



West Coast Sailors

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Friday, April 19, 2002

MarAd chief plans to increase U.S.-flag fleet

In a recent article in the April 2002 edition of *American Shipper* magazine, William G. Schubert, Maritime Administrator, addressed the issue of a shrinking U.S. fleet and his plans to increase its numbers.

"One means of adding new tonnage to the U.S. flag would be to eliminate the three-year waiting period for newly constructed bulk and breakbulk vessels in order to carry civilian preference cargo and food aid," he said.

The MarAd chief continued: "The administration has supported the removal of this unnecessary restriction in the past and I will continue to advocate for the elimination of the three-year rule for food aid business subject to cargo preference eligibility."

The rule currently requires that foreign-built vessels, newly registered under the U.S. flag, must wait three years before becoming eligible to carry U.S. government-impelled cargoes, primarily food aid.

Gloria Cataneo Tosi, President of the American Maritime Congress, weighed in by saying: "The waiver of the three-year rule represents a brief window of opportunity for the U.S.-flag commercial fleet to add ships, create seafaring jobs, expand the merchant marine, and provide economic value to the U.S. government. It is in the industry's

interest, and the nation's interest, to use this opportunity to improve the food aid program and enhance the U.S. fleet."

According to the article, Schubert has specific goals in mind for promoting the waiver legislation.

"Our objective is not just to bring more ships into the U.S.-flag, but brand new tonnage," he said. "I think our need for new tonnage and the maintenance of our mariner pool is of national importance."

Tosi also said that the real issues are vessel suitability and efficiency.

"The efficiency issue is serious because the U.S. government pays the ocean transportation costs," Tosi said. "It would harm the entire food aid program if the U.S. government was expected to pay artificially higher rates for grain and other donated bulk commodities, because of the higher capital costs associated with domestic ship construction."

Schubert said he will promote the elimination of the three-year rule "because it's good for the country and good for our national defense."

Slave conditions prompt mutiny at sea aboard flag-of-convenience vessel

The death of a ship's captain on the high seas has brought questions of international law and maritime labor abuse to a United States court.

Shi Lei, a 21-year-old cook from China, awaits trial in federal court in Honolulu on charges of double murder and mutiny. Shi allegedly stabbed to death Captain Chen Chung-She and Chief Mate Li Da Feng aboard the Taiwanese-owned *Full Means 2*, a fishing vessel, on March 14 during an argument in which he pleaded to return home to China.

The captain's body was thrown overboard and the chief mate's body put in a freezer. For two days after the stabbings, Shi allegedly used a knife to prevent himself from being subdued by several crewmen. He was eventually disarmed and tied up, and the ship, registered with the Republic of Seychelles, set a course for Hawai'i.

A week later, the Coast Guard intercepted the vessel 60 miles from Hilo, escorted it near Honolulu Harbor, and took Shi into custody. His indictment this month and upcoming arraignment are a highly unusual exercise of

U.S. authority in international waters, said Jay Friedheim, a proctor and advocate of admiralty law who is a consultant for Shi's attorney and for the 30 Chinese crew members being held as material witnesses.

The United States has gone into international waters in the past to intercept drug smugglers bound for its shores, for example, but the current case is a precedent, according to Friedheim.

"Near as I can tell, not since 1846 has the U.S. gone into international waters and ordered a foreign vessel into its jurisdiction in order to prosecute a crime where there were no clear American interests," he said.

The case has also thrown a spotlight on the issue of how maritime workers are treated at sea.

According to a report titled "Ships, Slaves and Competition" that was issued last year by the Australia-based independent International Commission on Shipping, (see the April 2001 *West Coast Sailors*) tens of thousands of seafarers on 10 to 15 percent of the world's ships work in "slave"-like conditions. They clock in long hours for little or

no pay, live off of meager diets, and endure rapes and beatings. Many disappear if they complain.

Pamela Byrne, Shi's court-appointed public defender, says that he and other crewmen suffered abuse on the *Full Means 2*.

According to Friedheim, who is piecing together a picture from various sources, these sailors were reportedly beaten routinely for minor infractions, were denied communication with family members, received no direct payment on the ship, and were forbidden from leaving the ship for approximately 13 months.

On the day of the killings, the captain allegedly punched Shi in the face "at least 10 times" when Shi asked to call his mother and return home to China, Byrne said.

Friedheim said that Shi "had been asking to return home for over a year when he first learned that he wasn't going to be able to save the money he thought he would get" in order to buy a house and get married.

"They're recruited in rural provinces by the *shi tou*, or 'Snakeheads,' the Chinese Mafia, and promised much more money [for a three-year fishing contract] than they could ever make by farming," said Friedheim. On the *Full Means 2*, the wages averaged \$130 to \$170 a month. (See *Snakeheads & Job Sharks: Shanghaiers Reborn* by Archie Green in the March 2000 *West Coast Sailors*.)

"Once on the ships, they come to learn that a \$2,000 fee gets paid to the *lau bon*, or bosses who recruited them ... but by that time they're out at sea and can't leave the ship or contact anyone."

Anne Stevens, a Honolulu shipping agent who represents the owner of the *Full Means 2*, FCF Fishery Co. of Taiwan, said the "crew is charged an agency fee in order to work on the ships" and that they know of this fee before signing up.

She could not be reached for comment concerning allegations of Chinese mafia recruitment. Stevens also commented that this

Senators support renewed MSP funding

Nearly one-third of the U.S. Senate, representing members from across the nation and from both political parties, signed a petition requesting that the Maritime Security Program (MSP) receive \$98.7 million in baseline funding in the upcoming Fiscal Year 2003 budget.

Thirty-two senators, with Senate Minority Leader Trent Lott (R-MS) and Senator John Breaux (D-LA) at the helm, signed and sent the petition to Senators Ernest F. Hollings (D-SC), Chairman of the Appropriations Committee Subcommittee on Commerce, Justice, State, and the Judiciary, and Judd Gregg (R-NH), the subcommittee's Ranking Member.

The petition was delivered on March 22, and outlined the value of MSP to national security and commercial trade.

"The MSP component of the Emergency Preparedness Program guarantees that U.S.-flag commercial sealift and merchant [marine] manpower will be available in time of national emergency," the petition stated.

The letter said that the program assures that "the commercial operators will participate in ongoing military exercises to assure a high state of readiness; and that the worldwide intermodal transportation networks, marine terminals, and management personnel of these private companies will be available to meet the needs of our Nation's military sealift strategy."

The senators also noted that the MSP initiative has proven itself to be economically efficient.

"This program has proven to be highly effective in reducing the overall costs to the federal government while maintaining

our sustainment shipping capability for the nation's defense," the petition declared.

The Maritime Security Program provides a ten-year partnership between the federal government and ship operators, in which U.S.-flag, U.S.-citizen crewed ships, intermodal equipment, terminal facilities, and management services will be offered for use to the Department of Defense during times of war or national emergency.

Ship operators receive a retainer fee in exchange for the service provided to the government.

The Maritime Administration has assembled a 47-ship maritime security fleet currently through MSP. The following Senators signed the petition: Daniel Akaka (D-HI), George Allen (R-VA),

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Source: The American Maritime Congress
Washington Letter

Tomato sauce may cut cancer risk

A diet rich “in tomato sauce, ketchup and other tomato-based products containing a powerful antioxidant can lower the risk of prostate cancer, a new study says.

Researchers analyzed the food choices and prostate cancer histories of more than 47,000 men and found that those who ate at least two meals a week containing tomato products lowered their risk of prostate cancer by 24 to 36 percent.

Dr. Edward Giovannucci of Brigham and Women’s Hospital and the Harvard School of Public Health, the first author of the study, said it supports earlier research involving foods, particularly tomato products, that were high in lycopene, a powerful antioxidant.

“These most recent finding add support to the notion that a diet rich in tomatoes and lycopene-containing foods, as well as other fruits and vegetables, may reduce the risk of prostate cancer,” said Giovannucci.

A report on the study appeared Wednesday in the Journal-of the National Cancer Institute, Giovannucci said that lycopene is thought to protect against cancer by absorbing oxygen-free radicals, which are chemicals created during metabolism that can damage the genetic structure of cells.

The finding is based on data from the Health Professional Follow-Up Study, a project that followed the health history and dietary habits of 47,000 men, aged 40 to 75, from 1986 to 1998. During that period, 2,481 of the men developed prostate cancer.

Dietary questionnaires in the study included such food items as tomatoes, tomato sauce, tomato juice, pizza, watermelon and pink grapefruit, along with salsa, ketchup and other tomato-based condiments.

When the data was adjusted for the effects of other life style factors, the researchers found that tomatoes, particularly those that had been cooked, were beneficial against prostate cancer.

Final Departures

Harry Hanalei Nuuhiwa, Book No. 2435. Born in Hawaii in 1919. Joined SUP in 1951. Died in California, March 9, 2002. (Pensioner)

Raymond P. Maxwell, Book No. 5112. Born in Oklahoma in 1916. Joined SUP in 1943. Died in Texas, March 22, 2001. (Pensioner)

Endre Endresen, Book No. 1630. Born in Norway in 1912. Joined SUP in 1942. Died in Norway, March 19, 2002. (Pensioner)

Martin H. Mortensen, Book No. 6454. Born in Denmark in 1934. Joined SUP in 1964. Died in San Francisco, California, March 23, 2002. (Pensioner)

Thaddeus F. Cahill, Book No. 4785. Born in California in 1963. Joined SUP in 1980. Died at sea aboard the *s/s Maui*, April 1, 2002.

“Spaghetti sauce was the most popular” and also seemed to give the most protection, said Giovannucci. He said that cooking raw tomatoes, as is done to make spaghetti sauce, may break down cell walls of the fruit and allow the body to absorb more of the lycopene.

Giovannucci emphasized that tomato-based products should be only a small part of a well-rounded diet that includes other fruits and vegetables and avoids an excess of fats.

Jo Ann Carson, a clinical nutritionist at the University of Texas, Southwest Medical Center in Dallas, said the study “is an example that what we eat can affect our risk of cancer.”

The study also supports the idea that foods rich in antioxidants, rather than vitamin pills, provide the most cancer protection, she said.

“Eating the whole foods seems to give a beneficial combination that would be lacking in supplements,” Carson said.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2002:

	<i>Hdqs.</i>	<i>Branch</i>
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	15*	21
November	12*	18
December	9	16

*Tuesday

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NEW SINGAPORE SHORE LEAVE LAWS

Effective March 11, 2002, Singapore instituted the following policy that affects every ship and every mariner calling at the Port:

On arrival, the ship's agent picks all crew members passports as per previous practice, but now must take them to Singapore Immigration and Registration where the passports are marked with a Landing Stamp. According to American Ship Management, this process can take up to four hours. No crew members are allowed ashore until the passports are returned. Passports must be carried when going ashore.

Four hours prior to departure the ship's agent picks up all passports and takes them to Singapore Immigration and Registration where a Departure Stamp is issued. Again crew members are not allowed ashore during this period.

Since this is a government directive, the restriction to ship provisions of the collective bargaining agreement with ASM do not apply.

Two killed in engine room fire aboard Ready Reserve Force ship

A fire aboard the Ready Reserve Fleet (RRF) vessel *m/v Cape Horn* on March 31, claimed the lives of two officers, Chief Mate Timothy Bohan of Jensen Beach, Florida and First Assistant Engineer Phillip Hellesto of Hayward, California. Both were members of the MEBA.

The *Cape Horn*, operated by Marine Transport Lines, was 800 miles north-east of Honolulu when the fire broke out in the upper level of the engine room.

According to a report in *The Honolulu Advertiser*, the cause of death was due to asphyxiation. "The possibility is that it may have been as a result of a fire suppression system that used carbon dioxide," said Susan Clark, a spokeswoman for the U.S. Maritime Administration.

The suppression systems replace oxygen with carbon dioxide to smother a fire. Clark said the cause of death still is being investigated, but is assumed to be asphyxiation after the two crew members entered the engine room area where the fire occurred. "Apparently, they died after the fire was extinguished," Clark said.

Unofficial reports indicate that after the fire was extinguished by the CO2 flooding system, First Assistant Hellesto donned a self-contained breathing apparatus (SCBA) to check out the machinery spaces. When he didn't come back, Chief Mate Bohan, also wearing a SCBA, entered to search for Hellesto. Both men reportedly were found in the machinery

space with their masks still on.

Officials said the fire was confined to the engine room, but left the vessel dead in the water under emergency diesel generator power as the main engines are to need of significant repair. A broken fuel line between the number 8 and 9 cylinder heads is thought to have sparked the blaze.

U.S. Coast Guard officials said a distress call was received at 0530 hours on the 31st. The Matson vessel *Mokihana*, which was en route to Guam, responded and stood-by until the Military Sealift Command ship *USNS Shasta* was in the vicinity to provide assistance.

The *Shasta* commenced small boat operations to transfer engineers/deck hands/ explosive detection gear and other equipment to the *Cape Horn*. The *Shasta* was later relieved by the commercial tug *Hokukea*.

The 750-foot *Cape Horn* was taking cargo from Washington state to Thailand for war games and was en route to Pearl Harbor when the fire broke out. The California-based vessel's crew consists of 28 merchant mariners and six Army cargo supervisor. After arriving in Pearl Harbor, the *Cape Horn's* cargo was transferred to the *USNS Seay*.

SUP President Gunnar Lundeberg extended the Union's condolences to the families of Brothers Bohan and Hellesto in a letter to MEBA President Ron Davis.

Dubai drydocks disaster kills 34

At least 34 workers were killed last week at Dubai Drydocks (DD) when panels on the gate to No 2 Dock failed. The government has placed a muzzle order on information regarding the tragedy, but officials at the civil defense department admit the number of workers "affected" was closer to 300.

That view is supported by surveyors active at DD, who said that the five medium-term operations being carried out at the time of the accident on March 27 would have required between 250 and 500 workers to be active in the basin. "The final figure will depend on how many people got out and how many were on tea break at the time," said a Dubai based surveyor. "But I doubt many escaped, because they literally had only seconds to escape what was a Niagara Falls-type situation."

Eye witnesses said the extreme pressure of water flooding into the dock prevented the emergency services from deploying divers to rescue victims. "They were there very rapidly, but they had to wait about an hour before the dock filled and the tidal wave subsided," an insider revealed.

There is growing speculation among surveyors that the gate to No 2 dock had been struck by one of the two barges under repair at the facility earlier in the week, and that repair work was being undertaken when the panels failed.

The facility was shut down for two days after the accident, but agents have since been allowed free access to docks other than No 2. "We expected some lengthy delays, but they are operating as best can be expected in the circumstances," said a ship's agent, who revealed that one tanker had left DD over the weekend and another had since docked for repairs. The new arrival was the 1990-built VLCC British Vigilance, which was damaged in a collision with 1978-built ULCC Stena King off Fujairah a week earlier.

Vessel owners are now watching to see how long Dubai Drydocks takes to recover from the accident. "The commercial impact will be huge... it had quite a lot of orders on the books," a ship's agent commented. "It's a question of whether owners will be prepared to stand down, or take their ships to [in Bahrain] and the Far East."



At Richmond Long Wharf on the embarkation deck of *Chevron Washington* with the *Polar Alaska* in the background: left to right, AB and delegate Hesham El Sayed, Bosun Scott Oliphant, Machinist Cesar Finones, AB Vahid Baigi, and OS Seth Cusumano.

General Strike: Italian workers protest labor law change

Italy's first full-day general strike for 20 years brought much of the country to a standstill on April 16, raising the stakes in a bitter battle between trade unions and government about changes in labor law.

The massive response to the strike call underlined just how polarized Italy has become, with trade unionists determined to resist the erosion of fundamental workers' rights and Silvio Berlusconi, the prime minister, adamant that he has a political mandate for reform.

Sergio Cofferati, the leader of the largest and most militant union, said that energy consumption was equivalent to that of a Sunday, confirming the strikers' success in halting economic activity. Most air and rail transport came to a stop, while factories, schools, banks and post offices closed in support of the strike, which was backed by all the main unions.

"The government is moving in exactly the opposite direction to dialogue, but we won't stop until we have achieved our objectives," Mr. Cofferati, secretary of the CGIL union, told a crowd of more than 200,000 people in Florence "It has been an extraordinary day throughout Italy," he said with an estimated two to three million people joining in demonstration across Italy.

The strike was called to oppose planned changes to Article 18 of the 30-year-old law, which obliges employers to reinstate workers who can prove they were unjustly sacked. The government wants to replace the right to reinstatement with financial compensation in a limited number of specific cases. Workers see it as the thin end of a wedge that could dismantle long established rights and protections.

Mutiny continued from page 1

ship was in much better condition than many of the 500 Taiwanese boats afloat in the Pacific.

Elliot Enoki, first assistant U.S. attorney, said Shi's indictment consists of the charge that he killed people in the act of seizing a vessel and that he endangered the safety of other crew members. If convicted, Shi could face the death penalty if Attorney General John Ashcroft decides to seek it.

Enoki asserted the United States has a right to prosecute Shi although the events happened in international waters and the case involves three other sovereign nations.

Friedheim disagrees. He feels that because the killings did not take place in US waters or involve US citizens or property, the US attorney should not press forward with it.

There have been a number of recent Pacific mutinies by poor, rural Chinese ship workers against officers aboard Taiwanese-owned and -operated fishing vessels. But none reached US courts.

In September 2000, 32 Chinese sailors seized the Taiwanese *Ming Man* fishing boat after suffering what they said was "inhumane treatment." They demanded a \$30,000 ransom each for the release of the officers. Chinese police later stormed and recaptured the ship and arrested the mutineers.

Off the coast of Hawai'i on June 22, 2001, 11 Chinese sailors seized the *Chin Tung Long No. 1* fishing vessel and locked the Taiwanese captain in a closet and threatened him with a flare gun. Quiet negotiations were made, and a patrol boat from Taiwan escorted the ship back to Taipei.

According to Ellen Chen, an official of the Taipei Culture and Education Office in Honolulu, the government of Taiwan is very concerned about the Shi case. But she declined to comment when asked if Taiwan was seeking Shi's extradition.

Claude Morel, ambassador of the Republic of the Seychelles to the United Nations and United States, said his government has given full permission to US authorities to handle "all appropriate matters in this case."

China has not made any public comments about the killings or issues of jurisdiction, but issued a statement asking the U.S. government to improve the handling of the 30 crewmen, who were brought to court in handcuffs and are being kept at a federal detention center as witnesses in the case. Enoki said the crewmen will be in custody until they have given video depositions, which must be completed by April 23.

Maritime Cabotage Task Force Annual 2001 Report

CONTINUED THREATS TO U.S. CABOTAGE LAWS

While the Maritime Cabotage Task Force (MCTF) has been tremendously successful in defending the nation’s cabotage laws, opponents continue to attack them - but in more subtle ways. Foreign cruise lines have asked Congress to designate Panama a “Distant Foreign Port” for purposes of the Passenger Vessel Services Act, thereby enabling them to engage in otherwise domestic voyages from Florida to the U.S. West Coast by way of the Panama Canal. Broader waivers of the PVSA have also been proposed to allow foreign-flag cruise ships to perform coastwise voyages, an action that would set an untenable precedent for cargo cabotage. Foreign shipping companies have also sought to utilize a vessel lease financing law to gain a foothold in the domestic U.S. trades. If successful, this loophole could gut the U.S. citizen ownership requirements of the cabotage laws and surely undermine the Jones Act.

Perhaps one of the most significant threats continues to come from abroad, where powerful nations are attempting to use the World Trade Organization negotiations to eliminate the Jones Act and other cabotage laws. These and other threats to domestic cabotage laws stand on the horizon. To ensure the continued viability and growth of the domestic fleet, the MCTF must continue its vigilant efforts to maintain and defend the U.S. cabotage laws.

9-11 BRINGS NATIONAL DEFENSE ROLE TO THE FORE

The nation’s landscape was altered dramatically as a result of the attacks of September 11”. National security has become not only a matter of protecting our interests abroad, but also here at home. Security of vessels entering the U.S. and of American ports came to the fore of issues being debated. The flag of the vessel and the crews of vessels are now under tremendous scrutiny, particularly after revelations that international terrorist Osama Bin Laden owned and operated a number of flag-of-convenience ships. These events have only strengthened the important role that American-flagged vessels, crewed with U.S. seafarers, and owned and controlled by U.S. citizens, play in U.S. economic and national security.

Domestic marine transportation has been acknowledged by a Presidential Commission as part of the critical infrastructure upon which our economic welfare and security depend. The Jones Act and related cabotage laws are a vital first line of defense against foreign control over this key part of our transportation system.

Further, America’s Merchant Marine has long been regarded as the nation’s “Fourth Arm of Defense” and will continue to play crucial roles in any conflicts. The Jones Act fleet represents:

- 81 percent of all U.S.-flag tankers;
- 50 percent of all U.S.-flag roll-on/roll-off ships;
- 30 percent of all Voluntary Intermodal Sealift Agreement (VISA) capacity; and
- 29 percent of U.S.-flag commercial containerships.

Recognizing these contributions, General Charles T. Robertson, Jr., Commander in Chief, U.S. Transportation Command, told the Senate Armed Services Committee that the “U.S. transportation industry is vital to national defense and USTRANSCOM strongly supports laws such as the Jones Act...that contribute to the health of those industries and our accessibility to them.”

BROADENING THE BASE OF SUPPORT

At the White House, in the halls of Congress, and within the U.S. military, support for our nation’s cabotage laws has never been stronger. Repeatedly, our nation’s elected officials and military leaders continue to emphasize their commitment to and support for the Jones Act and other maritime statutes.

Presidential candidate Governor George W. Bush was unambiguous in year 2000 about his position on the Jones Act, declaring “programs that have contributed to the growth of our domestic fleet, such as the Jones Act ... should be maintained.” Candidate Bush’s posi-

tion set the course for hi-s-Administration in 2001, which has echoed his strong support for the cabotage laws. Transportation Secretary Norman Mineta called the Jones Act “an essential element of U.S. maritime policy that provides important economic and national security benefits.” President Bush’s Maritime Administrator, Captain William R. Schubert, is also an ardent Jones Act supporter. Captain Schubert, a former crewman on Jones Act vessels, when asked of his position on the Jones Act, told a Congressional audience, “I am 100 percent in support...of the Jones Act [and] cabotage laws.”

CONGRESSIONAL SUPPORT REMAINS SOUND

The U.S. Congress has always strongly supported U.S. maritime cabotage laws. Few bills challenging the cabotage laws were introduced in 2001—and none were successful.

The Passenger Vessel Services Act (PVSA) received the most attention. A bill introduced by Sen. John McCain (R-AZ), S. 127, amending the PVSA to temporarily allow foreign-built ships into domestic trades, was reported by the Senate Commerce Committee but received no further action. A companion bill, H.R. 2901, was introduced; however, it did not receive any consideration. In the coming year, PVSA will likely remain an issue as opponents consider taking action to capitalize on the adverse impact the September 11 terrorist attacks had on the U.S.-flag cruise industry.

On the Jones Act front, Representative Nick Smith (R-MI) renewed his efforts to repeal the Jones Act again in 2001, introducing a new bill, H.R. 2046. But as was the case with his many previous initiatives, the bill received no other support and remains blocked in Committee. No similar Jones Act bills were introduced in the Senate.

Support among Senate leaders remained healthy, with both Majority Leader Tom Daschle (D-SD) and Minority Leader Trent Lott (R-MS) continuing to strongly advocate a viable Jones Act fleet. Representative Norm Dicks (D-WA) typified House support in comments before a Maritime Trades Department, AFL-CIO meeting: “Without the impact of the Jones Act, we simply would not have the stable shipbuilding industrial base, the sealift capability or the cadre of qualified seafarers that we need in the commercial sector .. I do not see any retreat on this issue.”

SHIPYARDS BUSY EXPANDING JONES ACT FLEET

America’s Jones Act fleet is undergoing a significant renewal and expansion program. Some 115 vessels with a market value of \$3.4 billion are under construction in American shipyards, with more orders pending financing or completion of negotiations. These U.S.-flag vessels are as diverse as the trades they serve:

- Doubled-hull tankers to bring Alaskan crude to West Coast refineries;
- Roll-on/roll-off trailerships for the Washington/Alaska trade;
- Tank barges and tugs for virtually every waterway;
- Ferries for New York Harbor and San Francisco Bay area; and
- Offshore supply vessels for the Gulf Coast.

Incorporating the best available technology, these vessels promise customers better and more efficient service. Jones Act vessel construction also helps sustain the nation’s shipyard industrial base and its skilled workforce and continues to grow the U.S.-flag domestic maritime industry.

U.S. MARITIME INDUSTRY LOSES TWO GREAT SUPPORTERS IN 2001

The MCTF lost two of the U.S.-flag maritime industry’s greatest supporters in 2001—Congressman Joe Moakley (D-MA) and former Congressman Gerald “Jerry” Solomon (R-NY). These legislative giants were always in the forefront of efforts to preserve and expand the U.S.-flag fleet. They will be missed.

(The Sailors’ Union of the Pacific is a member of the MCTF.)

New USCG Commandant confirmed by Senate

The Senate, on March 21, confirmed the nomination of Admiral Thomas H. Collins as the 22nd Commandant of the U.S. Coast Guard. Admiral Collins, who has been serving as Vice Commandant, will assume his new responsibilities at a formal change of command ceremony planned for May 30 in Washington.

“60 Minutes” highlights seaport vulnerability

In a segment entitled “On The Waterfront,” the venerable CBS television news magazine 60 Minutes investigated the current state of security at our nation’s seaports and our susceptibility, at those ports, to future terrorist attacks.

In the wake of September 11 there has been a heightened sense of awareness of the nation’s vulnerability to attack. This has caused policy makers to reassess current security measures already in place, especially at our nation’s airports.

But one area overshadowed by the outpouring of money and attention to airport security, and which may pose a greater threat to national security, is the terrorist threat at U.S. seaports.

Each day some 16,000 shipping containers, 40-foot metal boxes carrying almost everything that we buy, sell, eat, wear or drink, come into U.S. ports. That equals almost six million containers a year, and only a fraction of these (less than 2 percent), are opened and inspected by U.S. Customs, reports 60 Minutes. Any one of these containers could be used to smuggle in a weapon of mass destruction.

It is not only our port cities that are at risk. In most cases, shipping containers are immediately loaded onto trucks and trains and dispatched across America. A container could easily carry a weapon of mass destruction, detonating it at its final destination.

What makes this all the more troublesome is that, as the commandant of the U.S. Coast Guard, Admiral James Loy, told 60 Minutes, there is evidence that terrorists linked to Osama bin Laden are involved in the shipping business.

When asked if he thought Al Qaeda had ships, Loy stated, “We are pretty certain that there’s some traceability to Al Qaeda. And believe me, we are very, very interested in those vessels.”

U.S. Customs Service Commissioner Robert Bonner said: “The system is vulnerable. There’s just no question about it. When I say ‘the system,’ I mean the movement and the potential for concealing a terrorist weapon inside a cargo container. Clearly, this is vulnerable.”

When 60 Minutes asked Bonner what impact would there be on the United States and world trade if a bomb were to go off in one of these containers, he replied, “I think it would be devastating. If that should happen, the system will stop. It’s like commercial aviation after September 11th. The system will stop.”

60 Minutes noted that Customs has employed several strategies to counteract these threats. One was to issue 4,000 radiation detectors to its agents used to detect the presence of nuclear material. Another is the use of a giant X-ray machine known as VACIS. This device allows agents to see through the walls of steel containers and outline any differences in density within the shipment. When these differences in density, called anomalies by Customs, are detected, the container is opened and physically searched, a process that can take up to five hours. Customs also uses targeting criteria to identify containers that may pose a risk.

According to 60 Minutes, other strategies are being implemented to neutralize these threats. The Seaport Security Act (S. 1214), sponsored by Senator Ernest F. Hollings (D-SC), passed the Senate unanimously. The legislation authorizes \$390 million for ports to improve security infrastructure, and guarantees \$3.3 billion in loans for future infrastructure upgrades. The most common improvements include gates, fences, lights and surveillance systems.

The bill invests \$145 million for additional U.S. Customs Service personnel and computer systems, and \$243 million for screening and detection equipment. S.1214 also creates a new sea marshal initiative, establishes local port security committees, improves interagency cooperation, and requires passenger cargo manifests from a vessel’s point of origin.

Source: The American Maritime Congress Washington Letter

American made products online

BuyUnionNOW.com is an online store selling American Made products via the Internet. Started in July 2000 in St. Louis, the store’s goal has been to provide Americans with the best avenue to buy Union Made/American Made products delivered at competitive prices.

Products ranging from clothing to tools, from pencils to computers are all available at the side. In addition all products are fulling researched by site operators, to guarantee that the produce is Union Made/American Made.



Ron Davis takes over helm of MEBA

District 1 president elected without opposition to lead national union

Ron Davis, president of the Marine Engineers Beneficial Association’s District 1-Pacific Coast District, was elected without opposition to a three-year term as president of National MEBA at the 107th National Convention on March 18 at the Calhoon MEBA School in Easton, Maryland.

Davis heads up a leadership team last year that swept to the top offices of MEBA, the nation’s oldest maritime union, established in 1875.

“I am gratified that MEBA members have come together and rallied around

our new leadership,” Davis said. “We’ve got a lot of work to do to build up our union, and return the U.S.-flag fleet to its rightful place as the maritime industry leader. This is a good beginning.”

Also elected were: Cecil McIntyre, National MEBA Secretary-Treasurer, currently serving as District I-PCD MEBA Secretary Treasurer; Bud Jacque, Vice President of National MEBA, currently serving as Executive Vice President of District I-PCD MEBA; Marc Huber, National Executive Committee member, currently serving as District I-PCD MEBA Gulf Coast Vice President; Don Keefe, National Executive Committee member, currently serving as District I-PCD MEBA Atlantic Coast Vice President.

Panama Canal deepened as new locks are designed

The Panama Canal Authority has begun a \$190 million deepening of the Canal’s Gatun Lake channel in an effort to reduce the impact of water shortages on shipping during droughts and such phenomena as El Niño. The dredging is expected to last seven years, and will remove approximately 6.7 million cubic meters of spoils from the channel area, while deepening the bottom by about three feet. The deepening will increase the Canal’s total water reservoir volume by about 25 percent and Gatun Lake’s water storage capacity by around 45 percent. Vessels transiting the Panama Canal use about 52 million gallons of water every transit.

The Canal Authority is also moving ahead on its plans to construct a third set of locks to allow the transiting of larger ships. Earlier this year a contract for the conceptual design of new post-panamax locks on the Pacific side of the Canal was awarded to the Belgian-French consortium of Tractebel Development Engineering, Coyne-et-Bellier, Technum N.V., and Compagnie Nationale du Rhone. The \$1.6 million contract was awarded after taking into consideration the financial and technical aspects of the 11 proposals received from the consortium as well as American, British German, Brazilian, and Russian companies.

The Canal Authority is also negotiating a second contract with the US Army Corps of Engineers for the development of new post-panamax locks on the Atlantic side of the waterway. Both conceptual design efforts include the use of new water conservation systems to help cut down on the amount of water needed for each transit.

Aussie Unions slam counter-terrorism laws

Protesters and picketers risked being labelled terrorists under the federal government’s proposed counter-terrorist laws, opponents of the legislation said this week.

Australian Council of Trades Unions (ACTU) president Sharan Burrow said the laws defined terrorism so broadly that it covered a range of protest activities.

Participation in picket lines, marches, rallies and even peace vigils could attract imprisonment, in violation of the International Covenant on Civil and Political Rights, which required governments to uphold the right to peaceful assembly, she said.

Trade unions, Amnesty International and civil liberty groups all say the government’s response to last year’s September 11 assault has gone too far.

In a statement released today the groups claimed the Security Legislation Amendment (Terrorism) Bill, Suppression of the Financing of Terrorism Bill and Austra-

lian Security Intelligence Organization Legislation Amendment (Terrorism) Bill eroded human rights.

The bills were introduced into federal parliament on March 21, and are the subject of a Senate committee inquiry which holds hearings in Melbourne this month.

According to its opponents the legislation would give police and officers from the Australian Security and Intelligence Organization the power to detain people for up to 48 hours, without access to a lawyer.

People exercising their right to silence would face five years in jail and the Attorney-General would have the power to ban organizations and create penalties of life imprisonment for being a member of certain originations.

Union and civil liberty groups said journalists collecting information and lawyers acting on behalf of organizations labelled terrorist could also face life imprisonment.

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ITF calls for end of Union busting in Bombay

Transport and dockers’ unions have united to call on an Indian port to reverse union busting measures that have led to more than 300 employees being prevented from working.

The Transport & Dock Workers’ Union, Mumbai and the Road Transport and Dockers’ sections of the International Transport Workers’ Federation (ITF) have accused managers at the Mumbai port of engaging in “improper, if not illegal, practices”.

Managers at the Mumbai port have revoked the dock entry permits of all 313 employees of the dock transport company M/s National Freight Carriers, preventing the workers from entering the site. But the port has also allowed the company to continue its work under the name of two other transport firms. The measures are a classic union busting method for excluding unionized workers.

The 313 excluded workers launched an indefinite hunger strike last month in protest at their treatment. The Transport & Dock Workers’ Union, Mumbai has launched a high court case against the port authorities and National Freight Carriers.

The ITF has called on the port authorities and transport companies to use International Labor Organization (ILO) convention 137 as a guide to employment practice in this case. The convention, which outlines employment practices for docks, should also apply to dock transport workers.

The ITF recently stepped up its campaign against union busting in ports.

Neptune Orient lost \$57 million in 2001

Neptune Orient Lines, the Singapore-based parent company of APL, said it had a loss of \$57 million in 2001 and attributed the negative result to poor results in its liner business. The loss included a one-off provision of \$14 million for impairment in values, particularly of various noncore property investments. NOL said the loss came despite a 3% increase in revenue for the year, to \$4.74 billion.

“The downturn in world trade coinciding with a substantial addition of ship capacity had a significant impact on the liner business and therefore on the group as a whole,” said Flemming R. Jacobs, the president and chief executive of NOL.

APL Liner, which accounts for 76% of the company’s revenues “had a particularly tough and disappointing year and this was the main cause of the Group’s loss,” he added. “Due to the double-digit increase in container vessel capacity that was to be added globally, freight rates were already beginning to soften in late 2000, but they deteriorated significantly during the year, reaching unprecedented and unsustainable levels in some trades. The uncertainty following the tragic events of Sept. 11 added to an already bleak global trade environment.”

“We of course plan for the swings and roundabouts that are inherent in our cyclical industry. We knew global capacity would grow by 11 %, and trade was forecast to grow by 7%. The capacity came but the trade volume did not. As a result, rates disintegrated,” Jacobs said. “In just one year average tradeweight rates plummeted to levels last seen during the Asian crisis in 1997-98. But back then, it had taken three years for the rates to erode that far.”

Jacobs said, “We moved as swiftly as it is possible in our industry to match services to the changed trade environment. We focused even more strongly on reducing our costs particularly those associated with capacity, while still ensuring we could grow our volumes in our target markets. The positive impact on our fixed costs of those efforts will be felt mostly as we go forward and had little impact on the 2001 results.”

APL Logistics, which accounts for 15% of the company’s revenues, grew its topline by 72%, “but the bursting of the dot-com bubble had a major negative impact on Direct Logistics, which was part of the acquisition of GATX Logistics early in 2001,” said Jacobs. “It delivers goods purchased on-line and this business has fallen away, so we have decided to exit Direct Logistics. For similar reasons we also moved away from further developing IT specifically geared to serving e-exchanges.”

Jacobs said the company’s tanker business, American Eagle Tankers contributed strongly to the net result of the Group. Chartering, of which it is part, achieved core earnings before interest and tax \$85 million on revenue of \$359 million.

Ed Aldridge, chief operating officer of APL said that the company benefited from the acquisition in May 2001 of American Automar, which had performed well in 2001. Automar is a ship-owning company providing U.S.-flag sealift services to the U.S. Department of Defense and other government agencies.

2002 is expected to be another tough year. Said Jacobs, “We anticipate moderate growth in volumes during 2002, but unless rates recover, APL will not be a strong performer this year.”

ESU Office Assignments

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



ESU NEWS

APRIL 2002

Official Publication of the Exxon Seamen's Union

Promotion grievance filed

On March 28, 2002, the Union filed a grievance against SeaRiver Maritime Inc. for failing to make promotions. Once again the Company has failed to keep their word and make promotions to bring all seniority lists up to their requisite numbers in a timely manner. Management had earlier informed the Union that promotions would occur for several ratings in the first part of March and be effective March 1, 2002.

After repeated inquiries by the Union about the status of promotions, management reneged on their commitment and said they were uncertain about the fleet size in the near future and thought promotions may not be necessary. Certainly the Union does not share that same sentiment with management. Under Article IX of the Contract, the language is clear about maintaining the proper number of positions on all Seniority list.

In 2000 management was dragging its feet on promotions in anticipation of the integration of S/R American Progress from the merger between Exxon and Mobil. The Union and the Company met at the bargaining table to decide how this transfer of the vessel and the unlicensed employees from Mobil would occur. On March 22, 2000 the Company and Union reached a Memorandum of Understanding (MOU) that outlined how this would take place. As a part of that MOU, SeaRiver made a commitment to the Union make promotions in the future in a timely manner.

Once again management has demonstrated their disregard for the unlicensed by not being truthful and have further eroded their credibility. They have chosen to ignore our Agreement and their obligation to recognize those employees that deserve a promotion. It is time for management to start honoring their word.

Constitutional Amendment to increase Union dues deadline April 29

On February 28, 2002, the membership was mailed a cover letter and a ballot to amend the ESU Constitution and By-laws to allow an increase in Union dues from \$30.00 to \$40.00 per month. The ESU Executive Board has been very reluctant over the years to propose an increase in union dues, but after a careful evaluation of the union's present financial condition and projecting our future needs, the Board now feels that this is a necessary measure to provide the same level of representation for the membership. The cover letter that was mailed to everyone addressed the primary reasons for the proposed dues increase.

On April 11, 2002, the Union office contacted the American Arbitration Association elections office to inquire about the number of ballots received thus far. As of April 8, the AAA elections office has received only 127 ballots out of 290 ballots that were mailed to the membership. This means less than one third of the membership has voted on this very important issue. The ESU Board urges you to exercise your right as a member by voting on this important issue before the deadline! The results of this referendum will be announced on April 30, 2002.

Ship Representative position open on the S/R Long Beach

Jack Patterson, long time Ship Representative on the SeaRiver *Long Beach* has notified the Union that he will be unable to return to sea due to an injury sustained in a skiing accident. Jack battled valiantly to rehabilitate his injured left knee and leg, but his final medical evaluation left him with permanent restrictions that precluded him from returning to sea. Jack will be sorely missed and the ESU wishes him well.

Jack's departure, as per the ESU Constitution and By-laws will require an election to fill the Ship Representatives position. The nomination period will be from April 9, 2002 to May 31, 2002.

Candidates for this position will be required to submit a nomination form with a minimum of 15 signatures from members in good standing. To be eligible for nomination, a member must have his dues paid through the month in which the nomination is made. The nomination form should be mailed to the ESU Baytown office. The nomination forms can be sent by regular mail, or by certified mail if there is any question concerning the timely receipt of the form. Each bona fide candidate for this position is requested to provide a campaign statement that will be presented to the membership in a mail-out from the Union office along with the ballot.

Nomination period for S/R Bristol Bay and S/R American Progress extended

Due to the error in the February edition of the *ESU NEWS*, the nomination period for the *S/R Bristol Bay* and the *S/R American Progress* will be extended to coincide with the deadline for the nomination period for the position that is now open on the *S/R Long Beach*. The deadline for nominations to be received in the Baytown office is now extended until May 31, 2002.

Contract negotiations begin April 29

Contract negotiations are scheduled to begin on April 29 and will take place in Galveston, Texas. We expect this meeting to last through May 3, with additional sessions of bargaining to occur in May and perhaps June. The Union's bargaining committee will consist of the entire Executive Board and our attorney Sharon Groth. The Company's bargaining committee will consist of David Walker, Stu McRobbie, Todd Covini, Chris Matteson and legal counselor, Al Galik.

The method for these contract negotiations will be a departure from contract negotiations in 1993 and 1997. In those negotiations the ESU Executive Board attempted to bargain in good faith with the company under a method that is known as Interest Based Bargaining (IBB). The key to successful negotiations under this method is that both sides need to help the other side satisfy their interest on the bargaining issues. Earlier this year, the Union informed the Company that we had no intentions to bargain under the IBB method. Clearly, the Executive Board wouldn't insist on traditional bargaining if we felt the IBB process was a true win for both sides.

As we look around the industry, we see there are several reasons to be upbeat about contract negotiations. In preparation for bargaining, the Union's research reveals a respectable upward trend in the maritime industry with regard to monetary increases. Certainly this trend is due in part to the shortage of qualified merchant mariners due to rigorous certification requirements (i.e. STCW). Additionally and despite a positive trend for maritime workers, we still see a high rate of attrition among our ranks that indicate the pay and working conditions are not worth the sacrifice to work in an industry which places high demands on its employees.

The Board would like to thank everyone for the tremendous feedback from your ESU shipboard meetings. These minutes will serve as a key guidance tool for the Executive Board to prepare a proposal for upcoming contract negotiations. Currently, the Executive Board will meet in the ESU Baytown office on the 17th and 18th of April to prepare for bargaining with the Company.

Matthews arbitration case resolved

This case involved the termination of Mr. Vance Matthews, who had recently completed his one-year anniversary of employment with the company in March 2001. The company alleged that Mr. Matthews was still in his probationary year with SeaRiver and they were not required to arbitrate his termination. However, Mr. Matthews had already passed his first-year anniversary date with the company when he was terminated.

After the Union had applied to the American Arbitration Association to proceed to arbitration, the company and the Union entered into settlement discussions. After discussing the possibility of a settlement with Mr. Matthews and following several conversations between the company and the ESU attorney, a settlement was reached.

While the terms of the settlement agreement are confidential and cannot be discussed by the parties, both Mr. Matthews and the Union are very satisfied with the outcome. The ESU is pleased that all parties involved were able to work together and find common ground to bring this grievance to an amicable conclusion in a manner acceptable to all.

Broussard arbitration case withdrawn

This case involved the termination of Mr. Danny Broussard, a two-year employee with SeaRiver Maritime Inc. The company took the position that the case was not arbitrable based upon the evidence that it had in its possession concerning issues prior to Mr. Broussard's employment that allegedly violated one of the posted rules.

When the Union appealed the case to the American Arbitration Association and an Arbitrator was selected, the company filed for an injunction in United States Federal Court in Houston to stop the arbitration from going forward. After a pre-trial conference with the judge in the case, the company was directed to provide the evidence it had to the Union and the Union's attorney.

Following an interview with Mr. Broussard and upon further review by the Executive Board and the Union's attorney, it was determined that the company was likely to be successful in obtaining an injunction against the Union. After conferring again with our attorney and considering our limited options, a decision was made by the Executive Board to withdraw the grievance and to file a joint motion to dismiss the court case.

Correction: Special Ships Representative elections article

In the February edition of the *ESU NEWS* it was erroneously reported that a nominee for Ship Representative is required to have at least two years of continuous Company service and be a member of the Union for at least one year. This clause of the ESU Constitution and Bylaws only applies to the ESU Executive Board. There are no Company or the Union time requirements for a member to run for the position of Ship Representative.

ESU News

New payroll system to take effect in July

A bit of good news for the unlicensed: Starting in July the unlicensed employees will be able to receive their pay by Direct Deposit via Electronic Funds Transfer (EFT).

On April 10, Payroll Distribution forms with instructions were mailed to the fleet so everyone will have the opportunity to complete the initial sign up process. The form allows the employee three choices to receive his/her pay:

- (1) Direct deposit of 100% of pay via electronic transfer to a bank, credit union savings account or investment firm;
- (2) a percentage via direct deposit via electronic transfer and the remainder will be mailed to the employee's residence address per Company records as a paper check; or
- (3) 100% of pay will be mailed to the employee's residence address.

If the Company does not receive your form by June 17, 2002, it will be assumed that you have selected option (3) and your pay will be sent to the residence address of record with the Company. Unlicensed employees will still be able to receive cash on the vessel but only by taking a cash advance.

The Union understands that a special edition of the Company's Underway magazine will go into greater detail on how the new pay vouchers will look and make a side-by-side comparison between the new and old vouchers.

A downside to the new pay system will be the limited detail on your pay voucher regarding overtime and penalty time payments. Overtime will be lumped together in one payment on the voucher and the same applies for penalty time payments. You will need to retain your overtime sheets (onboard SPAS report) you receive on the vessel and use them to check against your voucher. If you are unable to reconcile your pay voucher against your overtime sheet and you believe an error has been made, the Union advises you to request a breakdown of your overtime from Company payroll.

Ship reports

S/R American Progress

Ship discharging at Valero Benicia on April 11 and 12. Board member Jerry Patterson visited on April 12. George Taylor filling in as Ship Representative. Dog search upon docking revealed no surprises. Jerry Patterson discussed contract preparation and negotiation dates. Impending (EFT) electronic funds transfer was discussed. No outstanding issues.

S/R Baytown

The SeaRiver Baytown was last in the San Francisco Bay area on March 23 Regular Ship Representative Mark Myser communicates with the ESU frequently and reports everything running smoothly.

S/R Benicia

The SeaRiver Benicia was last in the San Francisco Bay area on March 23 at the Richmond Long Wharf. Temporary Ship Representative and former board member Kevin Conroy onboard and reports no major beefs. The ESU board says thanks for sending your meeting minutes, we appreciate the input.

S/R Bristol Bay

Vessel completed it's first discharge in the Bay area at the Valero dock on April 10. Hal Fitch is serving as temporary Ship Representative and doing a good job. A dog search was conducted at 0900. Ship Representative Hal Fitch accompanied the dog teams when they entered the unlicensed quarters. The search revealed no surprises. ESU Board member Jerry Patterson discussed contract preparation and negotiation dates and impending (EFT) electronic funds transfers.

S/R Charleston

Board visit on March 31 and April 10 at ExxonMobil in Beaumont. Regular Ship Representative Bob Knight onboard. Everything going well with

the exception of an unresolved BCBS prescription drug issue that is being worked.

S/R Galena Bay

Board visit on April 7 at the Long Wharf in Richmond, CA. Regular Ship Representative Will Ackley returning from paid leave. Issues involving penalty pay were resolved.

S/R Hinchinbrook

Ship is in the Esquimalt Shipyard in Victoria, BC for 20+ days for scheduled repair period. Temporary Ship representative Earl Doucet reports that the transition into the shipyard is going well so far. He has pledged to keep the ESU posted.

S/R Long Beach

Last Board visit was on March 29 at Valero in Benicia, CA. Received ESU meeting minutes from Tai Wen Shie who is doing a good job serving as temporary Ship Representative and reports no outstanding issues.

S/R Mediterranean

Vessels continue to trade well in the Far East. Most recent stop was Japan. Regular Ship Representative John Detwiler onboard and has reported via e-mail that all is going well with the crew and operations on the vessel.

S/R Puget Sound

Board visit on April 3 and 4 at Valero in Benicia, CA. Steve Hicks filling in for regular Ship Representative Michael Harrison no beefs.

S/R Wilmington

Board officer visited the vessel on March 27 ExxonMobil in Baytown. Currently trading between New York and the Gulf Coast and various ports in between. Regular Ship Representative Johnny Navarro onboard. Johnny called in from New York and reported that all is going well. It appears that the upcoming shipyard period will be in Halifax, Nova Scotia.

S/R Bristol Bay



The newest addition to the SeaRiver fleet the S/R Bristol Bay made its first call to the Bay area on April 9, 2002. It is shown in the picture above discharging at the Valero dock in Benicia, California on April 10, 2002.

Exxon argues for the return of the S/R Mediterranean to Alaska

On April 4, 2002, the legal counsel for ExxonMobil Corporation argued before the 9th Circuit Court of Appeals in Seattle that the law that prohibits the vessel from trading in Prince William Sound should be overturned as unconstitutional.

With the passage of the Oil Pollution Act of 1990, the S/R Mediterranean (former Exxon Valdez) was banned from trading in Prince William Sound since the law prohibits any tanker from trading there that has spilled over 1 million gallons of oil since March 22, 1989. March 22 was the day before the Exxon Valdez ran aground and spilled 11 million gallons of ANS crude.

Following the grounding in Alaska the

Exxon Valdez underwent extensive repairs in San Diego, was renamed the S/R Mediterranean and has since been trading overseas.

Lawyers for the Company argued that the law was designed to intentionally penalize Exxon by making the law effective on the date day before the spill. Lawyers for the Justice Department countered that the law applies to everyone and not just Exxon.

This case reached the appellate court by way of the U.S. District Court in Alaska. The lower court ruled in favor of the government and upheld the law in July. It is expected to take several months for the three-judge panel to reach a decision.

Final Departure

The ESU was saddened to learn of the death of one of its oldest charter members. Frederick (Freddy) Eddy started his seagoing career in 1939 as an Ordinary Seaman. One of the first things he did was join the Esso Tankerman's Union, the predecessor of the Exxon Seamen's Union. Freddy sailed in the Esso Fleet in the Atlantic during all of World War II and mustered out in 1945 as a Second Mate.

After the war, he settled down and went to work for the New York Telephone Company and raised a family. In 1978, after 33 years with the New York Telephone Company, he answered the call of the sea once again and was rehired by Exxon Shipping Company as an Able Seaman. He sailed on various ships in

the fleet including the Galveston, San Francisco, Baton Rouge, and the Baltimore. The Baltimore was his last ship. He retired in 1980.

His wife of 57 years Lillian, four children, nine grand children, and nine great-grand children survive. His brother Edgar, who was lost at sea off of a City Oil tanker abeam of Cape Hatteras in 1949, preceded him in death. Another brother, Herbert who sailed in the fleet for 36 years from 1945 until 1981 as a professional ordinary also preceded him in death. The ESU extends our condolences to the Eddy family. Freddy will be fondly remembered.

Disability Retirements

The following fraternal members have retired, or are scheduled to do so in the near future due to a disability: Mr. Michael Doyle, effective March 31, 2002. Mr. Alan Bolman, effective April 14, 2002. Mr. Craig Williams, effective May 13, 2002. Mr. John Samaras, effective June 22, 2002. Mr. Jack E. Patterson, effective date is pending. The ESU extends our thanks to these loyal members and wish them a long and happy retirement.

EXXON SEAMEN'S UNION
Founded March 28, 1941
Affiliated with the Sailors' Union of the Pacific

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Engine Trustee Chester Bell
Steward Trustee Gerard Nelson

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Schedule of Course Offerings for 2002

STCW 95 Basic Safety Training

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

Apr 29-May 3	Jun 24-28	Aug 26-30	Nov 4-8
May 13-17	Jul 15-19	Sep 16-20	Nov 25-29
May 20-24	Jul 29-Aug 2	Sep 30-Oct 4	Dec 2-6
Jun 10-14	Aug 12-16	Oct 21-25	Dec 9-13

Small Arms Training (MSC approved)

May 6-8	Jul 22-24	Sep 30-Oct 2	Dec 9-11
Jun 10-12	Aug 26-28	Nov 4-6	

LMSR Vessel Training (MSC approved)

Apr 23-May 3	Jul 9-19	Sep 17-27	Nov 26-Dec 6
May 28 - Jun 7	Aug 13-23	Oct 22-Nov 1	

Survival Craft (Lifeboatman)

May 20-23	Jul 8-11	Sep 23-26	Dec 9-12
Jun 10-13	Aug 12-15	Oct 28-31	

Training Information and Enrollment

Contact

Rich Reed, SUP Welfare Plan
Tel: (415) 778-5490
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SUP & MFOW LMSR graduates



Recent graduates of the SUP/Training Resources Ltd. Military Sealift Command, required LMSR training course are pictured in San Diego. Back row from left: Jimmie King, Brent Fitzgerald, two unidentified MFOW members, Barbara Shipley, William McCoy, Craig Merrell, Edwin Pastolero and Robert Bradley. In front: one unidentified MFOW member, Edsel Dearlg, David Erikson and Kenyon Taylor.

U.S. Coast Guard rehire requirements for mariners who violated chemical testing requirements

In order to be eligible for employment after violating the U.S. Coast Guard's chemical testing regulations (Department of Transportation Regulation, 49 CFR 40.307 and 40.309) a seafarer must:

- Successfully complete a Union sponsored or private rehabilitation program that is **managed by a certified substance abuse professional (SAP)**.
- Take a "return-to-duty" test: The seafarer must take a drug and/or alcohol test before he/she can return to the performance of safety sensitive functions on the vessel.
- The seafarer must be subject to a minimum of six unannounced follow-up tests in the first 12 months following the seafarers return to safety sensitive functions on the vessel.

Welfare Notes

April 2002

Active members in the Sailor's Union who are considering retirement soon should be giving thought to the retirement tools offered through Social Security and the SUP Welfare Plan. Combined with your benefits from the SUP Pension Plan you may tie in your Social Security benefit along with your Money Purchase Plan and 401-k plan. All of these benefits should be considered when you are trying to determine your annual retirement income.

The "Welfare Notes" column in March explained the annual statement mailed out by the Social Security Administration. With this statement you can compute what your Social Security income will be at the age you decide to retire. This statement will also tell you at what age you will be eligible for full retirement.

Before you retire you should contact the Welfare Plan office and discuss your Money Purchase Plan. You should explore the options available for withdrawal and distribution on these funds. The Money Purchase Plan funds may be taken in a lump sum, however, a percentage will be held back for federal taxes. Another option is a roll-over of your Money Purchase funds into an authorized IRA and draw a specified amount monthly and pay taxes only on the amount withdrawn.

Those members who participate in the 401-k plan may also use these funds in figuring your monthly retirement income. You may discuss your 401-k distribution with your financial advisor or you may contact Columbia Funds at 1-800-547-1037 for further assistance. Another benefit for being in the 401-k plan is that you may discuss your entire financial situation with Columbia Funds and use their expertise in strengthening your retirement income.

Before you retire we recommend that you contact the Welfare Plan office and discuss your retirement medical and dental programs under the Annual Allowance Benefit. The Welfare office staff can discuss, and guide you through the coverage's for you and your spouse. Medicare is another medical benefit that becomes available to retirees at age 65. Another important note, even if you do not retire at age 65, be sure to contact the Social Security Administration three months before your 65th birthday to enroll in Medicare.

Social Security questions can be answered by calling 1-800-772-1213. Social Security also has a website at www.ssa.gov here you may use the Benefit Planners to help with your financial planning. You may also subscribe to e-news for up to date news about Social Security.

If you have any questions on any of your retirement medical, Money Purchase Plan, 401-K Plan please call the Welfare Plan office for assistance.

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

Marlinspike class in *Lane Victory*



Marlinspike class, March 13, in the s/s Lane Victory. From left: George Jackson (instructor), Alex Barkhordar, Paul Monti, Jim Wainio, Duane Nash (instructor), Jim McGee and Jorge Sosa.

ATTEND YOUR UNION MEETINGS!

Korea unveils mega maritime plans

South Korea's ministry of maritime affairs has revealed plans to develop the country as a maritime hub with Seoul being the financial nerve center. The ports of Busan and Kwangyang would be developed as logistics hubs. The ministry has already begun the process of turning Cheju island into an international free trade zone where an open shipping registry has taken off. The ministry acknowledged that inadequate ship financing facilities had forced Korean shipping companies to seek loans from foreign institutions. The flagging out ratio of Korean ships at 72 per cent was also high, the ministry admitted. Measures to retain Korean ships under the domestic register include introducing a tonnage tax and establishment of a ship finance company with injection of private capital. Cheju with its low tax base is expected to attract ships from Japan and Taiwan to its registry given that Japan has a flagging out ratio of 81 per cent while 62 per cent of Taiwan tonnage is flagged out. Currently the Korean registry includes 2,055 ships with an aggregate tonnage of 19 million gross tons. The ministry has targeted 50 million gross tons in ten years.

More signs point to perils of privatizing Social Security

By AFL-CIO President John J. Sweeney

The report by the trustees of the Social Security system confirmed (March 26) that Social Security's retirement, disability and survivors benefits for working families are guaranteed until 2041—three years longer than projected last year and 12 years later than predicted in 1997. This year's report presents a very different picture than the gloom-and-doom scenarios privatization proponents have used to justify their calls for drastically restructuring the program.

In the wake of Enron's collapse, huge losses in the stock market over the last two years, and a lingering employment crisis, workers need a guaranteed benefit they can count on in retirement more than ever before. Yet, the president continues to promote his plan to radically change Social Security by replacing its guaranteed monthly benefits with high-risk individual investment accounts.

The options recommended by the President's own Social Security privatization commission showed that taking money out of Social Security to pay for individual accounts comes at a high cost to working families—large cuts in retirement survivor's and disability benefits, and reduced retirement security for everyone.

To truly address the needs of workers, Congress and the President should take privatization off the table and get down to the real business of strengthening Social Security for future generations.

The Trustees' report also reflects a substantially improved 15-year gain in the solvency of the Medicare Hospital Insurance Trust Fund over just the last three years. Despite this positive news, the trustees' report confirms that Medicare must be strengthened in the near future if it is to meet the health care needs of the elderly. Instead of writing checks out of the Medicare trust fund to pay for tax cuts for the extremely wealthy, as the President proposes, the trust fund must be dedicated to modernizing the program through improvements such as a comprehensive, universal and guaranteed prescription drug benefit.

Maritime and Land security chief appointed by Mineta

Transportation Secretary Norman Mineta has named retired Coast Guard Rear Admiral Richard Bennis as Associate Under Secretary of Transportation for Maritime and Land Security at the Transportation Security Administration (TSA).

Bennis, who led Coast Guard response in New York to the September 11 attacks on the World Trade Center, will direct TSA exercise of security responsibilities for the nation's seaports and land transportation assets.

In his last Coast Guard assignment, as captain of the Port of New York, Bennis directed the successful evacuation by water of approximately 500,000 people from lower Manhattan.

"Rear Admiral Bennis' leadership during the unimaginable situation was remarkable," declared Mineta. "He brings many hard-won skills into a demanding new environment, and will take a leading role in creating and shaping a new, 21st century organization with a 21st century mission."

USNS Pililau outbound for Europe



The deck gang in the USNS Pililau pose for a group photo this month in Baltimore prior to departing for Barcelona, Spain, the U.K. and Holland. From the left: Delegate Mike Boyle, O.S. Barbara Shipley, Bosun Sam Scott, A.B. Kenyon Taylor, A.B. Al Lillibridge, A.B. Amani Matt-Kheru, O.S. Shauna Gray and A.B. Danny Dinsmore (A.B. Virgilio Managbanany was on watch, not pictured).

We-told-you-so department

Fatigue is a factor in marine casualties

Almost one in five maritime vessel casualties in the United States are caused by fatigue, according to the US National Transportation Safety Board (NTSB). Board chairman Marion Blakey said "lost sleep equals lost lives" and operator fatigue remains a primary cause of serious transport accidents throughout the country.

Citing fatigue as a cause of 16 percent of maritime casualties, Blakey said the board strongly recommended that the transport department and all its subsidiary agencies establish "scientifically-based hours-of-service regulations that reasonably limit duty hours and provide adequate time for rest." He added, "Combating fatigue is not just a problem for government or [a] ship's officer...it is the collective responsibility of each and every [operator]."

Trade groups oppose House security bill

Ten trade groups have signed a letter to congressional leaders and Homeland Security Director Gov. Tom Ridge opposing the Maritime Transportation Counter terrorism Act of 2002 (H.R. 3983).

The groups oppose a provision in the House bill that orders the Transportation Security Administration to build a system to gather commercial cargo information for security purposes.

The Senate version of the bill, The Port and Maritime Security Act of 2001 (S. 1214) recognizes the Customs Service as the agency to gather security-sensitive commercial information, the letter says.

"We all agree that Customs is the appropriate agency to administer data collection ... with regards to cargo containers," the letter states. "We maintain that DOT has neither the resources nor the experience in managing such sophisticated systems."

H.R. 3983 passed the House Transportation Committee last month. The letter says the House is Rely to pass the bill on the "suspension calendar," reserved for "non-controversial" bills that can pass the House on a unanimous voice vote. That vote may come as early as next week.

The letter is signed by the National Customs Brokers and Forwarders Association of America; Agriculture Ocean Transportation Coalition; American Apparel & Footwear Association; International Association of NVOCCs; International Mass Retail Association; Joint Industry Group; National Retail Federation; Non Vessel-Operating Common Carriers - Government Affairs Conference; U.S. Association of Importers of Textiles and Apparel, and West Coast Waterfront Coalition.

Suspicious cargo on cruise ship closes Honolulu harbor

The U.S. Coast Guard closed Honolulu Harbor for nearly three hours on April 3, after two explosive-sniffing dogs alerted handlers to suspicious cargo that was about to be loaded onto a cruise ship at Pier 2. But the cargo turned out to be papers and fluorescent bulbs used in slot machines, the cruise ship spokeswoman said.

It was the first time since September 11 that officials closed the harbor for security reasons, shutting down all incoming and outgoing ocean traffic. The Coast Guard closed the harbor at 8:20 A.M. and reopened it 11:30 A.M..

"Since Sept. 11, we have to take every call and treat it like the real thing," said Coast Guard Petty Officer David Mosley. "We took security measures to the maximum to protect anyone who might be around just in case there was something there. ...In this case, it turned out to be absolutely nothing."

Royal Guard Security, a security company hired by the state to patrol the harbor, had trained dogs to check cargo on about 30 pallets before they could be loaded onto the cruise ship *Crystal Harmony*, said Coast Guard spokeswoman Lt. DesaRae Atnip and Rags Scanlan, president and chief executive officer of Royal Guard Security. The suspicious pallet contained loosely packaged boxes from a shipment originating in Las Vegas.

Mimi Weisband, a spokeswoman for Crystal Cruises in Los Angeles, operators of the ship, said the boxes contained supplies to be used in the ship's casino.

Mosley said he believed there might have been some sort of gunpowder residue on the boxes or pallet that alerted two dogs.

Alan Murakami, state harbor operations supervisor, said the closure forced a Matson container ship and two Young Brothers barges to wait outside Honolulu Harbor until the all-clear was given.

The *Crystal Harmony* is a 940-passenger vessel owned by NYK Line of Japan.

DOT moving forward with port security efforts

Transportation Secretary Norman Mineta announced this month that the Department of Transportation (DOT) has selected TRW Inc. to perform port vulnerability assessments (PVAs) under contract to the Coast Guard for the Nation's most critical commercial and military seaports. Under a blanket purchase agreement, TRW will develop model port security guidelines as recommended in the August 2000 Report of the Interagency Commission on Crime and Security in U.S. Seaports. TRW will develop methods for and conduct PVAs for at least 55 ports throughout the United States and will develop a port vulnerability self-assessment methodology to help local port stakeholders evaluate security conditions and make improvements within their ports.

**Support the SUP
Political Fund**



SUP President's Report

April 8, 2002

PATRIOT CONTRACT SERVICES

LMSR Bid

As reported last month, the SUP, MFOW and SIU-AGLIWD/NMU were in the process of working to arrive at a common cost structure for each unlicensed rating for the eight Large Medium Speed Roll-On/Roll-Off (LMSR) vessels Patriot Contract Services, a division of American Ship Management, and other companies are competing to operate for the Military Sealift Command. In the intervening time the tripartite discussions were concluded among the Unions and, therefore, signed a Memorandum of Understanding with the company on March 20, subject to membership approval.

The highlights of the agreement are as follows:

Term of Agreement: Five Years
General Rules and SUP Work Rules:

Same as in the LMSRs Patriot currently operates, except for a 56-hour work week which applies to all unlicensed departments.

Manning: In Full Operating Status (FOS):
1 Bosun, 5 ABs, 3 OS

Wages and Fringe Benefits:

	Wages		Overtime	Supplemental	Money
	Monthly	Daily	Rates	Benefits (Daily Rate)	Pur. Plan Daily
Bosun	\$5,302.80	\$176.76	\$22.34	\$102.52	\$17.00
AB	\$3,862.50	\$128.75	\$17.21	\$74.68	\$17.00
OS	\$2,993.70	\$99.79	\$13.68	\$57.88	\$17.00

- Supplemental Benefits (vacation): 15 days for each 30 worked or prorata.
- All work in excess of 8 hours Monday through Sunday is paid at the overtime rate.
- All work on holidays is paid at the overtime rate.
- Penalty meal hours and relieving for meals is paid at the overtime rate.
- Wage increases: There will be a three percent (3%) in total labor costs on the first and each subsequent anniversary of the contract.

If Patriot is successful in winning the contract for these vessels (*USNS Charlton, Dahl, Pomeroy, Red Cloud, Sisler, Soderman, Watkins, and Watson*) the job opportunities for SUP members will markedly increase, with wages and benefits that are comparable to the commercial fleet. However, in order to work in these vessels members must successfully complete MSC-required LMSR training.

According to Patriot, MSC is expected to select an operator by early May.

LMSR Fleet Status

In early March, the *USNS Seay* sailed from Baltimore to San Diego where she participated in her second Joint Logistics Over The Shore (JLOTS) exercise off Camp Pendleton. She then sailed for Pearl Harbor last week and will load cargo for Thailand. Later this week, the *USNS Pillilau* will depart Norfolk for Spain while the *USNS Gordon* will activate for sea trials. The *USNS Gilliland* and *USNS Mendonca* are both in Modified Reduced Operating Status (MODROS) in Norfolk after successfully completing no-notice activations in March.

The *USNS Brittin* is nearing completion in Avondale Shipyard and is expected to call for a gang some time in June. Also the *USNS Bob Hope*, the ship for which this class of Avondale-built LMSR are named, should—according to Patriot—call for a West Coast crew in September. Finally, the *USNS Benavides* will delivered in early 2003.

The SUP is committed to the LMSR program and is methodically building a reliable pool of sailors to meet the challenges these vessels bring. Besides the increased job opportunities, wages and conditions are steadily improving and the opportunity for junior members to gain seniority is without parallel. For those members with top seniority, there is the satisfaction of building

and maintaining conditions, teaching the less experienced and serving our country in time of crisis.

Members interested in this work should enroll in the next LMSR class scheduled for April 23. Contact Vice President Dave Connolly or SUP Welfare Representative Rich Reed at Headquarters for more information.

LMSR Award Bonus

Patriot notified the Union last month that the Military Sealift Command rated the company's performance in Year 2 (August 1, 2000-July 31, 2001) of the existing LMSR contract as "exceptional." As a result the company was awarded a bonus, \$182,116.84 of which went to eligible crew members, top-to-bottom, in the LMSR fleet. Out of this amount, 32 SUP members were awarded bonuses totalling \$15,346.37.

The Award Fee Bonus is not a contractual provision under the collective bargaining agreement with Patriot but strictly an MSC award for the purpose of attracting and retaining qualified crew members.

MATSON NAVIGATION COMPANY

In accordance with Article XVII, Section 5 of the SUP Constitution, a Negotiating Committee will be elected at next month's Headquarters meeting (May 13) to bargain with Matson. The Committee shall consist of five rank-and-file members plus two alternates. Members interested in serving on the Committee should have recent seatime with the company and commit to attending all caucuses and bargaining sessions for the duration.

The Matson collective bargaining agreement expires at midnight on June 30.

FOSS MARITIME COMPANY

On April 1 and 2, SUP members employed by Foss in the company's San Francisco Bay bunkering operation caucused at Headquarters to discuss issues pending with the company. Those participating were rank-and-file members Alex Castillo, Ed Chilbert, Tom Farola, Sean Gaddis, Mel Jackson, Rick Nickerson, Eric Partika, Mike Potenti, Walter Price, Newell Robinson, Tom Tynan, Eric Weintraub, Paul Wuestewald, Vice President Dave Connolly and your secretary.

Connolly who has been meeting periodically with the company along with co-delegates Tynan and Mike Worth, gave a progress report on draft seniority language, flex-tankermen work schedules and the Barge 210. Strong membership input at the caucuses helped to clarify the Union's position prior to the next meeting with the company. Any changes to the collective bargaining agreement will be acted upon by those working for Foss and the general membership.

MFOW CONVENTION

At the invitation of MFOW President "Whitey" Disley, attended the MFOW Convention meeting on March 19, along with Vice President Dave Connolly and Business Agent Bill Berger.

On behalf of the SUP extended fraternal greetings to the MFOW delegates, gave an overview on the economic factors affecting the upcoming Matson negotiations, the status of initiatives to re-authorize the Maritime Security Program and STCW compliance issues.

BURGESS v. SUP

In a move to undo the February 28 judgment against him (see the March 2002 *West Coast Sailors*), Wayne Burgess through his attorney, filed two motions on March 15 with Judge George H. King of the U.S. District Court of the Central District of California Western Division (Los Angeles).

The first motion seeks to vacate the judgment against Burgess while the second seeks to amend Burgess' original complaint against the SUP. Both of these motions contend that the Union violated his free speech rights under the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) and that his removal from office on October 17, 2000 was "politically motivated" and that the Union "retaliated" against Burgess.

Upon receipt of the motions, SUP attorney Glenn Rothner of the law firm of Rothner, Segall & Greenstone, notified Burgess' attorney Duke Peters by letter on March 19 demanding that the motions be withdrawn. Mr. Rothner added, "Unless you withdraw these motions, we will seek an award of attorney's fees against you and your client for the pursuit of a frivolous motion."

In his response to the Court, Mr. Rothner stated that Burgess has no basis to vacate the judgment or file an amended complaint and therefore the motions should be denied. Mr. Rothner also countered Burgess' claim that the Union would suffer no prejudice if the Court overturns its original decision. In his brief, Mr. Rothner stated that "This assertion ignores the obvious, the defendant [SUP] has already prevailed, therefore, it will necessarily be prejudiced if the Court vacates the judgment in its favor. More significantly, vacating the judgment and allowing the Plaintiff [Burgess] to amend the complaint would unfairly prejudice the Defendant in that it would necessitate the taking of extensive additional discovery regarding evidence of retaliation, thereby causing unreasonable delay and considerable additional expense."

This latest legal maneuver by Burgess was originally scheduled to be heard before Judge King on April 8, however, the matter has been taken off the calendar and will be decided without oral argument by the Judge.

Will continue to keep the membership fully informed.

POSTAL RATES INCREASE

The U.S. Postal Service announced this month that postage rates on all classes of mail will increase significantly on June 30. For example, first-class stamps will rise to 37¢ from 34¢.

The increases will affect the overall operating costs of the Union. Request that those who receive the *West Coast Sailors* by mail voluntarily contribute to offset the costs of production, printing, and postage. For those who want to receive the paper in a more timely manner, subscriptions via first-class mail are now available for \$20 per year. A subscription form will be printed in the April issue. (Editor's note: See page 5.)

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2, of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2002, and report back to the membership at the May coast-wise 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-to on Friday, May 10, at 9:00 A.M.

ACTION TAKEN

Quarterly Finance Committee: Trev Motlow, Sonny Cooper, Frank Portanier, Gene VanKlinken, Paul Calais, and Arthur Thanash elected to the Committee.

M/S to ratify the LMSR Memorandum of Understanding. Carried unanimously.

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

Gunnar Lundeberg

American Shipbuilding Association sets 2002 legislative priorities

Increase the Naval Shipbuilding Rate to Maintain a Navy: The Bush Administration's 5-year shipbuilding plan will drop the force to 244 ships. The first installment in the process of restoring the Navy's fleet to the bare bones minimum, defined in the 2001 QDR, is to add one DDG-51 destroyer, one LPD-17 amphibious transport dock ship, complete the purchase of the LHD-8 amphibious assault ship, and add advanced procurement dollars for an economic order quantity production of the Virginia Class Submarine in FY 2003.

"Tax on Delivery" of Naval Ships: H.R. 2189/S.666 will correct an inequity in the Tax code that severely penalizes naval shipbuilders by strengthening the shipbuilding industry's cash flow to allow for greater investment in facilities, technology, and people to reduce the cost of naval ships. It will also allow shipbuilders to pay vendors in a timely fashion. Under the Tax Code, naval shipbuilders must estimate what their profits maybe three to seven years into the future and pay taxes on a percentage of their anticipated profit annually. This "Percent of Completion Method of Accounting" diverts critical cash needed in a ships' construction phase to income tax payments that may be not realized. These bills will change the Tax code to allow a shipbuilder to pay taxes on income earned upon delivery of each ship. The builder will pay the same amount of taxes, but pay them when the profit is known and earned.

Promote Title XI Financing for Commercial Ship Construction: Increase the Maritime Association's FY03 budget for Title XI by \$50 million to help meet the national goals of increased energy self-sufficiency, increased commerce, and a strengthened defense industrial base. The Title XI Ship Loan Guarantee Program, managed by MARAD, makes financing available to small and medium-sized ship operating companies at comparable terms and rates as those available to large corporations. This Program is directly responsible for the U.S. construction of 10-double-hulled oil tankers, RoRo cargo ships, and other vessels to expand U.S. Commerce. Commercial shipbuilding reduces the cost of naval ships and sustains the skilled workforce and vendor

base of the defense shipbuilding industry during historically low rates of naval ship production. Today, there are pending applications for six more environmentally safe double-hulled oil tankers, a chemical tanker, and the potential for 20 to 40 double-hulled offshore shuttle tankers to serve the growing Floating Production, Storage and Offshore Loading (FPSO) market in the Gulf of Mexico along with numerous other ship construction projects to replace and expand the U.S. fleet.

Improve the Maritime Security Program (MSP): The Maritime Administration's Maritime Security Program (MSP) promotes a U.S. Merchant Marine, and provides sustainment sealift to the Department of Defense in times of national emergency. U.S. citizen operating companies engaged in international commerce that register their ships in the United States and employ U.S. citizen crews are eligible for a \$2 million per ship subsidy to offset the higher cost associated with operating under the U.S. flag. The Program will expire at the end of 2005. As discussion begins on reauthorizing the Program, it is important to look at ways to improve MSP to enhance its role in meeting national security objectives in times of peace and war. A glaring weakness in the Program is that it does nothing to strengthen the defense shipbuilding industrial base, and in fact, weakens the base by encouraging U.S.-flag ship operators to buy their ships from foreign subsidized shipyards. This practice actually strengthens the industrial capability of potential American adversaries, such as China, to the detriment of American sea power. ASA will work with Congress and the Administration to foster American construction of the ships participating in the MSP fleet so that the program can better serve the Nation as the sixth branch of the Armed Forces.

Support the Jones Act and Passenger Vessel Services Act: These laws require vessels transporting cargo passengers between two U.S. ports to be built in the United States and operated by U.S. companies employing American crews. The purpose and need for these laws is to strengthen American sovereignty and the shipbuilding industrial base, including the highly skilled workforce on land and at sea, to meet America's security requirements.

No visa, no shore leave for foreign mariners in U.S.A.

As of April 8, the U.S. Immigration and Naturalization Service (INS) stopped granting visa waivers or shore leave to foreign mariners in American ports without a valid U.S. Visa. "Crew members arriving without a valid U.S. visa will be detained onboard," a spokesman for the agency said.

The INS ruling comes after four Pakistani nationals jumped ship last month from the Cypress-flagged bulk carrier *Progreso* in Norfolk, Virginia. One of the four was recently arrested in San Antonio, Texas while the other three remain at large.

The incident caused considerable embarrassment to the INS which has been under fire for lax security measures.

Record of SUP Shipping March 2000

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	2	3	3	0	8
Maint. Man	1	0	0	0	1
A.B. Dayworker .	0	0	4	0	4
A.B .	26	9	20	6	51
O.S.	2	0	3	2	7
Ship Util.	0	1	1	0	2
Standby	39	18	109	15	181
TOTALS	70	30	139	23	262

Vice President's Report

April 2002

Ships Checked

Made the *Mahimahi* in Oakland. Repairs to bow thruster and port windlass completed at last. Discussed proposals for upcoming Matson negotiations with Tom Larkin, delegate. Paul Fuentes, bosun in the *Matsonia*, has also submitted proposals. Urge all hands to forward their ideas and proposals to Headquarters for consideration by the Negotiating Committee to be elected in May. Also in Oakland made the *President Adams* before she sailed for Dutch Harbor enroute Asia. Made the *Chevron Washington* at Richmond Long Wharf; Thor Erikson is the delegate. Members are urged to observe common etiquette and SUP tradition at Chevron and relieve on arrival. Hesham El Sayed, delegate in the *Chevron Colorado*, called from Long Beach with an anchor watch clarification. Visited Foss home dock and met several times with Foss delegates Tom Tynan and Mike Worth on a variety of issues. Also met with the interested Foss membership on April 1 and 2 at Headquarters with Gunnar Lundeborg. We have incorporated the agreed-upon revisions to the draft seniority document and will meet again when we get another draft back from the Company. Calls from the *USNS Seay* *USNS Mendonca*, *USNS Fisher*, and the *USNS Pililaau* provided an opportunity to square away some beefs, issue clarifications, and help arrange training. Along with Exxon Seamen's Union Secretary-Treasurer Leo DeCastro, who is also an SUP member, boarded the *S/R Benicia* on her last visit to the San Francisco Bay. After many years of profitable service, the *Benicia* has reached the end of her OPA life and will be laid up in Portland before her inevitable date with the breakers. The members of the deck, engine and steward's departments all send their fraternal regards to the SUP membership.

Pacific Coast Maritime Labor Management Consortium

On March 14 at Headquarters, I met with a subcommittee of the members of the Consortium to draft the bylaws and articles of incorporation of this new organization. In attendance were H. Whitey Disley, President, Marine Firemen's Union; Terri Mast, Secretary-Treasurer, Inland Boatmen's Union; Gregg Trunnell, Director, Pacific Maritime Institute; Kevin Nichols, West Coast Representative and Jon Anderson, Patrolman, both of the Marine Engineer's Beneficial Association. After a number of revisions the articles and bylaws were approved for action by the full Consortium. The PCMLMC is a coalition of West Coast companies and unions designed to explore ways to improve job placement and retention and promote a qualified and stable workforce in the offshore and inland maritime industries by providing financial or other assistance to recruitment, training, and career advancement programs. The Consortium is presently seeking grant funding for training, but the organization may be useful for a variety of purposes.

Foss Daily Standby List

Members in San Francisco who are interested in casual work at Foss should contact the Front Office or the Dispatcher for registration on the Foss Daily Standby List. If you are on the list and your circumstances change, please inform me so that I can revise the list.

LMSR training

For those who are committed to sailing in the LMSR fleet, the Union will train to meet the requirements of the agreement and other regulations. If you have an expired or soon to expire small arms certificate, please advise either Rich Reed or myself. We now have a small arms recertification class available in San Diego. Then next recertification class is May 8 and 9. If you have the LMSR training without small arms, and you intend to sail in the LMSR fleet, the Union will provide and arrange original small arms training.

Dave Connolly

SUP aboard the S/R Benicia



SUP Vice President Dave Connolly (right) visited SUP Brothers Leo DeCastro and Ricardo Padilla aboard SeaRiver Maritime Company's *S/R Benicia* in Richmond last month. Brother DeCastro is Secretary-Treasurer of the Exxon Seamen's Union which represents all unlicensed departments with Sea River.

Photo by Kevin Conroy.

SUP Branch Reports

Seattle

March 18, 2002

Shipped the following for the period: 2 bosuns, 1 A-card returned, 1 A-card to a pier-head jump, 6 AB jobs filled by 3 A's to regular jobs, 1 A return and 1 A relief, 1 C-card to USNS ship, 1 OS to USNS ship, and 11 standbys taken by 9 B-cards and 2 C-cards.

Registered for the period: 10 A cards for a total of 27, 8 B cards for a total of 25, and 3 C cards for a total of 22.

Ships checked

APL Philippines back from the yard with no beefs and a good pay-off. *APL Thailand* problems between the mate and the boatswain, unhappy ship through no fault of the bosun's. *Maui* and *Kauai* in twice and running smoothly.

Pensioner Ron Springer has been working hard on a bill with the state legislature to grant Washington State veteran status to U.S. Merchant Marine seamen who have served in war zones. The SUP asked the Washington State Labor Council to support and lobby for this issue with the state legislature which they agreed to do. The Washington State "Jobs with Justice" asked the union to speak on port security legislation and up coming contract negotiations at their evening meeting on March 6, and we did so. The "Jobs with Justice" mans a rapid response phone bank to all labor unions and labor activists and has been a critical tool providing support to unions manning picket lines.

I attended the King County Labor Council Port Coalition meeting and the Puget Sound Port Council, Maritime Trades Department meeting. We have yet to meet with the USCG, Captain of the Port, on our exclusion from port security meetings. This is a critical issue to all who work on or around the waterfront as these hearings will determine how U.S workers will have access off and on the Docks.

The SUP has lodged complaints with the offices of U.S. Senators Patty Murray and Maria Cantwell and asked that organized labor be included in theses meetings.

The SUP Political Action Fund is a voluntary fund and is vital in our fight to protect our jobs. Please contribute to this fund.

Vince O'Halloran
Branch Agents



Wilmington

March 18, 2002

Dispatched for the period: 2 bosuns, 17 AB, 2 AB Maints., 2 OSs, and 73 standbys for a total of 96 jobs shipped.

Registration stands at 44 A cards, 38 B cards, 13 C cards, and 4 D registrants.

Ships checked

APL Korea, Tony Fague delegate; *President Adams*, *Lurline*, Mike Soper delegate; *Mahimahi*, *R.J. Pfeiffer*, Johnny Webb delegate; *President Polk*, *President Wilson*, *Ewa*, Steve Crute delegate; *Lihue*, Jim Savage delegate; *APL Philippines*, Chuck Maringer delegate; *President Truman*, *President Jackson* and *Manoa*.

President Gunnar Lundberg attended the Branch meeting, read his monthly report to the members and took questions from the membership regarding the upcoming negotiations with Matson, initiatives to reauthorize the Maritime Security Program before 2005, STCW compliance issues and other issues of interest to the membership. The Wilmington Branch is appreciative of Gunnar's time and efforts on our behalf.

Attended the following meetings: (1) Maritime Trades Department on February 22; (2) Veteran's Memorial on February 25—we are interviewing bidders for the new wall of honor. I am continuing to check names to make sure that all our SUP Brothers and Sisters are on the wall. If anyone would like to help, let me know. (3) Los Angeles County Federation of Labor on February 26; (4) MTD lunch/meeting on February 28—We had a speaker about the secession of the Harbor cities, Labor is against secession. It is another divide and conquer scheme. (5) Harbor Labor Coalition on February 28; (6) *SS Lane Victory* on March 13—We had a good turnout with Duane Nash and George Jackson as instructors. The next class will be April 10. We need instructors and students to keep this program going so sign up. It is only one day per month and it's free.

Maritime Day will be celebrated on Wednesday, May 22, at 10:00 A.M. at the Merchant Marine Memorial on Harbor Boulevard at the end of 6th Street in San Pedro. Please attend if you can.

Bosun Tommy James took advantage of his *Eva* port time and got married to his bride, Sripai. Captain David Lyman in Honolulu performed the ceremony on the *Falls of Clyde*. We hear it was a grand event. Our congratulations to both the bride and groom.

Mark Hurley, Branch Agent

Honolulu

March 18, 2002

During the month of February 2001, dispatched the following: 3 ABs, 1 AB relief, and 1 AB return. These jobs were filled by 3 A members, and 2 B members. Also shipped 14 standby jobs filled by 3 A members, 2 b members, 2 C members and 7 D registrants, for a total of 19 jobs shipped.

Registered during the month of February 2 A members, 5 B members, and 4 D registrants. To date, registered are: 7 A members, 16 B members, 5 C members and 5 D registrants, totaling 33 registered.

Ships checked

Maui, *Lurline*, *Matsonia*, *Lihue*, *Kauai*, *R.J. Pfeiffer*, and *Ewa*. All with few or no problems. Paint and Rigging running smoothly with George Lua as bosun and Patrick Weisbarth, delegate.

On March 20, 2002, attended the monthly meeting of the Honolulu Port Maritime Council.

Mike Duvall
Branch Agent

One SUP member joins the ranks of pensioners

The following SUP member joined the rank of pensioner, bringing the total number of SUP pensioners to 1004:

John E. Lindsey, 71, Book No. 17891, joined SUP in 1985.

San Francisco Business Agent

April 8, 2002

Kauai - Archie Bickford, delegate: Seattle/Oakland/Honolulu run. No disputes.

Mahimahi - Tom Larkin, delegate; Joe Moniz, relief bosun. Continuous time good and payable.

Manoa - Anthony Labor, delegate: Guam run; voyage pay off.

Maui - Allen Gonzalez, delegate: Seattle/Oakland/Honolulu run. Clean, no disputes.

Mokihana - John Fernandes, delegate: Voyage pay off. Guam run, no disputes.

Moku Pahu - Ed Suguitan, delegate: Return from shipyard in China, no disputes.

R.J. Pfeiffer - Johnny Webb, delegate: San Francisco/Los Angeles/Honolulu run. No disputes.

San Francisco Bar Pilots - Steve Messinger, delegate; Leo Moore, bosun: In good shape.

Chevron Colorado - Thor Erikson, delegate; Nick Hoogendam, bosun: Gangway watch time is payable.

Chevron Washington - Hesam El Sayed, delegate: Clarification on anchor watches. Running San Francisco Bay to El Segundo and Long Beach.

President Adams - John Gabourel, delegate; Charlie Supple, bosun: Food beef settled.

President Grant - R. Taylor, delegate: Guam run. Paid disputed time for fire drill.

President Jackson - Dennis Tinsley, delegate: Voyage pay off. No disputes.

Norfolk Office

March 2002

Shipped 1 bosun, 7 ABs and 1 OS in March, filled by 1 B card, 7 C cards and 1 D card.

Registered for shipping 1 A card, 1 B card, 6 C cards and 2 D registrants.

The month of March passed very quickly with sea trials on two ships, and the crewing of the *USNS Seay*, which may be going to Thailand due to the hard luck fire on the *Cape Horn*.

The *Mendonca* and *Gilliland* all went well, minor problem on the *Mendonca* which was settled with captain and delegates. Boston Jerrell Hill on the *Gilliland* did an outstanding job; the gang gave him a big thumbs up.

The *Gordon* and the *Yano* continue to have air conditioning problems. As the weather starts to warm up, life is miserable down in the swamps. In spite of bad conditions, Bosun Dale Gibson on the *Yano* and Joe Richwagon on the *Gordon*, are doing a fine job keeping the gang together under these hot conditions. The rest of the fleet is in good shape.

Latest word on the new *USNS Brittin*, is late May, early June.

Jack Stasko
SUP/MFOW Representative

SUPPORT THE SUP POLITICAL FUND

Cape Bover returns from sea trials



Photo by Chief Mate Andy Hatz

The Ready Reserve Force vessel s/s *Cape Bover* returns from sea trials in March. Manning the aft docking station as the ship approaches Alameda Point are from left: OS Steve Garrett, AB Lee Dancer, AB John Diaz and Third Mate Steve Price.