled by A cards; 6 ABs filled by 2 B cards, 3 C cards, and 1 D card; 1 OS, and 1 Oiler filled by 2 D cards; and 11 standbys filled by 1 A cards, 6 B cards, 3 C cards, and 1 D card.

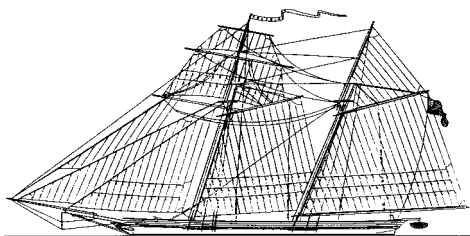
Registered for the period: 7 A cards for a total of 23, 6 B cards for a total of 24, and 4 C cards for a total of 9.

Ships checked

APL Singapore: wash-down beef on here, called the company and they said they would square it away. *APL Korea*, food beef as the ship ran short of stores. The captain admitted he dropped the ball on this one and says it won't happen again. *President Kennedy*, minor clarifications for new members on equalization of overtime and cleaning longshore heads. Bosun D. Kachner and delegate J. Gabourel brought in a clean ship. Rigging loft checks out okay. Visited the *Chevron Colorado* at Swan Island. This ship is a good money maker and a good feeder. By all accounts, all hands seem very pleased with the new contract. *R.J. Pfeiffer* and *Kauai* no problems.

Attended the King County Labor Council meetings Jobs With Justice AFL-CIO steering committee meeting and the Puget Sound Ports Council, Maritime Trades Department meeting. This port was saddened to hear of the passing of former Honolulu Agent Peter Oh. He was always ready to help anyone that needed or asked for help. Our best wishes to his family.

Vince O'Halloran
Branch Agent



Wilmington

March 19, 2001

During the period, shipped the following: 2 bosuns, 7 ABs, 4 AB maints., 1 OS, and 58 standbys for a total of 72 jobs shipped.

Registered for the period: 40 A cards, 33 B cards, 9 C cards, and 6 D cards.

Ships checked

Lihue, President Grant, APL Philipines, Lurline, President Polk, Mokihana, Maui, Manoa, APL Singapore, President Jackson, Manulani, Mahimahi, and President Kennedy.

On Wednesday, March 14, attended the Maritime Trade Department meeting. Wilmington members concurred with Headquarters and thanked Bill Berger for a job well done.

Mark Hurley
Branch Agent

**Get your
STCW 95
now!**

Two members join pension ranks

Two SUP member have joined the rank of pensioners, bringing the total number of SUP members now receiving a pension to 1074:

John Palenapa, 75, Book No. 3738, joined SUP in 1947, 32 years seetime.

Peter M. Giannisis, 64, Book No. 18219, joined SUP in 1983.

Honolulu

March 19, 2001

During the month of February 2001, dispatched the following jobs: 7 ABs, 1 AB relief, and 1 OS filled by 4 A members and 5 B members. Also shipped 21 casual standby jobs filled by 1 A member, 5 B members, 4 C members and 11 D registrants.

A total of 30 jobs were dispatched for the period.

During the month of February registered the following members: 6 A members, 3 B members, 5 C members. To date we have 10 A members, 7 B members, 6 C members and 6 D registrants for a total of 29 members registered.

Ships checked

Maui, Lurline, Chief Gadao, R.J. Pfeiffer, Matsonia, Lihue, Kauai, Manulani, and Chevron Washington. All with few or no problem. Paint and rigging gang running smoothly with George Lua as bosun.

On March 6, 2001, ITF inspector Barry Binsky arrived in Honolulu and boarded the arrested foreign-flag vessel *m/v Obod*. This ship has been here for four months and the crew has been helped by the local maritime unions, including the SUP. Binsky also explained to the membership the arduous task of trying to recover compensation for these seamen.

I'm sad to report the death of good friend and long-time Honolulu Port Agent Peter Oh on March 9. On March 17, 2001, I represented the SUP at a private funeral service for Pete. He was cremated and his ashes were spread at sea, off Niu Valley, by a family members from stepson Art Garrett's boat.

Many of Pete's brothers and sisters generously contributed \$500 to a memorial fund set up in Pete's name at the American Cancer Society, Honolulu Unit. Smooth sailing Pete, you will be missed by many.

Mike Duvall
Branch Agent

Norfolk Office

April 6, 2001

Since my last report, the USNS fleet has been "Full Speed Ahead." I had 16 replacements in mid March, as the first wave of 120 day turn overs on the four Bay Ships, plus the *USNS Seay* and *USNS Fisher*, both crewed up FOS for shipyard repairs and Sea Trials.

All jobs were filled, my thanks to all Branch Agents for their help to complete this task.

All ships have been checked. I met the *USNS Seay* in Baltimore as it paid off and went into ROS. Bosun Jedd Tweddy did a good job and deck delegate Rhonda Benoit did a good job on the OT sheets.

The *USNS Fisher* running smoothly. Bosun Mike Binsky, deck delegate Liam Flynn and the SUP gang doing a fine job.

On the other side of the bay, the *USNS Shughart*; bosun Yura doing a fine job. There were a few problems on here with a very uncooperative chief engineer who gives both deck and engineer delegates a hard time.

On the *USNS Yano*, bosun Jim Bailey is still wrestling with fire hoses. There must be 2 miles of hoses. Rich Crowell doing a good job as deck delegate.

On the *USNS Gordon*, Randy Raynon is the new bosun with R. Santos deck delegate. No problems on this one; good gang top to bottom.

On the *USNS Mendonca*; still sits quietly in "The Big Easy." Received a call from the deck delegate, T. Johnson and he said all was fine. The gang is happy with Earl Brown the new bosun and the ship was running smoothly.

In the last two weeks, shipped 2 bosuns, 6 ABs, 1 OS. Jobs were filled by 1 A, 3 Bs, 3 Cs, and 2 Ds.

The rank-and-file and I say "Hats Off" to Gunnar and Vice President Dave, for a job well done on the *Chevron*, and Foss contracts.

Happy Easter to all Hands.

Jack Stasko
SUP/MFOW Rep

San Francisco Business Agent

April 9, 2001

Chief Gadao - Tom Koppel, delegate: All in good order.

Ewa - Called a full gang; sailed for Los Angeles.

Kauai - John Kerlin, delegate, finished up his time and turned over the overtime sheets to Bill Esselstrom. Remoni Tufono back as bosun; everything smooth.

Mahimahi - John McNeill, delegate, Jimmy Kawasaki, bosun, routine.

Manoa - Vince Estrada, delegate, Chris Bright, bosun, routine.

Matsonia - Jon Morrell, delegate, Keith Kamana, bosun — OK.

Mokihana - Dean Smith, delegate: Paul Calais relieved Volkert Lokies for his trip off.

Moku Pahu - Called her gang back and sailed for the Northwest for grain then to Hawaiian Islands then return to the sugar run. Audra Tasa, delegate.

R.J. Pfeiffer - Jim Clay, delegate, turned over the delegate's responsibilities to Pat Minici. Some questions on the Money Purchase Plan.

San Francisco Bar Pilots - Roy Tufono, delegate.

Chevron Colorado - Peter Bragg, delegate: Bosun Chris Bujnowski finally got enough time for his full book.

Foss Maritime - Tom Tynan and Mike Worth, co-delegates — OK.

Chevron Mississippi - Will Williamson, delegate — OK.

Chevron Washington - On a long run to Hawaii; Richard Ziemba, delegate.

Chevron Dock - Rick Wilson, bosun: In good shape.

Ready Reserve Fleet-Alameda - Danny Foster, delegate: No problems. The *Cape Breton* broke out and went up the coast to Swan Island for a yard period. Mark Hargis, bosun, and Steve Zombro, delegate:

ASM Shore Gang - Norman Kwak, delegate: No problems.

President Grant - Joseph Wolf finished up his time and turned over the delegate's job to Diane Ferrari. Vessel in at Oakland with small problems. Mate extolling virtues of the deck gang, as they painted the stack in Guam. Had to discuss Section 4 Scope of Work of the agreement so the relief bosun and the new

mate would get off on a clean start. Mates shall not handle cargo gear such as lashing rods, that way there can be no misunderstanding about the circumstances.

President Jackson - Joe Eckert relieved Dennis Tinsley as delegate. Keith Miller new bosun. In good shape.

President Polk - Charles Duke turned the sheets over to Ray Morgan. Vessel headed to Singapore for yard period; Joe McDonald bosun.

President Truman - Mike Henneman, delegate: Charlie Bulmer taking care of the sheets as Mike took his trip off. Vessel is just back from the yard with new hull paint; looking good. Roland Gerbacio took his trip off and John Peterson relieved him as bosun.

President Wilson - Mick McHenry took over the sheets from Manny Roxas. Gang had some questions about coffee time, and working non-traditional maintenance overtime. Clarified provision of the agreement for the delegate. Hard working ship, good gang.

Bill Henneberry

Dispatcher's Report

Headquarters—April 2001

Deck	
Bosun	3
Carpenter	0
MM	3
AB	16
OS	4
Standby	28
Total Deck Jobs Shipped	54
Total Deck B, C, D Shipped	17
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	1
Messman	0
Total E&S Jobs Shipped	1
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	55
Total B, C, D Shipped-All Depts.	17
Total Registered "A"	88
Total Registered "B"	82
Total Registered "C"	11
Total Registered "D"	13