



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, August 23, 2002

## Coastwise demonstrations back ILWU in bargaining

Lawmakers blast government's threat to intervene

Thousands of trade unionists and their supporters demonstrated at major ports on the West Coast on August 12 in support of the right of the International Longshore and Warehouse Union (ILWU) to bargain collectively with the Pacific Maritime Association (PMA) without government intervention.

The Bush Administration's threat to intervene in the negotiations has become a major point of contention since the White House in June convened a working group to monitor the talks. Representatives from the departments of Labor, Commerce, Transportation and Homeland Security are part of this group.

Federal officials, speaking on condition of anonymity, told the *Los Angeles Times* this month that the working group have outlined four steps the Administration or Congress might take in the event the ILWU strikes. The first and most likely option would be for President Bush to declare a national emergency, then invoke the Taft-Hartley Act that would delay a strike for 80 days. Other options include using Navy personnel as strikebreakers and scabs, attempting to fragment the Union's coastwise bargaining unit or backing legislation that would cripple the Union's ability to strike.

The rallies on August 12, drew support from half a dozen mayors, including Willie Brown of San Francisco, Jerry Brown of Oakland, as well as Senate Majority Leader Tom Daschle (D-SD) who spoke in Portland.

The threat of government intervention prompted California state legislators to hold a hearing on August 16, at the Banning Landing Community Center in Wilmington. With the Center packed to overflowing, State Senator Richard Alarcon (D-Sylmar), chair of the Senate Labor and Industrial Relations Committee stated that, "When Bush got involved in the negotiating process, we felt it was absolutely necessary to hold this hearing. It's an inappropriate use of federal power. It's unconscionable to use concerns about September 11 to block the collective bargaining process. That's the right of American workers."

State Rep. Paul Koretz (D-West Hollywood), chair of the Assembly's Labor and Employment Committee, also opened by criticizing Bush's interference in the bargaining. "This administration sees legal union activity as a threat," he said.

The joint committee heard witnesses from labor, management and the community, followed by an open forum. Labor witnesses

**See ILWU** *cont'd. on page 5*

## Patriot files protest over LMSR award to Maersk

Denmark concerned about military use of the vessels

In the wake of the award of eight Large Medium-Speed Roll-On/Roll-Off (LMSR) vessels to Maersk Lines, Ltd. by the Military Sealift Command early this month, Patriot Contract Services, a division of American Ship Management, filed a protest with the General Accounting Office requesting that the award be suspended pending a thorough review and investigation.

In Denmark, where Maersk's parent company A.P. Moller is headquartered, news of the award came under fire from opposition politicians. Socialist People's Party (Socialistisk Folkeparti) spokesman Villy Soevndal said, "The contract could put one of the country's largest companies in conflict with Denmark's official foreign policy at a time of heightened international tension and the possibility of an attack on Iraq." Denmark does not support attacking Iraq. Former Danish Foreign Minister Niels Helveg Peterson has appealed to the government for an investigation of the situation.

With Denmark holding the presidency of the European Union, the political fallout from the Maersk award could spread further, according to the *Lloyd's List*.

Patriot's protest, filed on Au-

gust 16, states that MSC's evaluation and award of the LMSR solicitation "was seriously flawed in a number of respects. First, MSC improperly evaluated the technical merit of Patriot Contract Services' (PCS) proposal. PCS is an experienced operator of LMSR ships and also offers substantial additional military and commercial experience in ship operation and maintenance. PCS has consistently earned outstanding performance ratings from MSC for its operation of LMSR ships. Indeed, in connection with a procurement awarded in March 2002, MSC rated both PCS's technical capability and past performance highly. Here, MSC discerned no significant weaknesses in PCS's proposal yet it improperly assigned PCS a lower technical rating. Second, at the debriefing, MSC justified the lower rating by listing a number of alleged flaws in PCS's proposal that were never identified adequately during discussions. The failure to identify these issues was particularly significant because MSC's 'concerns' could easily have been resolved with additional information, or in some cases, simply by reformatting aspects of

the proposal. Third, PCS's proposed price — which MSC concluded was realistic — was millions less than that of the awardee, Maersk Lines, Limited (MLL). MSC apparently awarded the contract to MLL without conducting an appropriate trade off analysis in order to determine whether MLL's higher technical rating (which PCS contests) justified the extravagant cost premium."

"PCS believes that MSC erroneously awarded higher technical scores and higher or equivalent risk ratings to offerors that submitted proposals reflecting less experience and less advantageous solutions than PCS's proposal. For example, MSC rated MLL as presenting very low risk even though MLL is a wholly-owned subsidiary of a Danish owned company and there is very strong public sentiment in Denmark against the company supporting any potential United States actions in Iraq. Further, on information and belief, MLL's technical solution was not materially different or superior to that offered by PCS. The only significant distinguishing factor is the MLL has previously operated the same

**See Patriot files protest** *cont'd. on page 3*



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## House panel holds another MSP hearing — U.S. shipyards testify

On July 23, the Special Oversight Panel on the Merchant Marine of the House Armed Services Committee held the second of two hearings on the reauthorization of the Maritime Security Program (MSP). The witness panel consisted exclusively of representatives of U.S. shipyards.

The hearing was chaired by Rep. Duncan Hunter (R-CA) and panel members in attendance were ranking member Rep. Tom Allen (D-ME), Jim Saxton (R-NJ), Gene Taylor (D-MS), Walter Jones (R-NC), Ander Crenshaw (R-FL) and JoAnn Davis (R-VA).

In his opening statement Chairman Hunter said he was "particularly interested in getting the best cost estimates of each of the disparate proposals" that were to be presented. He expressed a desire to hear the panelists views of "needed changes to the tax laws" and mentioned that he is developing a proposal to address the issue and hopes to introduce it "ideally, as a bipartisan effort" after the August recess. Chairman Hunter stated that in his opinion "reauthorization and modification of the current Maritime Security Program is only one step in a series of

required changes." He went on to say that the program needed to be affordable and "one that this Administration can get behind and support."

Chairman Hunter stated his intention to hold further hearings in the fall and would be seeking the requirements of "the ultimate users - TRANSCOM [U.S. Transportation Command]." He continued: "If we cannot design a program that meets and satisfies a discernible military requirement, we will not be getting the support of the Administration."

The first to testify before the

Panel was Richard Vortmann, president of National Steel and Shipbuilding and Chairman of the American Shipbuilding Association.

Vortmann contended 99% of ships in the MSP fleet are foreign built and 87% are foreign owned. "It is just a matter of time until there will be only two — and quite possibly — just one company left in this fleet. These companies are Neptune Orient Lines of Singapore and Maersk of Denmark." He said the current MSP program has not achieved the in-

**See House panel hearing** *Cont'd. on page 3*

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED JUNE 30, 2002

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 8, 2002, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$1,084,033.62*
Political Fund .....	\$834.92
Strike Fund .....	\$1,293,730.99
Total Cash and Investments 2nd Qtr 2002 .....	\$2,378,599.53

\*\$4,569.00 held for Wall of Honor not included  
\$16,600.00 paid 2/4/00 to AMMV for memorial

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$115,439.50
Interest .....	36,093.10
Donations - <i>West Coast Sailors</i> .....	3,787.00
Tanker & Joint Committee, Hiring Hall .....	100,430.67
Advertising & Promotion .....	443.35
Miscellaneous Reimbursements, Fines .....	11,490.17
Reimbursed Administrative Expenses .....	12,145.36
Reimbursed Field Expense .....	426.26
Contributions - General Fund .....	3,145.00
Total Income: .....	\$283,400.41

Expenses:	
Auto & Travel .....	\$2,557.00
Rent .....	11,688.80
Postage, Printing & Office .....	6,723.56
Telephone & Telegraph .....	4,793.93
<i>West Coast Sailors</i> Publishing Expense .....	6,801.76
Per Capita .....	10,820.74
Salaries & Payroll Taxes .....	171,698.42
Office Workers Pension .....	5,233.00
Insurance .....	33,431.49
Field Expense .....	1,536.32
Committee & Neg., Conference & Conv. .....	5,070.51
Investment Expense .....	1,451.80
Officials' Pension .....	1,333.08
Flowers .....	378.63
Advertising & Promotion .....	589.76
Legal & Accounting .....	14,798.49
Filing Fee .....	10.00
Contributions .....	1,390.00

Election Expense .....	7,975.00
Miscellaneous .....	2,500.00
Subscription .....	5,776.66
Total Expense: .....	\$296,558.95

### BUILDING CORPORATION

Income:	
Assessments .....	\$3,204.00
Interest & Principle on Mortgage Notes .....	4,955.48
Rents .....	49,925.79
Total Income: .....	\$58,085.27

Expense:	
Building Services & Utilities .....	\$41,267.49
Repairs & Maintenance .....	2,625.14
Salaries & Payroll Taxes .....	14,059.12
Legal Expense .....	(61,674.79)**
Filing & License Fees .....	810.80
Pension .....	190.44
General Tax .....	10,649.16
Insurance .....	6,195.94
Total Expense: .....	\$14,123.30

\*\*Reflects legal expense reimbursement of \$82,000

### POLITICAL FUND

Income:	
Contributions .....	\$3,764.00
Interest .....	1.90
Total Income .....	\$3,765.90

Expense:	
Contributions .....	\$4,150.00
Office Expense .....	24.00
Total Expense: .....	\$4,174.00

Net Income .....	\$30,395.33
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/s/Richard Cahill  
/s/Sonny Cooper  
/s/Paul Fuentes

/s/Jose Lopez  
/s/Arthur Thanash  
/s/Mike Worth

*ACTION BY THE MEMBERSHIP August 12, 2002. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

## Final Departures

**John Nihipali**, Book No. 2447. Born in Hawaii in 1921. Joined SUP in 1955. Died in Honolulu, Hawaii, June 25, 2002. (Pensioner)

**German V.T. Martinez**, Book No. 4828. Born in Puerto Rico in 1903. Joined SUP in 1937. Died in Sonoma, California, July 2, 2002. (Pensioner)

**Theodore Chrisostomo, Jr.**, Book No. 4739. Born in Hawaii in 1930. Joined SUP in 1957. Died in Seattle, Washington, July 3, 2002. (Active)

**Dennis E. Dooley**, Book No. 18152. Born in Pennsylvania in 1950. Joined SUP in 1991. Died in San Francisco, California, July 2, 2002. (Active)

**James Eddleman**, Book No. 1702. Born in Oklahoma in 1922. Joined SUP in 1945. Died in Texas, July 12, 2002. (Pensioner)

**Robert H. Watkins**, Book No. 2829. Born in Washington in 1924. Joined SUP in 1936. Died in Walnut Creek, California, July 22, 2002. (Pensioner)

**Carl E. Boberg**, Book No. 5048. Born in Washington in 1927. Joined SUP in 1944. Died in San Francisco, California, July 29, 2002. (Pensioner)

**George H. Bernard**, Book No. 5627. Born in Wisconsin in 1926. Joined SUP in 1953. Died in Pittsburgh, Pennsylvania, July 27, 2002. (Pensioner)

**Charlie Pino**, Book No. 3775. Born in Tennessee in 1924. Joined SUP in 1951. Died in Lomita, California, August 2, 2002. (Pensioner)

**Agustis H. Vastardis**, Book No. 654. Born in Greece in 1909. Joined SUP in 1943. Died in Burlingame, California, July 28, 2002. (Pensioner)

**Edward Gonsalves**, Book No. 2134. Born in Hawaii in 1916. Joined SUP in 1936. Died in Richmond, California, August 2, 2002. (Pensioner)

**Elmer Lee Smith**, Book No. 7260. Born in Arkansas in 1923. Joined SUP in 1952. Died in Mountain Home, Arkansas, August 1, 2002. (Pensioner)

**Fredrick R. Fried**, Book No. 1477. Born in Texas in 1915. Joined SUP in 1934. Died in Grandforks, North Dakota, August 1, 2002. (Pensioner)

### SUP Meetings

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

	Hdq.	Branch
September	9	16
October	15*	21
November	12*	18
December	9	16

\*Tuesday

## British to honor mariners in September

The British Merchant Navy Day Memorial Service and Reunion will take place on September 1 on London's Tower Hill.

The memorial for the merchant navy and fishing fleets is always held on the Sunday nearest to September 3, recently designated Merchant Navy Day by the British government as the first day of World War II when within hours the unarmed merchantman *Athenia* was sunk by a U-boat.

## Labor Day festivities

In the San Francisco Bay Area, the Central Labor Council of Alameda County will be gathering at the Alameda County Fairgrounds in Pleasanton for a picnic on Monday, September 2.

The King County Labor Council is hosting Seattle's annual Labor Day Picnic at Woodland Park from 1100 to 1600 on September 2. Admission is free and all are invited.

Wilmington will celebrate by marching in its traditional Labor Day parade, September 2. The SUP will meet at the hall at 0900. At 1000 the march begins at E Street and Avalon. We march to M Street and turn right to Banning Park for a picnic. This parade and picnic has grown each year since 1979 with this year having more Unions and marching bands than ever before.

In Honolulu, the Hawaii State AFL-CIO is hosting its annual Union Labor Day Concert on Sunday, September 1, at Waikiki Shell. The SUP under the Hawaii Maritime Port Council banner will help the keiki (kids) fishing pond. The following day, September 2, there will be a parade from at 0900 from Magic

Island and proceeds to Kapiolani Park where there is a rally and other programs from 1100 through 1230.

## West Coast Sailors

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# House panel hearing on MSP

*cont'd. from page 1*

tended objectives and that, "by all measurement, the U.S. merchant marine is worse off today than 10-20 years ago." Vortmann asserted that if Congress reauthorizes the existing MSP program the Department of Defense will "have no say" in the types of ships enrolled in MSP, which he said may have little or no military utility, and there will be "no assurance that when the going gets tough that these ships will be available" to DOD.

To address what he called "serious deficiencies" in the MSP, Vortmann proposed that DOD pay for the design and construction of ships over a multi-year construction period with the general types, tonnage, and numbers of each ship type to be identified by the Transportation Command, in consultation with the Maritime Administration, to meet DOD sustainment lift requirements.

"Under this program, DOD would request proposals annually from U.S. citizen ship operators for commercial ships meeting the general description and functionality required by DOD. The U.S. citizen operator would enter into a contractual agreement with DOD, based on the design selected by the operator, to lease the commercial vessel over a twenty-year period. DOD would then pay for the construction of that ship in a U.S. shipyard. Lease payments by the operator to DOD would commence on the date of delivery of the vessel. The lease payments to DOD would be based on the international bareboat charter rate for a comparable vessel. Lease payments to DOD could be made on a monthly basis. While the contractual length of the lease would be for 20-years, the contract could either be at a fixed rate for 20 years, or alternatively, provide for an annual adjustment of the lease payment to reflect any increase or decrease in international charter rates."

At the conclusion of Vortmann's testimony, Chairman Hunter asked his opinion on the issue of control of MSP ships relative to citizenship requirements. Vortmann responded that his organization "absolutely" supported American control.

Herschel Vinyard, Vice President of Atlantic Marine Holding Company was next to testify.

First, he proposed that "the reauthorization of the MSP require that all non-emergency maintenance and repair on MSP ships be performed in U.S. yards and that contract payments to MSP operators be modified to meet the additional cost, if any, associated with the domestic repair requirement."

Secondly, Vinyard advocated reforming the Title XI program arguing "the program will never be fully successful until operators can rely on a steady stream of funding to ensure that funds for loan guarantees will be available when their shipbuilding projects mature and until the program is administered in a way that is consistent with procedures and policies used by commercial lending institutions."

Thirdly, he attacked the Cargo Preference Program, saying it "does nothing to help maintain the shipyard industrial base." Vinyard said this could be easily modified by requiring that vessels built and/or repaired in the U.S. be given priority status when cargo preference contracts are awarded. Fourthly, he contended that Congress can, with no government spending, extend eligibility for participation in the Capital Construction Fund (CCF) to the construction of vessels to be operated in the domestic coastwise trade and that the program should be changed to allow CCF deposits to pay for vessel repairs in U.S. yards. Finally, Vinyard proposed modifying the Military Sealift Command's (MSC) current contracting requirements to award longer term contracts for vessel operators, which he said would lead to easier financing for ship construction by lenders unwilling to back projects for short term operating contracts. In closing, Vinyard said the Congress would need to address the decline of the U.S.-flag fleet with long term, comprehensive measures that take into account all sectors of the U.S. maritime industry.

The last to testify was Ronald McAlear, president of Kvaerner Philadelphia Shipyard. He stated that shipowners and operators had "made a mistake" by not consulting shipbuilders on new MSP proposals. Repeating Ben Franklin's oft-used phrase—either we all 'hang together or we hang separately'—he said that some of the proponents of reauthorization of MSP have overlooked the fact that the shipbuilding industry is a critical part of the maritime industry of the United States, that our industry strongly supported the original MSP legislation and that the current law contains provisions which give a preference for U.S.-built vessels participating in the MSP program." McAlear said he would like to see that preference maintained in the reauthorization and

"certain incentives" added to the law to encourage U.S.-flag operators to purchase qualified MSP vessels in the United States.

McAlear acknowledged: "It is true that vessels cost more here. We pay higher wages than other shipbuilding nations (although the gap is narrowing); our regulatory requirements are far more burdensome than elsewhere; our tax structure imposes greater costs on U.S. businesses; and other nations subsidize their industry to a degree not available in the United States. In this way, however, shipbuilders are no different from the U.S. flag commercial vessel operators, whose costs are far above those of their foreign flag competitors. Everyone in the maritime industry faces the same problems of cost differentials and foreign subsidies." He went on to say: "The crucial differences between the U.S.-flag operators and U.S. shipbuilders are: (1) the degree of support rendered by foreign governments; (2) the fact that our industry has effectively been out of the commercial business since the abrupt termination of the Construction Differential Subsidy (CDS) program in the early 1980s; and (3) the inescapable fact that we cannot simply "re-flag" our shipyards in order to survive and continue in business. We either make it with our facilities or we don't. We have no other options!"

Saying he wants to renew the partnership between U.S. operators and shipbuilders that has languished over the last twenty years, McAlear suggested to the Panel that they include in the MSP reauthorization a continuation and strengthening of the preference for U.S.-built vessels found in Section 652(o)(4) of the current law. "Section 652(p) of the current law also contains a notice provision to U.S. shipbuilders before MSP opera-

tors can contract for new vessels in a foreign shipyard. I would urge you to retain this provision but modify it to require MSP operators to notify U.S. shipbuilders sufficiently far in advance of contracting with a foreign shipyard to give us an opportunity to put together a deal, but I would also ask you to consider strengthening the notice provision by including recently built vessels (e.g. less than two years old or under construction). At the very least, I believe MSP operators should be required to provide U.S. shipbuilders with a genuine opportunity to see if a deal can be made to work before they get a "green light" to purchase new vessels outside the country. In order to enforce this provision, I would suggest that MSP operators be required to certify to MarAd which U.S. shipbuilders they have contacted, the dates of those contacts and the results of those contacts before MarAd permits them to bring a foreign-built vessel into the MSP program."

McAlear suggested that the Panel consider "coupling the U.S.-built preference with a larger MSP payment for a U.S.-built vessel to take into account the difference in capital costs between U.S. and foreign-built vessels." He said he would anticipate that a differential of approximately \$4-5 million per year, per U.S.-built vessel over the life of an MSP contract would create a financial inducement to purchase a vessel in the U.S. "It seems to me that if we combined the statutory preference for U.S.-built vessels, higher MSP payments for the U.S.-built vessel, Capital Construction Fund (CCF) tax benefits and Title XI guarantees this would significantly reduce the net cost of the vessel for the operator and would provide good jobs for American citizens and help to revitalize an important National Security industry."

## Senator Feinstein introduces sweeping port security legislation

A far-reaching, multi-point port security bill, S.2895, which establishes a risk profiling plan for the U.S. Customs Service and builds on U.S. security efforts abroad, was introduced in the U.S. Senate August 2 by Senator Dianne Feinstein (D-CA).

Known as the "Comprehensive Seaport and Container Security Act of 2002," the legislation beefs up the authority of the U.S. Customs Service, imposes steep fines on parties who fail to comply with information filing requirements, and places certain requirements on the Transportation Security Administration (TSA) and on the Federal Bureau of Investigation (FBI).

The legislation also provides for the stationing of Customs Service inspectors and personnel from other U.S. Federal agencies at foreign facilities of manufacturers or ocean carriers to profile and inspect cargo and containers before they are loaded on vessels destined for the United States. This provision complements and builds on the Customs Service's Container Security Initiative (CSI) program, which is already underway in several European and Canadian ports, Senator Feinstein said.

### Federal Maritime Commission Would Lose Authority

The legislation would transfer the Federal Maritime Commission's licensing and overseeing of ocean transportation intermediaries (OTIs) to the Customs Service. Senator Feinstein noted that OTIs, which consolidate cargo for vessel operators and shippers, account for more than 80 percent of all international trade cargoes. The Customs Service, under the legislation, will possess more resources than the FMC to oversee OTIs, Senator Feinstein said. Additional provisions of the bill include:

- The designation of an official at all U.S. ports as the chief authority responsible for security;
- Requiring the FBI to collect and provide data relating to seaport crime;
- Requiring U.S. ports to provide space to the Customs Service to enable the agency to use its non-intrusive

inspection technology;

- Requiring vessel operators bound for the U.S. to transmit cargo manifests with detailed information at least 24 hours before departing from a foreign port;
- Imposition of increased fines, currently in the \$1,000 to \$10,000 range, to \$50,000 for providing inaccurate or false manifest information;
- Requiring all port employees to possess biometric smart identification cards;
- The prohibition of guns and explosives at ports, except when authorized;
- Requiring the use of radiation detection pages by all inspectors;
- Requiring the TSA to set security standards so all ports possess a secure port perimeter, secured parking facilities, controlled points of inward access, sufficient lighting, and buildings equipped with secure doors, windows, and alarms;
- Requiring high security seals on all containers bound for the United States;
- Requiring the assignment of a universal transaction number to all containers transported through U.S. ports, in order to track container movements from origin to destination points;
- Requiring all empty containers to be secured; and,
- Funding of pilot programs to develop high-tech seals and sensors.

Cosponsors of the bill include Senators John Kyl (R-AZ), Kay Bailey Hutchison (R-TX) and Olympia Snowe (R-ME). The measure was referred to the Commerce Committee for consideration.

Senator Feinstein voiced hopes that congressional conferees will roll provisions of her legislation into a final bill that can be sent to the White House before September 11. Source: The AMC Washington Letter

## Patriot files protest over LMSR award *cont'd. from page 1*

LMSR vessels that are the subject of this procurement. However, PCS has significant comparable experience and this difference alone cannot rationally account for the difference in technical scores."

"Also, because of its foreign affiliations, MLL, on information and belief, has a convoluted accounting structure that reduces its United States tax liability (and, therefore, reduces operating costs) but inflates other charges like overhead costs. On information and belief, MSC failed to analyze the realism of MLL's prices or MLL's financial status adequately as required by the Solicitation. Thus, it failed to consider or account for potential risks that MLL's already high pricing would be even higher during contract performance with the addition of reimbursable tasks and contract changes."

In addition, Patriot faulted MSC in several other areas relating to the agency's award process.

In summarizing its protest, Patriot requested that the General Accounting Office sustain the protest and direct MSC to terminate the award to Maersk, reevaluate proposals, and award a contract to PCS. In the alternative, Patriot requested that MSC restate its requirements and either modify the existing solicitation or issue a new one, or reopen and discuss in accordance with law and regulation.

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

\*In lieu of dues increase.

Dave Connolly .....	20.00*
Juan Gonzalez .....	10.00
Peter Johnsson .....	20.00*
Remoni Tufono .....	20.00
Frank Walsh .....	20.00
Washington State	
Labor Council .....	50.00
Joseph Wolff .....	10.00

## Political Fund

William Berger .....	25.00
Brendan Bohanon .....	60.00
Mike Dirksen .....	40.00
John Hamann .....	20.00
Delmar Harlow .....	200.00
Sedek Idris .....	20.00
Anthony Jones .....	10.00
John Kelly in memory of	
Dennis Dooley .....	100.00
Hannu Kurppa .....	30.00
Gunnar Lundeberg .....	30.00
Matthew Montalbo .....	20.00
Harry Naeole .....	25.00
Joe Napier .....	25.00
Miguel Palacios .....	20.00
Tom Palmer .....	30.00
Ricky Pangan .....	35.00
Tim Patricio .....	50.00
Emil Pettersson .....	20.00
Paul Purrugganan .....	30.00
Asad Rasulullah .....	10.00
Robert Rathie .....	25.00
George Sherbula .....	10.00
Frank Walsh .....	20.00
William Williamson .....	20.00
Steven Zachmann .....	20.00

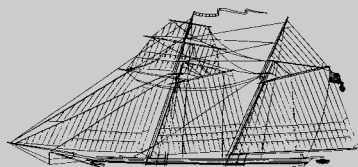
## Wall of Honor

(San Pedro Merchant Marine Memorial)

Sed Idris .....	15.00
Joe Napier .....	20.00
Ricky Pangan .....	35.00
George Sherbula .....	10.00
Steven Zachmann .....	10.00

## West Coast Sailors

Gunnar Beaver .....	20.00
Gilbert Bento .....	25.00
Mike Boyle .....	20.00
William Brindley .....	15.00
James Fernandes .....	25.00
Charles Gedney .....	50.00
John Gugich .....	20.00
Edward Kelley .....	25.00
Stanley Lane .....	20.00
Orson Larsen .....	20.00
Erik Lund .....	20.00
Takeshi Masukawa .....	20.00
Richard Moore .....	25.00
Alex Morse .....	20.00
Harry Naeole .....	25.00
Joe Napier .....	25.00
Emil Pettersson .....	20.00
Robert Rathie .....	25.00
John Reed .....	20.00
Dale Rodriguez .....	20.00
George Sherbula .....	20.00
Frank Smith .....	20.00
Michael Webb .....	20.00



## Dues-Paying Pensioners

Archie Aki	Book #3791	Gunnar Larsen	Book #3516
John Battles	Book #5512	Peter Paul Liptay	Book #3725
Roy R. Camerio	Book #4577	Charles Mohun	Book #6449
Duane Hewitt	Book #5748	Joseph Napier	Book #2299
Knud Jensen	Book #3940	Frank Parks	Book #3798
John Jewett	Book #4291	John Perez	Book #3810
Tony Jones	Book #4305	Charles Rafael	Book #3141
Alfred Kerns	Book #3167	Ralph Senter	Book #7323
Kaj E. Kristensen	Book #3120	Kai Sorensen	Book #7479
Eli Lalich	Book #4062	William Tice	Book #3239
		Charles H. Wall	Book #3420

# A look astern...100 years ago

## Labor Day in San Francisco

The September 3, 1902 issue of the *Coast Seamen's Journal* reported that the Labor Day Parade was an "Unparalleled Display of Labor's Forces."

"Labor Day was celebrated in San Francisco by the greatest demonstration ever witnessed in that city or, comparatively speaking, in any city of the United States. Careful estimates agree that there were 40,000 men and women in line. About 15,000 members of various unions, such as the street-car-men, bartenders, and cooks and waiters were absent from the line of march, the nature of their callings required them to be at work. Of the 1,800 members of the Laundry Workers' Union only 400 took part in the parade, the great majority of the women in that organization being unable to stand the fatigue of the long march.

The parade took two hours and forty minutes to pass a given point. Reaching from Market and East streets, by way of Montgomery to California, to Kearny, to Market, to Van Ness Avenue, to Bush, countermarch to Market and down that thoroughfare, the parade extended over a distance of about twelve miles. The men marched in close order, eight abreast. The parade was composed of six divisions in the following order:"

The first division was "headed by Grand Marshall Michael Casey and his aids, P.H. McCarthy and D. Coop. In a carriage drawn by six black horses, road Mayor Schmitz and the Reverend Father Yorke." First in line was the Allied Printing Trades Council, followed by Typographical Union #21 and the San Francisco Printing Pressmen's Union. In the ranks of the Typographical Union were thirty of the original members that founded the Union in 1850."

The second division was headed by the Iron Trades Council which included members of the International Association of Machinists and Brass Finishers and Metal Polishers Union.

The third division was led by the Retail Delivery Drivers, followed by the Hackmen's Union and the Sanitary Wagon Drivers.

The fourth division was composed of organizations not affiliated with any departmental council. The forty-five Unions

in the division included the Beer Drivers Union, Horseshoers Union #25, Baker's Union #25 and the Hatter's Union.

The Building Trades Council, 7,800 strong, made up the fifth division.

"The sixth division was comprised of different unions of the City Front Federation, under the lead of John Bell, assisted by J.C. Dolan, H. McKeavitt and John Francis. Led by the band came a large float bearing the inscription, 'City Front Federation of the Port of San Francisco, Organized February 2, 1902. Membership, 17,000.' Twelve hundred members of the Longshoremen's Protective Association, Local 222, of I.L.M. and T.A., marched in line under the marshalship of L.J. Barry, the band of the Columbia Park Boys' Club playing a lively march.

The Riggers and Stevedores' Association of San Francisco, Local 230, 600 men in line, carried a banner bearing the motto, 'United we stand, divided we fall.'

The most imposing feature of this division was the float of the Sailors' Union, a bark-rigged model drawn by four horses and appropriately draped with the national colors. Inside were seated several little girls and boys dressed in sailor fashion. This float was under the direction of Captain M. Garthe.

The other unions which paraded in the Sixth Division were the Longshore Lumbermen's Protective Association of San Francisco, No. 224, the 500 men; the Piledrivers and Bridge Builders' Association, No 9078, and about 100 men in line; the Coal Teamsters, Local 285, with about 175 members and a float loaded with coal and decorated with flags; the Brotherhood of Teamsters, Local 85, T.D.I.U., who had the largest aggregation, about 2,000 members marching; the Sailors' Union, Companies A and B, with about 150 men to each company, under the marshalship of Edward Andersen; the Pacific Coast Marine Firemen's Union, represented by over 200 members, and the Marine Cooks' and Stewards' Association of the Pacific, with about the same number marching. All the members of the different organizations paraded in the full uniforms of their respective unions, those of the sailors being the most picturesque."

## Norwegian cruise line pays pollution fine

Norwegian Cruise Lines (NCL), has been fined \$1.5 million by the Department of Justice for dumping waste oil and falsifying log books. The world's fourth-largest cruise line signed a plea agreement with the U.S. attorney's office for the Southern District of Florida and the U.S. Department of Justice admitting fully that it engaged "in a practice of systematically lying to the U.S. Coast Guard over a period of years."

The charges relate to the discharge of oil-contaminated bilge waste from the Norway and at least one other ship between 1997-2000. NCL states that it discovered the violations during an internal environmental audit in 2000, ordered shortly after the company was taken over by Star Cruises. It reported the problems to the U.S. government in May 2000, but only after a whistle blower had already made allegations to the Environmental Protection Agency as far back as October 1999.

## SUP/ILWU solidarity in Wilmington



August 12 ILWU rally: L to R: Tom Riley, Wally Stephens, John Kelly, P. Mike Gazillo, Steve Callahan, Matthew Montalbo, Duane Nash, Jim Wainio, John Folcarelli, Eric Torstenson and Hector Dearogan.

## Record of SUP Shipping July 2002

	Hdqs.....	Seattle .....	Wilm .....	Hono .....	Total
Bosun .....	1	1	3	0	5
Maint. Man .....	2	0	0	0	2
A.B. Dayworker .	0	0	7	0	7
A.B .	27	10	18	15	70
O.S. ....	2	3	0	2	7
Standby .....	46	22	73	37	178
<b>TOTALS .....</b>	<b>78</b>	<b>36</b>	<b>101</b>	<b>54</b>	<b>269</b>

## Neptune Orient Line projected to lose \$200 million

The world's leading investment banks have slashed profit forecasts for Neptune Orient Lines, with two predicting end-of-year losses of more than \$200 million.

Grim reports of low freight rates on major line trades, in particular the transpacific, have resulted in several investment analysts sharply increasing their loss forecasts for NOL.

The company last year saw its financial results swing \$235 million in the wrong direction, from a profit of \$178 million in 2000 to a loss of \$57 million and despite the recent recovery in the container industry's fortunes, it is set to suffer further if latest analyst report prove accurate.

In its latest report, ING Barings has increased its loss forecast by \$178 million, predicting a full year loss of \$210 million, up sharply from earlier forecasts of \$32 million. The bank is predicting a first half loss in excess of \$100 million.

"They are looking at huge losses for the full year," said ING Barings analyst, Peter Williamson.

The bank has down graded its call on NOL's stock from a buy to a sell.

A sharp plunge in freight rates in the first quarter, in particular on the transpacific, is one of the main causes for the bleak outlook for the Singapore-based company.

"If freight rates head south, particularly for the transpacific trade, our loss estimate for NOL might not be aggressive enough as the transpacific accounts for about 60 percent of the group's liner

revenues," Morgan Stanley said.

While there has been some talk of rate recovering in the second quarter of the year, this was from the lows of the first quarter. Freight rates are down 10-12 percent as a whole compared with the previous year.

In a report, Charles de Trenck, global shipping analyst with Salomon Smith Barney, blames NOL's higher costs and debt. Labelling liner APL as the 'Rolls Royce of the transpacific', the report said: "The point is that APL's cost base is higher than many as a result of its past. When revenues decline so rapidly, as they have in the last year, APL suffers the most.

Despite the forecasts of heavy losses, NOL is still seen by many as a potential consolidator within the industry, something that could be brought on by its poor profitability.

"If this were to happen, we could expect NOL to be an active participant in any such consolidation," an ING report said.

NOL has been consistently linked to Anglo-Dutch operator P&O Nedlloyd and is understood to remain interested in buying P&O's stake in the company despite the failure of talks in the past.

How NOL would finance such a deal though while straining under \$2.9 billion in debt remains in question.

"We continue to believe NOL seeking a merger with a competitor is a difficult proposition," said the Salomon Smith Barney report.

## Mokihana crew rescues six



The SUP-contracted vessel *m/v Mokihana* saved six crew men from the sunken Japanese fishing vessel *Katsuura Maru #28*.

In a letter sent to the SUP, Captain Katherine Sweeney, master of the *Mokihana*, reported that on July 19, the U.S. Coast Guard in Honolulu contacted the *Mokihana* and requested the vessel divert its course to aid the *Katsuura*. Having already altered their course to avoid super typhoon Feng Shen, the *Mokihana* set course another 20 degrees south and was only 220 nautical miles away, approximately ten hours of steaming time.

The *Mokihana* was on scene shortly after 0930, July 20, and was able to spot the liferaft quickly at around 1000 hours. After several attempts in 20-25 knot winds and 12 foot seas, and with cooperation from all hands, all six were safely aboard at 1220 hours. Getting the ship in the correct position to drift down towards the liferaft was tough because the sea anchor on the liferaft made it very difficult to heave the liferaft alongside the vessel. Unfortunately, the crew spoke no English and did not know to cut loose the sea anchor once there was a line to the raft which hampered rescue efforts.

Relayed through a Japanese interpreter, apparently, the fishing vessel was enroute to Japan after fishing and the winds caused them to scrape an atoll. The pumps could not keep up with the water coming in. They had to abandon ship and had the *Mokihana* been two hours later, perhaps two of the crew would not have made it. The vessel owner and rescued crew member Tsukasa Urakawa also told the interpreter, "We are most thankful to the good crew of the *Mokihana*."

The SUP members aboard the *Mokihana* were Bosun Frank Portanier, Deck Delegate Mike Nielsen and A.B.s John Fernandez, Jorge Sosa, Joe Amey and Robert Copeland. The C-9 class containership is owned and operated by Matson Navigation Company.

## Army to allow Arlington burial for World War II merchant mariners

The U.S. Army last month decided to allow military funeral honors at Arlington National Cemetery for American Merchant Marine Veterans of World War II.

In a letter to Reginald Brown, Assistant Secretary of the Army for Manpower and Reserve Affairs, Maritime Administrator Captain William Schubert said, "The decision of your agency to allow merchant mariners to be inurned at Arlington is a salute to these patriotic seafarers for their heroic contributions to this country. Thank you for making this favorable decision."

Schubert pointed out that each year, on or around National Maritime Day, May 22, the Maritime Administration sponsors a Merchant Marine Memorial Service, which honors American seafarers who lost their lives in service to their country. During World War II alone, 733 American vessels were sunk, and nearly

6,000 merchant seamen and officers were lost as a result of enemy action and war-related causes.

On June 10, the Army announced that individuals from 37 groups, known as Active Duty Designees, may now receive military honors when their remains are inurned at Arlington National Cemetery. In addition to ocean-going members of the merchant marine, the groups include Women's Air Force Pilots, Women's Army Auxiliary Corps, Flying Tigers, battlefield ambulance drivers, female civilians who served with the U.S. Army Nurse Corps at Bataan and Corregidor, and defenders of Bataan and Wake Island.

Questions about eligibility for inurnment and military honors at Arlington National Cemetery should be directed to the cemetery's Interment Services Office at (703) 695-3250.

## Foreign-flag cruise line seeks cabotage exemption for interisland Hawai'i trade

Norwegian Cruise Lines (NCL) is lobbying Senator Daniel Inouye (D-HI) for an exemption to the Passenger Vessel Services Act to allow the company to sail interisland, reports the *Honolulu Advertiser*.

Currently NCL must sail the foreign port of Fanning Island, approximately 600 miles from Honolulu, to comply with U.S. cabotage law before calling at another Hawai'i port. Under the Passenger Vessel Services Act only U.S.-built, owned and crewed passenger ships may load and discharge passengers between consecutive U.S. port.

Senator Inouye has said that he would consider supporting an exemption to the Act, but only under strict conditions. Jennifer Goto Sabas, the Senator's chief of staff, told the *Advertiser*, "The one requirement that I can tell you that is not negotiable for the senator is that it be a 100 percent American crew."

## Simon crosses picketline

Republican candidate for California Governor, Bill Simon, crossed a picketline of more than 400 union members protesting the use of nonunion, low wage workers in the Westin Bonaventure Hotel in Los Angeles, last month. Both Simon and Governor Gray Davis were invited to a Women's Town hall meeting at the hotel. When Governor Davis refused to cross the picketline, Simon described Davis as kowtowing to "big union contributors."

### ILWU *cont'd. from page 1*

included Los Angeles County Federation of Labor Executive Secretary-Treasurer Miguel Contreras, ILWU Legislation Action Committee co-chair Peter Peyton, ILWU longshore Local 13 President Ramon Ponce de Leon, Teamsters West Coast Port Organizer Gary Smith and Kevin Kucera, president of International Association of Machinists Lodge 1484.

Sen. Alarcon noted that Robin Lanier, the head of the West Coast Waterfront Coalition, the retailer group that has been bashing the ILWU in the press and lobbying against it in Washington, D.C., declined an invitation to testify. But she sent a letter stating that the WCWC had no relation to the PMA. The audience laughed in derision when Alarcon read it aloud.

PMA chief Joe Miniace also declined to appear. He sent Jack Suite, PMA's director of contract administration, instead. Suite claimed the government's concern with the contract talks was understandable.

"The damage to the economy of a strike is obvious," he said.

Suite said the PMA had not encouraged the Bush administration to intervene and he denied PMA ever had talks with the government about the threats made to the union. But when State Rep. Koretz asked if PMA would directly ask Bush to stay out of the negotiations, Suite would make no commitment.

Diane Middleton, a Los Angeles Harbor Area attorney, spoke of the work of the Friends of Labor, an organization of community members who support the ILWU. The Friends of Labor have been targeting WCWC retailers by leafleting consumers at member companies, especially the local Home Depot store.

"Our message is, 'Stay out of the negotiations and drop out of the WCWC,'" Middleton said.

The legislators present to hear the testimony also included U. S. Rep. Jane Harman (D-Venice), Los Angeles City Councilmember Janice Hahn, State Rep. Alan Lowenthal (D-San Pedro) and State Rep. Judy Chu (D-Monterey Park). Senator Diane Feinstein (D-CA), State Sen. Gloria Romero (D-Los Angeles), State Sen. Betty Karnette, State Rep. Marco Firebaugh (D-Cudahy), Los Angeles City Councilmember Eric Garcetti and Long Beach Councilmember Tonia Reyes-Uranga all sent representatives. Each pledged their support to the ILWU and their opposition to federal intervention into the talks.

Rep. Hannan presented a letter she and U.S. Rep. Dana Rohrabacher (R-Huntington Beach) sent to Bush opposing intervention.

"My message to the Bush administration is simple-stay out," Harman said.

State Rep. Lowenthal told the audience that he is sponsoring a resolution in the state legislature opposing federal intervention in the port negotiations and already has almost all Assembly Democrats signing on. Lowenthal also said he wanted to be sure the collective bargaining process is not undermined.

"We view that as undermining democracy in this country," he said. "This hearing is not a flash in the pan. We will continue to watch and monitor this situation."

The ILWU agreement with the PMA expired on July 1. Talks are scheduled to resume on August 16.

**Editors note: The section of this article regarding the Banning Landing hearing was written by Steve Stallone, Editor of the ILWU *Dispatcher*.**

## ESU Office Assignments

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



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## Bonus payments

The Executive Board, in communications with management, has been assured that the negotiated \$1600 bonus checks to be paid upon ratification will be mailed by September 15; separate of employee's regularly scheduled paychecks. The additional \$500 agreed on bonus, to be paid to Maintenance Seamen who possess a valid STCW endorsement, "rating forming part of a navigation watch" will be combined with the \$1600 bonus that all unlicensed within the ESU bargaining group will receive.

Terms of the new Agreement stipulate that additional bonus payments in the gross amounts of \$1200 and \$1000 are to be paid in September of 2003 and 2004, respectively. Maintenance Seamen that acquire the aforementioned endorsement will still be eligible for the \$500 bonus payment the following September 1, after obtaining the endorsement.

Payment will be sent in the same manner and to the same location as each individual member receives his or her paycheck from the Payroll Department. Additionally, there is a standard federal tax deduction rate of 27% applied to bonus payments.

## BC/BS prescription drug reimbursements

There have been a number of reported instances recently of Blue Cross/Blue Shield denying valid requests for prescription drug reimbursements. The Union has investigated this problem and has found that in some cases the denial of the reimbursement is due to claims being submitted to BC/BS on the incorrect reimbursement form. The correct form to be used when submitting a claim for reimbursement is the standard Blue Cross/Blue Shield medical claims form that members use for all of their medical expenses including, prescription drug reimbursements.

Blue Cross/Blue Shield has been, in some cases, incorrectly providing members with a form titled "Prescription Reimbursement Claim Form", that when submitted by the member is then rejected because our BCBS plan does not use such a form. Our BCBS plan that is administered by SeaRiver Maritime, Inc. uses one universal form. It is called the "Insured/Subscriber" Claim Form", and that name appears in the upper right hand corner of the form. It is important that members only ask for the "Insured/Subscriber Claim Form" when contacting Blue Cross/Blue Shield representatives.

# Membership approves contract

On August 14, 2002 the vote tally for the 2002 Contract was received in the Baytown office. The results certified by the American Arbitration Association are as follows: A total of 161 ballots were received. Of those, 105 were for ratification and 56 were against. There were no blank or voided ballots for this referendum. This pay increase is effective on September 1, 2002 and should appear on your September 30, pay voucher. Please refer to the charts for the new monthly and daily rates of pay for Base and CSB.

**NOTE:** The 3.5% increase did not include SSHOT and the current amounts will remain the same. The rate tables below include SSHOT (Saturday, Sunday, Holiday, Overtime) pay in order to simplify pay calculations.

### Monthly Wages - Base + CSB + SSHOT Effective September 1, 2002 (per 8 /14 / 2002 ratification)

RATING		START	1	2	3	5	10	15	20	25	30
451	PM	4191	4405	4550	4578	4654	4799	4835	4867	4903	4940
452	MM/2P	3954	4155	4293	4320	4390	4523	4556	4592	4628	4663
465	QMED Oiler	3538	3715	3840	3864	3926	4050	4082	4111	4138	4170
481	M/M AB	3020	3172	3272	3293	3342	3439	3465	3491	3517	3544
442	AB1	2982	3138	3240	3263	3319	3423	3450	3475	3501	3527
441	AB	2679	2813	2907	2926	2973	3068	3090	3114	3135	3160
468	MS	2374	2475	2558	2581	2624	2714	2734	2756	2777	2800
476	FC	3939	4132	4263	4287	4356	4484	4516	4549	4579	4612
478	Cook	2944	3090	3186	3205	3255	3354	3378	3402	3426	3451

### Daily Wages - Base + CSB + SSHOT Effective September 1, 2002 (per 8 /14 / 2002 ratification)

RATING		START	1	2	3	5	10	15	20	25	30
451	PM	139.70	146.83	151.66	152.59	155.13	159.96	161.16	162.23	163.43	164.66
452	MM/2P	131.79	138.49	143.09	143.99	146.32	150.76	151.86	153.06	154.26	155.42
465	Q/M Oiler	117.93	123.83	128.00	128.80	130.86	135.00	136.06	137.03	137.96	139.00
481	M/M AB	100.66	105.73	109.06	109.76	111.39	114.63	115.49	116.36	117.23	118.13
442	AB1	99.39	104.59	107.99	108.76	110.63	114.09	114.99	115.83	116.69	117.56
441	AB	89.29	93.76	96.89	97.52	99.09	102.26	102.99	103.79	104.49	105.32
468	MS	78.46	82.50	85.26	86.03	87.46	90.46	91.13	91.86	92.56	93.33
476	FC	131.30	137.73	142.10	142.90	145.20	149.46	150.53	151.63	152.63	153.73
478	Cook	98.13	102.99	106.19	106.83	108.49	111.79	112.59	113.39	114.19	115.03

The above tables represent only this year's pay increase. SSHOT, Overtime and penalty rates remain the same. In the second year of the agreement a 3% increase in the overtime rate will apply. In the third year of the agreement another 3% increase in the overtime rate will occur. The increases in the overtime rate in the second and third year will be in addition to the 3.5% increase to Base Wages in the second and third year. The complete wage tables for the entire contract package will appear in the new contract books. The ESU will also print and distribute copies of the complete wage tables to each Ship Representative to be posted.

## Six ESU members complete Engine Skills Training

On Monday, August 5, 2002, SeaRiver Maritime in conjunction with the Joint-Union Management Training Committee began an aggressive two-week Engine Skills Training Program in Vallejo, California. The Ocean Fleet unlicensed participants arrived on Sunday, August 4, 2002 and were housed at the Ramada Inn in Vallejo, California. The two-week course was held at various locations in the area including the California Maritime Academy, Sonoma Community College and aboard the SeaRiver Galveston

that remains in lay-up in San Francisco, California.

The participants were: Michael Smith, Ein Cooley, Sumaila Mumuni, Harley Thomas, Eric Bush and Michael Stanley. SeaRiver Maritime's training group Captain Nils Knutstad, Chief Engineer's George Maynard and Jim Burke were the course developers. Mr. Maynard and Mr. Burke were also the facilitator/instructors in charge of the day-to-day curriculum.

ESU President Jerry Patterson attended the opening orientation and wished the

class success. The training consisted of safety at work, hand tools, pipe threading, grinding, drill press, pneumatic tools, lathe and machine shop, emergency response procedures and maintenance, valves, gaskets, packing, packing glands, pumps, maintenance repair and assembly of pumps, electrical, safety, repairs and maintenance, welding, refrigeration, diesel engines and steam engines.

At the orientation Mr. Maynard spoke of continuing to improve upon the curriculum through input from the attend-

ees. He cited several changes that he had made which was a direct result of the input from the previous class. ESU Board remains committed to work through the JUMTC to develop quality training for the ESU membership in the Deck, Engine and Steward's Department. We also welcome any input from the membership regarding the types of training that will improve the skills and enhance the value of our members. The key to having a successful on-going training program is maximum participation.

## ESU News

## Election deadline approaches

As stated in the July issue of the *ESU News*, effective December 31, 2002 the terms of office for the President, Recording Secretary, Engine Trustee due to the impending retirement of Mr. Chester Bell and Ship Representatives on the *S/R Baytown*, *S/R Galena Bay*, *S/R Mediterranean*, and the *S/R Wilmington* will expire. Thus an election is required to fill these positions.

If you are considering candidacy for one of the available positions, it is imperative that you review the job requirements for the office. Those requirements can be found on page 14 and 15 of the ESU Constitution and By-laws titled "ARTICLE V NOMINATIONS, ELECTIONS, TERMS IN OFFICE, VACANCY, NOMINATION AND ELECTION PROTESTS, VOTING, GENERAL ELECTIONS, BALLOTS, and ELIGIBILITY". They are as follows;

### 1. NOMINATIONS:

A. Nominations for candidate for President, Vice President, Secretary-Treasurer, Recording Secretary and Ship Representative can be from any department. One Trustee is to be elected from each department (deck, engine and steward's).

B. Nominations for candidates for the Union Officers must be received in the Union office by October 1st of the year preceding January 1st beginning term of office.

C. A nomination form must designate which one Union officer position the candidate is seeking and denote which department the candidate is in.

D. Signatures of twenty-five (25) members in good standing are needed for a nomination to any position on the Executive Board. Fifteen (15) signatures of members in good standing are required for a nomination to Ship Representative.

E. The nomination form should be mailed by certified mail to the primary Union office if there could be any question concerning the timely receipt of the nomination.

F. A member otherwise eligible to run for office shall become a bona fide candidate only upon his nomination for office and acceptance of the nomination.

G. To be eligible for nomination a member must have his dues paid through the month in which the nomination is made.

H. After a candidate has accepted nomination, he may not, under any circumstances revoke his acceptance after the ballots are printed, except where as a result of the revocation the remaining candidate is unopposed.

I. If there is only one (1) nominee for an office and he is finally ruled ineligible during the voting period, the office can be filled by appointment by the newly elected Executive Board until an election for the vacancy can be held as provided for in the Constitution and By-Laws.

J. To be eligible for election to the Executive Board, nominee must be a qualified driver possessing a current, valid auto driver's license.

K. Each member in good standing in the fleet who has at least two (2) years of continuous service in the Company, and who has been a member of the Union for at least one (1) year may stand for nomination to the Executive Board. (This requirement is for the Executive Board only and does not apply to Ship Representatives)

L. Such eligible members may either nominate themselves or be nominated by other members in good standing.

The nomination forms are currently aboard the ships or can be obtained from any board officer or union office. To have your name placed on the ballot, your completed nomination form and campaign statement must be received in the Baytown office no later than October 1, 2002. Nominations received after that date are ineligible. Furthermore, campaign statements that are slanderous will not be considered nor distributed in accordance with Article V, paragraph 2J of the ESU Constitution and By-laws. The campaign statements will be reproduced by the union and will accompany the ballot.

Once the Secretary-Treasurer verifies the candidates' eligibility and validates the signatures on the nomination forms, a secret ballot will be prepared and sent to each member eligible to vote. The election will be administered by the American Arbitration Association in New York. The voting period will commence October 15, 2002 and finish at 5:00 P.M. EST on December 14, 2002. Votes received after this time will not be counted. The AAA will tabulate the results on December 15th and the results will be forwarded via email to the fleet and telephonically to the candidates on paid leave. The term of office for the newly elected board officers and ship representatives will begin on January 1, 2003.

The most important element of an election is not necessarily the candidates. It is the electorate, those members entitled to vote. For it is the electors who will determine whom are elected and thus share in the democratic process that will determine the future direction of our union. In the recent election for the contract ratification, the voter turnout was notoriously low, as has been the case in many past elections, both for the election of union officers and for contract ratification. Those members who for whatever reason choose not to vote do a disservice to themselves and their union. A poor voter turnout undermines the ESU's ability to present itself as a viable united fraternal entity.

As of August 19, 2002 the following individuals have gathered the required number of signatures to be eligible to run for election: President, Jerry Patterson, Charlie Pollard. Recording Secretary, Thomas Thompson. Ship Representative-*S/R Baytown*, Mark Myser. Ship Representative-*S/R Galena Bay*, Levy Ponce. Ship Representative-*S/R Wilmington*, Johnny Navarro. This is an opportunity to serve your union and your union brothers and sisters. You are encouraged to run for one of these key leadership positions to devote your time, energies and talent to direct and administer our Union into the future. Get your nomination petition started now to make the October 1st deadline. All ESU members in good standing are urged to participate in this very important election. Become involved and support the candidate of your choice. Let us strive to have 100% participation from the electorate for this and future elections.

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

## Ship Representative Election Results

Results of the special Ship Representative's election conducted under the auspices of the American Arbitration Association were announced August 14, 2002. The results were as follows:

- *S/R American Progress* — Charles Bell 67, James Schettler 35, George D. Taylor 30. There were 147 ballots received, 15 blanks and 0 void.
- *S/R Long Beach* — Amador Almanza 37, Joe Graca 107. There were 147 ballots received, 3 blanks and 0 void.
- *S/R Bristol Bay* — John M. Valle ran unopposed.

Charles, Joe and John will assume their responsibilities immediately. The Union sincerely thanks James, George and Amador for their selfless willingness to become involved in the Union's democratic process.

## Ship reports

### S/R American Progress

Ship arrived at Cascade General Shipyard in Portland, Oregon on August 4. Board member Jerry Patterson visited on August 13. Alfred Slaughter filling in as Ship Representative and is doing a great job. Jerry Patterson discussed contract and signing dates. A few minor issues were discussed and resolved. Ship scheduled to return to service about August 24.

### S/R Baytown

The SeaRiver Baytown was visited at the Valero Dock in Benicia, CA on August 15. Regular Ship Representative Mark Myser going to paid leave and reports everything running smoothly. Chuck Bell filling in as temporary Ship Representative.

### S/R Bristol Bay

The newest addition to the SeaRiver fleet, the *SeaRiver Bristol Bay*, has a new Ship Representative that was recently elected and is already on board in the service of the Union. The ESU congratulates John M. Valle on his election victory. Ship Representative Valle called the ESU from Alaska on August 18. The Board Officer answered questions concerning the new contract. John reported no beefs.

### S/R Charleston

Executive Board Officer visited vessel July 30 and August 10, at ExxonMobil, Baytown, TX. Ship Representative Bob Knight onboard and reporting in regularly. No major beefs.

### S/R Galena Bay

The *Galena Bay* completed her TAPS survey at Portland and sailed on August 12. Temporary Ship Representative Jim Byrd kept in touch with the ESU and handled any potential problems. Regular Ship Representative Bill Ackley is back aboard and reports that everything is going well.

### S/R Hinchinbrook

Ship had been on a steady run to Ha-

waii but is due to arrive in the San Francisco Bay area soon. Ship Representative Danny Jones is back aboard and reports that there are still some outstanding issues with the Maintenance Seamen's duties regarding galley work hours. A Board Officer will visit the Ship when it arrives.

### S/R Long Beach

Board Officer visited the ship in Benicia, CA on August 5, and in Portland, OR on August 14. The vessel is undergoing a TAPS survey but has encountered other problems that may require an extended Shipyard stay. Newly elected Ship Representative Joe Graca is aboard and has discussed some overtime issues that are being worked. Otherwise, everything is going well. The ESU congratulates Joe Graca on his election victory.

### S/R Mediterranean

Mallory Thomas filling in for Ship Representative John Detwiler, who is scheduled to rejoin the vessel in Japan the end of August. Vessel is keeping in excellent contact with the Union via email. No onboard gripes reported. Persistent rumors abound that vessel may be laid-up after Japan discharge. Company has provided no details to the ESU at press time.

### S/R Puget Sound

Temporary Ship Representative Rowan Mallet filling in for Michael Harrison called ESU office from Anacortes on August 18. No beefs reported. The ESU thanks Rowan for filling in on a temporary basis.

### S/R Wilmington

Union visited vessel at ExxonMobil, Baytown, TX August 2. Board Officer reviewed last Ships Union Minutes with Ship Representative Johnny Navarro and clarified several MOU questions. AB George Ramirez is aboard and sailing as the newest participant in the EREP program. No beefs reported.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.  
Baytown, TX 77520  
Tel (281) 420-9276  
Fax (281) 422-0710  
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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee Chester Bell

Steward Trustee Gerard Nelson

# Sailors' Union of the Pacific/ Training Resources Ltd

## Schedule of Course Offerings for 2002

### STCW 95 Basic Safety Training

- Basic Fire Fighting
  - Personal Survival
  - Basic First Aid
  - Personal Safety and Social Responsibility
- |           |              |           |          |
|-----------|--------------|-----------|----------|
| Aug 26-30 | Sep 30-Oct 4 | Nov 4-8   | Dec 2-6  |
| Sep 16-20 | Oct 21-25    | Nov 18-22 | Dec 9-13 |

### Small Arms Training (MSC approved)

- |              |           |
|--------------|-----------|
| Aug 26-28    | Nov 4-6   |
| Sep 30-Oct 2 | Dec 16-18 |

### LMSR Vessel Training (MSC approved)

- |           |              |          |
|-----------|--------------|----------|
| Jul 9-19  | Sep 17-27    | Dec 3-13 |
| Aug 13-23 | Oct 22-Nov 1 |          |

### Survival Craft (Lifeboatman)

- |           |           |
|-----------|-----------|
| Aug 12-15 | Oct 28-31 |
| Sep 23-26 | Dec 9-12  |

### Training Information and Enrollment

#### Contacts

Rich Reed, SUP Welfare Plan Rep  
SUP Welfare Plan  
450 Harrison Street  
San Francisco, CA 94105  
Tel: (415) 778-5490  
Fax: (415) 778-5494  
E-mail: supwelfarerep@hotmail.com

Dave Connolly, SUP Vice President  
c/o Andrew Furuseth School of Seamanship  
450 Harrison Street, San Francisco, CA 94105  
Tel: (415) 777-3400  
Fax: (415) 777-5088  
E-mail: daveconnolly@msn.com

## Cape Gibson activated



Back in Alameda after participating in training exercises with the U.S. Navy last month is part of the SUP deck gang in the RRF vessel s/s Cape Gibson. From left: Randy Runyan, John Diaz, Nancy Gray, Graciano Gurreira, Danny Foster (bosun) Steve Garrett.

**Editor's Note:** For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions via **first-class mail** are now available (one-year intervals only) for \$25 per year.

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## Welfare Notes

August 2002

### Active members

The SUP Welfare Plan will reimburse covered active members for their medical co-payments. Members who are covered by a Welfare Plan medical program are eligible for this reimbursement. Co-payments are a fee charged to you for covered services when you receive them. The co-payment is due and payable to the provider of care at the time the service is received. Please be aware that this is a benefit for members only, and that dependents are responsible for their own co-payments. Co-payments are routinely charged for prescription drugs, office visits and emergency visits. Members need to submit copies of receipts for the co-payments and proof of payment. Once the paper work is received by the Welfare Plan then reimbursement can be made. Active members who belong to PPO medical plans and have yearly deductibles may also submit their payments for reimbursement. To collect reimbursements you need to present the "Explanation of Benefits" (EOB) and your proof of payment. Please contact the SUP Welfare Plan Office if you have any questions on your co-payments.

### Pensioners

Medical coverage programs for seniors and retirees usually sponsor on-going community health seminars. This is a very valuable benefit for members of these plans, and a benefit unknown to many seniors. Retired members who are enrolled in medical plans as a supplemental coverage option are usually offered programs available only for seniors. Most medical plans offer senior health workshops and classes. These programs offer quality and reliable health information to support seniors in maintaining a healthy and quality life-style. These workshops and classes may discuss such topics as exercise, heart care, stress management, meditation, back care, and personal issues. These programs are usually free and open to all participants in the senior medical plans. Contact your supplemental medical customer center for more information on workshops and classes in your area.

### SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

#### Telephone Numbers:

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

## U.S. restricts shore leave for foreigners

The United States State Department has asked the U.S. government's powerful Office of Management and Budget (OMB) to eliminate crew lists—the most common visa used to allow crew members ashore—for foreign seafarers. The proposal "makes it abundantly clear that the U.S. government sees crews of foreign ships as potential threats to the security of homeland," says Washington-based maritime lawyer Dennis Bryant, who has followed maritime security policy developments since September 11. The Immigration and Naturalization Service (INS) and the U.S. Coast Guard have recently asked shipowners to employ and pay tens of thousands of dollars for mandatory armed security guards for ships docked at U.S. ports. They have also applied immigration regulations to refuse crew members of certain nationalities, most notably Pakistani and other Middle Eastern countries, permission to enter the United States. The OMB normally has 60 days in which to either approve a proposal or return it for revision, Bryant says.

## Sailors take note: USCG credential rules

On August 17, the U.S. Coast Guard issued what it refers to as a "clarification" of its existing regulation relating to identification credentials that it considers acceptable for access to waterfront facilities and to port and harbor areas, including the vessels and harbor craft in them.

The basic identification credential regulations have been in existence since at least 1950, but have not been used for years. The Coast Guard is now enforcing those regulations.

Effective September 6, 2002, every person (including passengers) entering a waterfront facility, or embarking on or disembarking from a vessel or harbor craft may be required to use an identification credential deemed acceptable by the Coast Guard. The credential must, at a minimum, be laminated (or otherwise secured against tampering), contain the full name and a current photograph of

the person, and bear the name of the issuing authority. Acceptable credentials include: a military identification card; a badge for a federal employee such as DOT, DOD, FBI, CIA; a driver's license or official identification card issued by a Department of Motor Vehicles (DMV) or a Motor Vehicle Administration within the United States; a merchant mariner's document issued by the U.S. Coast Guard; a valid passport; a local law enforcement credential; an identification credential issued by a state or local port authority; and an identification credential issued by a company, union, or trade association.

By its terms, this clarification will limit the ability of mariners arriving in a U.S. port to step onto the dock to transact business unless they have with them an acceptable identification credential.

Source: HK Law





# SUP President's Report

August 12, 2002

## MARITIME SECURITY PROGRAM

As reported on page one of last month's *West Coast Sailors*, the House Armed Services Committee's Special Oversight Panel on the Merchant Marine on July 16 held the first of a series of hearings in Washington, D.C. on the Maritime Security Program (MSP).

While not invited to testify before the Panel, your secretary attended the hearing which primarily focused on a proposal to modify the citizenship requirements for MSP operators. As previously reported in February, March and May of this year, only U.S. citizens as defined by Section 2 of the Shipping Act of 1916 can participate in the program and hold MSP operating agreements. A change in a proposed reauthorization of the law would allow "documented citizens"—essentially U.S. subsidiaries of foreign companies that hold Special Security Agreements issued by the Department of Defense—to participate.

Two companies, Maersk Line Ltd., a "documented citizen" subsidiary of Denmark's A.P. Moller (Maersk), and American Automar, a "documented citizen" subsidiary of Singapore's NOL/APL Ltd., hold these agreements. Both Maersk and American Automar have collective bargaining agreements with the SIU-AGLIWD and AMO.

At the hearing, both companies—currently supported by the SIU-AGLIWD, AMO, MM&P and MEBA—pressed for a change in the law to allow "documented citizens" to participate. In the words of John Clancey, chairman of Maersk Sealand, the change is about "control, synergy and money." Clancey did not hesitate to state that Maersk wanted to operate vessels enrolled in MSP directly and did not need a so-called "unjustified middle man" such as United States Ship Management (USSM), which operates 15 Maersk vessels in MSP because it is a Section 2 citizen.

Roy Bowman, APL Ltd.'s Vice President for Government Affairs and Executive Vice President of American Automar, while not as frank as Clancey, requested a similar change in his testimony.

As the membership knows, American Ship Management is the Section 2 citizen company that operates APL's nine MSP vessels.

Panel Chairman Duncan Hunter (R-CA) and member Representatives Jim Saxton (R-NJ), Thomas Allen (D-ME) and Gene Taylor (D-MS), while supporting in general terms MSP reauthorization and expansion, were highly skeptical of the notion of changing the citizenship requirement. Chairman Hunter said one of the reasons MSP was created was to make sure that U.S. military transportation was not dependent upon foreign carriers. If Maersk and/or NOL/APL became "the only game in town, then our worst fear may almost be realized." Representative Taylor added that it would take more than what was presented at the hearing to change his position as "My end game is Section 2."

Several critical issues are at stake regarding MSP, which expires on September 30, 2005. Without reauthorization it would be the death knell for U.S.-flag ships engaged in the international liner trades, as all U.S.-flag ships currently in the program could flag foreign immediately. Without reauthorization, it would gut the Merchant Marine Act of 1936 which states that "it is necessary for the national defense and development of its foreign and domestic commerce that the United States have a merchant marine...owned and operated by citizens of the United States. Without an increase in per vessel funding (static since 1996 at \$2.1 million per ship) in a reauthorized program it might be unlikely that operators would want to participate or if they did, the Unions could be forced into concessionary bargaining to retain the work.

If, however, MSP is reauthorized, expanded and funded properly but the citizenship requirement for operators is changed, the SUP, MFOW, MM&P and MEBA could be caught in the bight unless there are legislative guarantees, as well as guarantees from APL, that the four Unions would retain not only the work in APL MSP vessels, but also a collective bargaining re-

lationship with APL, if APL decides to dump ASM and replace it with American Automar or some other entity. As the membership will recall APL's collective bargaining agreements with the four Unions were transferred to ASM in 1997 in compliance with the citizenship requirements of MSP.

Will continue to keep a weather-eye on this issue.

The Merchant Marine Panel held another hearing on MSP on July 23, to receive input from American shipyards. A report on that hearing will be in the August *West Coast Sailors*. Chairman Hunter has tentatively scheduled another hearing in September to receive testimony from the Bush Administration, including Maritime Administrator William Schubert.

Also while on the East Coast attended the 79<sup>th</sup> Biennial Convention of the MM&P in Linthicum Heights, Maryland on July 17, at the invitation of President Tim Brown. In remarks to the convention delegates, discussed the concerns of the SUP and MFOW over the proposed MSP reauthorization in regard to citizenship, STCW enforcement and the ongoing cooperative efforts between the SUP and MM&P to create a "hawsepip" path for advancement in the merchant marine which have thus far been stymied by U.S. Government and international regulations.

## LMSR AWARD

On August 5, the SUP was notified that the Military Sealift Command had awarded Maersk Line, Ltd., a contract to manage and operate eight Watson-class Large, Medium-Speed, Roll-on/Roll-Off (LMSR) vessels that are pre-positioned in the Western Pacific. As previously reported, Patriot Contract Services, a division of American Ship Management also submitted a bid to operate these vessels.

Industry sources indicate that Patriot's bid was considerably less than Maersk's, which calls into question the rationale for the award. Patriot has informed the Union that it intends to investigate the basis for the award and possibly file a challenge to protest the decision.

According to MSC, the contract was awarded to the company considered to be "in the best interest of the Government" while also taking into account price, technical and past performance as well as "other sub-factors."

While it is disappointing that Patriot did not receive the award, the larger policy issue that must be considered if it is, in fact, "in the best interest of the Government" to have a foreign-owned company control substantial assets of the U.S. military.

With the latest award plus other government charters, Copenhagen-based Maersk transports approximately fifty percent of all U.S. military cargoes. Coupled with Maersk's efforts to change the citizenship requirements of MSP, a case can be made that this outfit is on a course to dominate the foreign commerce and military sealift capability of the United States.

While the government has focused on transportation security since the events of September 11, and has deployed American troops across the globe to combat terrorism, that same government continues to favor a company that conducts business in Iran, Iraq, Libya, and Sudan which have been designated by the Secretary of State as "state sponsors of international terrorism."

This misguided and contradictory policy undermines the best interests of the United States and the merchant marine.

## PENSION INCREASE

As reported last month, as a result of bargaining with Matson, both Matson and American Ship Management agreed to the following pension increases:

- \$50.00 per month for members retiring after July 1, 2002 with 25 years seetime;

- \$20.00 per month for a pro rata basis for current pensioners who retired after age 55.

Section 30 of the Matson and ASM agreement was amended as follows:

(a) The Contributing Employers shall provide to the participants the pension benefits presently set forth in the SIU Pacific District Pension Plan Agreement. Except as provided in paragraph (b), the Pension Plan Agreement shall not be amended to increase, reduce or otherwise change any benefits. The only exception is that changes in benefits may be made to comply with the requirements of the Employee Retirement Income Security Act of 1974 (ERISA), but no such change may reduce any existing benefit unless the reduction is required by existing law.

**(b) The SIU Pacific District Pension Plan shall be amended to increase benefits as follows:**

**(1) A Participant who retires on or after July 1, 2002, and who earns a Benefit Accrual Year after December 31, 2001, shall be entitled to a Vested Pension Credit of \$30.60 for each Benefit Accrual Year during which he has 200 days or more of Covered Employment.**

**(2) A Seaman who retires on or after July 1, 2002, after attaining age sixty and who qualifies for a Long Term Pension under Section 6.01(b) shall receive a monthly pension benefit of \$1,020 subject to a reduction, where applicable, for joint and survivor benefits.**

**(3) A Seaman who retires on or after July 1, 2002, who retires after attaining age fifty-five but before attaining age sixty and who qualifies for a Long-Term Pension under Section 6.01(b) shall receive a monthly pension benefit of \$852 subject to a reduction, where applicable, for joint and survivor benefits.**

**(4) A Seaman who retires on or after July 1, 2002, who retires after attaining age sixty and who qualifies for a Basic Pension under Section 6.01(a) shall receive a monthly pension benefit of \$816 subject to a reduction, where applicable, for joint and survivor benefits.**

**(5) A Seaman who retires on or after July 1, 2002, who retires after attaining age fifty-five but before attaining age sixty and who qualifies for a Basic Pension under Section 6.01(a) shall receive a monthly pension benefit of \$735 subject to a reduction, where applicable, for joint and survivor benefits.**

**(6) A Seaman who retires on or after July 1, 2002, and who qualifies for a Reduced Pension under Section 6.01(c) shall receive a monthly pension benefit of:**

Years of Qualifying Time	Monthly Benefit
15	\$459.00
16	\$489.60
17	\$520.20
18	\$550.80
19	\$581.40

**(7) A Seaman who retires on or after July 1, 2002, who qualifies for a Disability Pension under Section 6.01(e) and who meets the age and service requirements specified in subsections (2), (3), (4) or (5) above shall receive a monthly pension benefit equivalent to the benefit specified in the subsection under which he qualifies. For the purposes of this subsection, a Seaman who is entitled to a Social Security Disability benefit as of the date of his retirement shall be deemed to have retired after attaining age sixty.**

**(8) A Seaman who retired before July 1, 2002, after attaining age fifty-five and who qualified for a Long-Term Pension under Section 6.01(b) shall have his monthly pension benefit increased by \$20 subject to a reduction of \$4, where applicable, for joint and survivor benefits.**

**(9) A Seaman who retired before July 1, 2002, after attaining age fifty-five and who qualified for a Basic Pension under Section 6.01(a) shall have his monthly pension benefit increased by \$20 subject to a reduction of \$4, where applicable, for joint and survivor benefits.**

**(10) A Seaman who retired before July 1, 2002, and who qualified for a Disability Pension under Section 6.01(e) and who met the age and service requirements specified in subsections (8) or (9) above shall receive a monthly pension benefit equivalent to**

# SUP President's Report

continued from page 9

the benefit specified in the subsection under which he qualifies. For the purposes of this subsection, a Seaman who is entitled to a Social Security Disability benefit as of the date of his retirement shall be deemed to have retired after attaining age sixty.

(c) During the term of this Agreement, the Contributing Employers shall pay the contribution rate calculated by the Plan Actuary as the minimum necessary to satisfy the minimum funding standard established by federal law.

(d) As soon as practicable after August 1, 1996, the Trustees of the Pension Plan shall increase the assets invested in accordance with the Investment Guidelines establishing a dedicated portfolio to cover 101.5% of the future benefits payable to all pensioners and beneficiaries who received a benefit on August 1, 1996. The dedication shall provide for a cash flow that matches benefit payments for the 25-year period beginning August 1, 1996. Benefits payable beyond the 25-year period shall be provided for by assets in the dedicated portfolio having a present value on August 1, 2021, equal to the value of future benefits discounted to that date at a five percent interest rate. The benefit payments covered by the dedicated portfolio shall be calculated assuming mortality rates as follows:

(1) for non-disability retirees and beneficiaries, the UP-84 Table set forward one year for males and back four years for females;

(2) for disability retirees, the PBGC Table for disabled males not receiving Social Security benefits.

As soon as practicable after August 1, 1996, the Trustees of the Pension Plan shall update the cash matching portfolio for future retirees to cover all benefit payments after August 1, 1996.

(e) (1) During the sixty-day period immediately following the later of (A) the publication of the SIU Pension Plan Actuarial Report as of August 1, 2002, or (B) April 1, 2003, the Union may request that the Company meet with it to negotiate regarding an increase in benefits for participants of the Plan who retire on or after July 1, 2003. If such a request is made, the Company shall meet with the Union for the purpose of good faith negotiations over such benefit increases. The present value of such benefit increases shall not exceed the combined net actuarial gain, if any, experienced by the Plan during the period from August 1, 2001 through August 1, 2002.

(2) During the sixty-day period immediately following the later of (A) the publication of the SIU Pension Plan Actuarial Report as of August 1, 2003, or (B) April 1, 2004, the Union may request that the Company meet with it to negotiate regarding an increase in benefits for participants of the Plan who retire on or after July 1, 2004. If such a request is made, the Company shall meet with the Union for the purpose of good faith negotiations over such benefit increases. The present value of such benefit increases shall not exceed the combined net actuarial gain, if any, experienced by the Plan during the period from August 1, 2002 through August 1, 2003, increased by any combined net actuarial gain from the 2001-2002 period that was not used for benefit increases in 2003 or decreased by any combined net actuarial loss for the 2001-2002 period.

(3) For purposes of this Section 30(e), the "combined net actuarial gain" or "combined net actuarial loss" shall be determined by the Plan Actuary and shall be calculated with respect to (A) the investment experience of the portfolios managed by Dodge & Cox and Unity Management (or by a successor manager or managers), (B) the retirement assumption, and (C) the mortality assumption. All other actuarial gains or losses (including any investment gains or losses for the dedicated portfolio and the cash matching portfolio) shall be disregarded. The present value of any proposed benefit increase shall be calculated by the Plan Actuary. In the event that the Plan Actuary determines that a combined net actuarial gain exists under any of the preceding subsections of this Section 30(e) and the parties to the SIU Pension Plan Agreement, as amended, are unable to agree on a benefit increase, the matter shall be submitted to a Special Arbitrator under Section 10(a)(4). In such a proceeding, the present value of any proposed benefit increase calculated by the Plan Actuary and the combined net actuarial gain or combined net actu-

arial loss calculated by the Plan Actuary shall be binding on the parties and the Special Arbitrator.

The Pension Plan office is working towards implementing these increases by September 1, retroactive to July 1, 2002.

## DOT DRUG AND ALCOHOL BACKGROUND CHECKS

On August 1, 2001, the Department of Transportation implemented a new rule regarding drug and alcohol testing records for surface transportation workers (Teamsters, etc.) and merchant mariners.

The rule (49 Code of Federal Regulations Part 40.25) requires that an employer obtain a seaman's written consent so that the employer can request information regarding drugs and alcohol from previous employers who have hired the mariner in the previous two years.

The Consent and Self-Certification Form asks if the following conditions occurred within the last two years: alcohol tests with a result of 0.40 or higher; verified positive drug tests; verified refusal to test or verified adulterated or substituted drug test; and any other violation of DOT/USCG drug and alcohol testing regulations.

If the information obtained indicates that the prospective marine worker has violated a Department of Transportation drug or alcohol regulation, a marine employer cannot employ that individual to perform 'safety sensitive functions' on a vessel, unless the employer obtains information that the individual has subsequently complied with the "return-to-duty" requirements of the rule. These "requirements" include a minimum of six drug or alcohol tests in the first year of "safety-sensitive" work.

The SUP and MFOW along with the rest of maritime labor vigorously opposed this rule as an invasion of privacy. Secretary of Transportation Norman Mineta was requested to suspend the implementation of the rule until it was found to be necessary for the maritime industry, which he declined to do.

In the intervening year, particularly since September 11, efforts to suspend or repeal this rule have been futile. As a result, all other affected maritime unions have been in compliance with this rule except the SUP and MFOW. The Coast guard indicates that they intend to begin conducting compliance audits which could place SUP and MFOW members in an untenable position.

After discussing this matter with MFOW President Whitey Disley, it was determined that we had no recourse but to instruct our respective memberships to comply with the law by completing a Consent and Self Certification Form at the time of dispatch.

## ONE-MAN WATCH PROPOSAL

Last month reported on Matson's proposal, made at the conclusion of bargaining in June, to implement a one-man watch system similar to the one in effect in ASM vessels. Details of the proposal and the counter-proposal submitted by the SUP Negotiating Committee were published in the July *West Coast Sailors*.

The key difference between the two systems, is that incorporated into Matson's proposal is a guarantee that maintenance overtime would be offered to dayworkers and watchstanders. The decision whether to turn-to for this kind of work would be left to the individual sailor, not the mate or the "budget," which would be a historic first since overtime was first negotiated by the SUP.

The Negotiating Committee concluded that although Matson's proposal had merit, more membership discussion was necessary. The Committee, therefore, recommended that the proposal be brought before the membership at the July and August coastwise meetings. The Committee also recommended that after discussion a vote be taken whether or not to authorize the Committee to continue bargaining on the proposal.

At the July meetings there was close to unanimous approval at Headquarters and the Branches to continue bargaining, despite strong opposition to the proposal itself from the Wilmington Branch. Membership reaction from those at sea has been almost evenly divided.

[At this point the floor was opened for a discussion and vote on whether to continue bargaining on Matson's proposal.]

## SAN FRANCISCO BAR PILOTS

Negotiations between the SUP and the San Francisco Bar Pilots for new collective bargaining agreements covering marine personnel and all classifications of dispatchers commenced on July 24, with subsequent meetings held on July 31 and August 8.

Representing the Union in bargaining are rank-and-file members Steve Messinger (SUP Delegate), Leo Moore, Terry O'Neill, Vice President Dave Connolly and your secretary. Pilot representatives at sessions held thus far have included Captain Peter McIsaac (Port Agent), Captain Russell Nyborg, Captain Sam Hartshorn, Captain Steve MacLachlan, Business Director Ken Levine and Benefits Manager Jean Gjevik.

Prior to the start of bargaining, the membership employed by the Pilots submitted proposals for consideration by the Negotiating Committee with several caucuses held at Pier 9 over the last few weeks to solicit additional membership input.

During the three bargaining sessions held so far, the parties have exchanged and discussed their respective proposals. A few minor items have been agreed to, but nothing of major substance. The Union has not yet made an economic proposal because a bill to increase pilotage rates is pending in committee in Sacramento. The California legislature will complete its current session by August 31, with Governor Gray Davis having until the end of September to either sign or veto the bill.

Although the current agreements with the Pilots expires on August 15, but given the fact that the final outcome of the Pilots rate bill is still uncertain, it was decided by the Negotiating Committee with the concurrence of the membership employed by the Pilots, that it was in our best interests for bargaining purposes to extend the agreements until the outcome is known.

On August 8, the Union proposed and the Pilots agreed, to extend the agreements until October 18, with the proviso that any economic settlement reached in bargaining shall be retroactive to August 16. Signed a Memorandum of Understanding on this matter, which is subject to general membership approval.

The next bargaining session is scheduled for Aug. 30.

## FOSS MARITIME COMPANY

At the conclusion of bargaining with Foss in March of last year, there was one item of importance that was left unresolved: clarification of seniority language.

After six meetings by co-delegates Tom Tynan and Mike Worth and Vice President Dave Connolly with representatives of the company over the course of the year, and as many caucuses with SUP members employed by Foss, agreement with the company was reached on the issue on August 8, after it was approved by Union caucuses on August 5 and 6. Those in attendance were Ed Chilbert, Chris Fuller, Rick Nickerson, Eric Partika, Carl Turner, Tynan, Jim Serrell, Eric Weintraub, Worth, Paul Wuestewald, Connolly and your secretary.

The negotiated language amends Section 25 of the Foss/SUP collective bargaining agreement.

### 25.05 Displacement because of workforce reduction.

When employees are displaced because equipment is sold, transferred out of the Bay, or laid up for a period of at least 3 months, then the least senior employee in steady scheduled employment shall move to the next level of employment for which they are qualified, i.e., Deckhand/Qualified Deckhand, Engineer, Flex Tankerman, Seniority Employee Without A Regular Schedule, or Casual. The displaced employee shall be given the option to fill the slot vacated by the least senior employee in the same type of scheduled steady employment.

### 25.06 Seniority rights while not working under covered employment.

Employees who have established seniority, and move to a position within the Company not covered by SUP agreement, may retain their seniority status under the terms and conditions of the Agreement for a period of up to six (6) months. This option may be exercised only one time. The starting date for the six

month grace period shall be the first working day any watchstanding, operational or training capacity is filled by a member of the SUP unit in a non-SUP job, or on the date of the ratification of this agreement, whichever is later. If an employee chooses to forfeit his seniority rights after the six month grace period, and subsequently chooses to rejoin the unit, he/she shall do so at the bottom of the seniority list.

#### 25.07 Selection for open jobs.

When employees retire or quit creating an open slot in steady employment, or when new equipment creates new jobs, the Company shall post fleet-wide notice of the vacancy two weeks prior to filling the job. Each available job shall have an independent posting period of two weeks. Employees shall have until Friday of the second posting week to notify the Company of their interest in the job. Notification of interest shall be in writing and delivered to the Tank Barge Superintendent. The most senior employee that wants the job shall be the first eligible. If that employee is qualified for the job then no further action is necessary. The actual reassignment of employees under these rules shall only occur when vacancies created or related to the reassignment are also posted and filled. The Company shall not be required to pay overtime directly created by reassignment, as the immediate result of the reassignment alone, under these rules.

The Company shall have the right to temporarily assign employees during posting periods, or to new equipment for the purposes of familiarization and training without being subject to posting and seniority requirements. Such assignments shall be made for a period not to exceed 90 days from the service date of the new equipment, after which time the job shall be posted and made available to the senior-most qualified employee as outlined above.

Proficiency shall be determined by the Company. However, given a base level of qualifications sufficient to perform competently in the job, a senior employee shall be eligible for the job despite a junior employee being more qualified for the job.

Another issue that has been pending for some months has been the number of days a Flex Tankerman (FT) is required to work before overtime commences. The position of the Union was that after 14 days work, overtime should start while Foss held that 20 days was the demarcation line. On August 8, agreement was reached on this issue. While the result is not completely satisfactory, it is an improvement over current conditions and will be revisited by the Union when the agreement expires in 2004.

The agreement reached amends Section 33 of the contract regarding Flex Tankermen.

#### Section 33. Flex Tankermen.

33.09 FT shall be available for seventeen (17) straight time days in a calendar month. All straight time days worked over seventeen (17) in a calendar month will be paid at the overtime rate. A FT may, but will not be required, to work over seventeen straight time days in a calendar month. Designated off days worked, will be at the overtime rate, and will be applied day for day toward the fourteen (14) day requirement.

The membership employed by Foss recommends general membership ratifica-

tion of the Seniority and Flex Tankermen amendments.

In addition to the preceding, also met with Foss on July 31 to discuss the company's proposed intention to operate two tugs and barges previously owned by Newport Petroleum, in the coastwise black oil trades. Representing the Union were Brothers Chilbert, Tynan, Worth, Wuestewald, Connolly and your secretary; for the company Warner Nelson, Vice President Industrial Relations and Scott Merritt, San Francisco Regional Director.

While the concept of expanded work was interesting, after a thorough review, it was determined that "outside" or coastwise jurisdiction with Foss is covered in the collective bargaining agreement between the company and the Puget Sound Region of the Inlandboatmen's Union of the Pacific.

After discussion with IBU President Dave Freiboth and Puget Sound Regional Director Pete Jones, the IBU agreed that when these vessels come into the San Francisco Bay Area, SUP jurisdiction will be observed. That jurisdiction as stipulated in the SUP/Foss Agreement covers "personnel employed in its [Foss'] bunkering operations including loading or discharging of petroleum barges in the San Francisco Bay Area. For the purposes of this agreement, San Francisco Bay Area is defined as San Francisco Bay, San Pablo Bay and All rivers and estuaries inside the line of demarcation.

"Bunkering shall include towing, shifting and maintenance of these tugs and barges assigned to the bunkering operation. Bargaining Unit Employees shall include Tankermen, Engineers, Deckhand Engineers, Qualified Deckhands, Licensed Deckhand and Deckhands."

Foss has requested a meeting on August 21 to discuss the issue further.

### ARIANA LYNN V. SUP

In May of this year, former member Ariana Lynn filed a complaint with the National Labor Relations Board in San Francisco alleging that the SUP violated the National Labor Relations Act by refusing to accept her dues.

The Membership and Ratings Committee met on June 6, discussed the matter and determined that Lynn was in violation of the SUP Constitution regarding timely payment of dues and decided not to reinstate her. The Committee's decision was ratified by the membership at the June coastwise meetings.

A hearing before an NLRB Administrative Law Judge is scheduled for November 14, in San Francisco.

### LABOR DAY

All SUP halls will be closed on Monday, September 2, in observance of Labor Day which is a holiday under all SUP collective bargaining agreements.

### ACTION TAKEN

M/S to continue bargaining on Matson's one-man watch proposal. Carried unanimously.

M/S to extend the San Francisco Bar Pilots agreement. Carried unanimously.

M/S to amend the Foss agreement, Sections 33 and 25. Carried unanimously.

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

Gunnar Lundeberg

## Vice President's Report

August 2002

### Ships Checked

Made the *President Kennedy* in Oakland Inner Harbor. Clarification on time back: running smoothly with delegate Herb James and bosun Phil Howell. Much discussion on Matson's one man watch proposal.

Calls with questions, clarifications and beefs from the *USNS Seay, Shugart, Pililaau, Fisher, Yano, and Brittin*. Most problems resolved, a few still in process. As the membership is increasingly attracted to the various benefits of employment in the LMSRs, the LMSR shipping rules have found need of repetition and clarification. The essence is that the port where the job originated, i.e., the place from whence the sailor being relieved was shipped shall have first crack at filling the job. If that port cannot fill the job it is sent out to all ports as necessary and as per past practice. Also in the LMSRs, discussions with the Company yielded a new drug screen reimbursement policy: all those steadily employed in the LMSRs will have drug screen costs reimbursed by the Company out of the medical exam account. Give valid receipts to your Branch Agent or send to Bobbi Wolff, Patriot Contract Services, 2175 N. California Blvd., Walnut Creek, CA 94596.

Numerous calls from the Foss membership with opinions, suggestions, reports and a few beefs. In particular, the Union is investigating the apparently wrongful termination of tankerman Mike Scotto.

In addition, as both prelude and interlude to regular bargaining sessions with the San Francisco Bar Pilots, we met regularly with the membership employed there, including run boat, station boat, dock and dispatcher personnel.

Several calls from Chevron delegates indicate that the security watch beef is settled and all else is well.

In addition, took care of the routine duties of the Front Office.

### California State Federation of Labor

Along with Mark Hurley, Bill Berger, and Gunnar Lundeberg, I attended this annual convention setting the Federation policy for the coming year. This year's venue was San Francisco, and following the first day events, we participated in an enormous rally in support of the ILWU outside the offices of the PMA. The level of government interference in ILWU/PMA negotiations is not only outrageous, it is producing the opposite of its intended effect to force an agreement. With the threat of government action hovering, the ordinarily delicate balance of bargaining table dynamics is upset, and the only reasonable action is to withdraw until order can be restored. When Harry Lundeberg testified before the Bonner Commission in 1955, he told the senators that fidelity to the collective bargaining process—good faith bargaining—was the surest way to labor peace and productivity. He said "At no time did I hold a gun to St. Sure's head and say 'You give me that, lest I knock you off.' I did not bring a gun to the bargaining table, I brought a committee." Lundeberg's colorful and persuasive testimony helped build opposition to ultra-conservative amendments to Taft-Hartley, such as the abolition of the union hiring hall. After all, here was the most renowned militant in the labor movement saying all that's necessary is for both sides to sit down and talk on equal terms. With this in mind, we stand together with the ILWU, and urge the federal government to step aside and let the collective bargaining process work. Urge all hands to advise their elected representatives of the same.

Dave Connolly

### Important Notice

#### Return-to-duty requirements apply to all drug and alcohol violations

The Code of Federal Regulations in 46 CFR 12.02 establishes the "return-to-duty" requirements for merchant mariners convicted drug and alcohol violations. These requirements apply for those who test positive for drugs or alcohol whether the violation occurs on a ship or while operating a motor vehicle. In other words, if a conviction appears on the National Driver's Register then the mariner is ineligible for either a renewal or an original Merchant Mariner's Document until completion of the "return-to-duty" requirements. Depending on the number of convictions and other factors, an "assessment" period is imposed by the Coast Guard within a certain range with a minimum of one year. During the assessment period, a person must complete the following "return-to-duty" requirements from 46 CFR 12.02:

"(e) If an applicant for an original merchant mariner's document has one or more alcohol or dangerous drug related criminal or NDR listed convictions; if the applicant has ever been the user of, or addicted to the use of, a dangerous drug; or if the applicant applies before the minimum assessment period for his or her conviction has elapsed; the Officer in Charge, Marine Inspection may consider the following factors, as applicable, in assessing the applicant's suitability to hold a merchant mariner's document. This list is intended as a guideline. The Officer in Charge, Marine Inspection may consider other factors which he or she judges appropriate, such as:

- (1) Proof of completion of an accredited alcohol- or drug-abuse rehabilitation program.
- (2) Active membership in a rehabilitation or counseling group, such as Alcoholics or Narcotics Anonymous.
- (3) Character references from persons who can attest to the applicant's sobriety, reliability, and suitability for employment in the merchant marine including parole or probation officers."
- (4) Steady employment.
- (5) Successful completion of all conditions of parole or probation.

Note: In the case of a positive drug test, most settlement agreements include the requirement of six random drug tests during the assessment period in addition to the above requirements.

# SUP Branch Reports

## Seattle

July 15, 2002

Shipped during the period: 1 bosun relief filled by an A-card; 12 ABs were filled by 1 A, 3B, 3C-card members, and 1 D to regular berths; 2 A's and 1 B to reliefs; and 1 A to a return. Three OSs shipped to USNS filled by 1 B and two D-cards. Ten standbys taken by 2 A's, 4B's, 3C's and 1 D registrant.

Registered for the period: 13 A cards for a total of 35; 11 B cards for a total of 28; and 7 C cards for a total of 20.

### Ships checked

APL Singapore, APL Korea, APL Philippines all checked out okay. Maui and Kauai in twice with no problems. USNS Seay back from a three month trip to Thailand. The deck department reported good overtime with steady launch service and transportation to Pattaya Beach.

The ASM rigging loft is going strong with Norm Christianson in the serang's spot.

Due to the strong agitation of the SUP on port security issues, the Senate Subcommittee on Surface Transportation requested testimony on Marine Security at a hearing held in the Port of Seattle on July 1.

It was agreed that MM&P Vice President Don Marcus would represent the sea going unions ILWU Local 19 Vice President Dell Bates spoke on behalf of shoreside labor.

Oregon Senator Ron Wyden, who chaired the committee along with Senator Patty Murray and Senator Maria Cantwell, was incredulous upon hearing that empty containers were not checked on the docks when loaded or off loaded from ships and that the U.S. Coast Guard was not enforcing STCW 95 standards aboard "flag of convenience" ships.

Senator Wyden, visibly angry and shouting that he would have answers, the many company owners and insiders, along with a good deal of USCG Officers all kept their heads down and stared at the deck. Both Captain Marcus and Dell Bates landed a one-two punch felt all the way back to Washington, D.C.

David Freiboth and Terri Mast of the IBU; Mike Jewell and Claudia Cimini of the MEBA; Marcus; Dell Bates of ILWU 19; Mike Carr of the MFOW are labor leaders who have shown up and determined to fight the shameless use of "Home Security" as a means to weaken our collective bargaining agreements.

Vince O'Halloran, Branch Agent

## New Zealand maritime unions vote merger

The 700 members of the New Zealand Seafarers Union (NZSU) voted overwhelmingly last month to join with the New Zealand Waterfront Worker's Union (NZWWU) 1,600 members to form a new maritime union of New Zealand.

NZSU president Dave Morgan said the amalgamation meant the maritime union could boost its "practical, industrial and political" actions and it would continue to forge international links. The new union is proposing 14 branches, with division including seafarers, watersiders, fish processors and coolstore workers.

NZWWU Auckland secretary Terry Ryan said that, "Talks have also been held with the MUA (Maritime Union of Australia), and [we] fully intend to reach some form of accommodation with them in this era of globalization where unions, like employers, hold hands across international borders."

## Wilmington

July 15, 2002

Shipped during the period: 6 bosuns, 17 ABs, 6 AB Maint., and 83 standbys for a total of 112 jobs shipped.

Registered for the period is at 52 A cards, 29 B cards, 10 C cards for a total of 91 registered.

### Ships checked

President Wilson; Lurline Tony Figueroa delegate; R. J. Pfeiffer Charlie Duke delegate; President Truman, Ewa (lay up), President Grant; Lihue Joe Justice delegate; APL Singapore Josh Niles delegate; Chief Gadao Alexander Earl delegate; President Jackson; APL Korea Tony Fague delegate; Manoa, President Kennedy, Mokihana; APL Philippines Richard Goen delegate.

President Lundeborg was at our July meeting to report on the Matson negotiations. After giving his monthly report and informing membership of the contract details, he answered questions. Our branch ratified the Matson agreement, however, we voted to reject the one-man watch proposal but to continue bargaining. The Wilmington Branch membership is strongly in favor of going to a 40-hour work week.

Meetings attended: June 17-Los Angeles County Federation of Labor; June 18 and July 9-Harry Bridges Institute. They have a newly formed group called the Friends of Labor to support all labor. Right now, they are supporting the ILWU contract. Anyone is welcome to these meetings. June 25-lunch meeting with Sergio Carrillo, Labor Deputy from Janice Hahn's office and Deborah Aoki and Ruben Ornelas, LAPD Labor Relations Officers. Their expressed support of our Union's activities is appreciated.

June 25, Duane Nash and I attended a Wilmington Neighborhood Council meeting. Our SUP hall is part of the community and we need to be involved.

June 27, Steve Callahan and I along with several SUP and MFOW members, went to a ILWU rally on D and Broad to show our support for the Longshoremen. It was a good rally with fiery speeches from the Longshoremen and Teamsters. That evening, we attended the Harbor Labor Coalition as well as another on the

## San Francisco Business Agent

August 12, 2002

**Chief Gadao**—Bert Genita, delegate: Short stay then back on Los Angeles run.

**Kauai**—Archie Bickford, delegate: Island run; no disputes. Visited her twice.

**Lihue**—Joe Justice, delegate: Replaced the *Matsonia* for three or four trips.

**Mahimahi**—Tom Larkin, delegate: Voyage pay off; few clarifications.

**Manoa**—Anthony Labor, delegate: Voyage pay off; no disputes.

**Maui**—Lee Dancer, delegate: Island run, no disputes. Visited her twice.

**Matsonia**—Max Weisbarth, delegate: Island run. Going to shipyard in China until early part of September.

**Mokihana**—John Fernandes, delegate: Voyage pay, no disputes.

**Moku Pahu**—Rolando Mendoza, delegate: In Crockett with sugar, then will load rice for North Korea.

**ASM Shoregang**—In good shape.

11th of July. We now have the Labor bandanas for sale for \$5. We continue to gear up for the Labor Day Parade on September 2. Be at the hall at 9:30 A.M. to represent the SUP in the annual parade.

July 10 was the marlinspike class with George Jackson, Duane Nash and Eli Wegger as instructors. If you don't know how to splice 12-strand, wire or rig a bosun's chair, you should be attending these monthly classes. The next class is August 14. The one after that will be September 11.

Thanks to Duane Nash for relieving me on the 23rd and 24th of July while I attended the California Federation of Labor convention in San Francisco.

Mark Hurley, Branch Agent

## Honolulu

July 15, 2002

During the month of June 2002, dispatched the following: 1 bosun return, 3 ABs, 3 AB reliefs, 2 AB returns, and 1 OS. These jobs were filled by: 4 A members, 3 B members, and 3 C members. Also shipped 26 standby jobs filled by 2 A members, 1 B member, 6 C members, 16 D registrants, 1 MFOW member. Total jobs shipped: 36.

During the month of June, registered the following: 9 A members, 7 B members, 1 C members, 4 D registrants. To this date now have registered: 12 A Members, 12 B members, 3 C members, 9 D registrants for a total: of 36 Registered.

### Ships checked

Maui, Lurline, Manulani, Chief Gadao, Matsonia, Lihue, Kauai, R.J. Pfeiffer, Ewa, Moku Pahu, and USNS Seay. All with few or no problems. Paint and rigging George Lua, Bosun, Joe Montanona delegate.

On July 2, represented the SUP at Congressman Neil Abercrombie's birthday party. On July 11, attended an Hawaii AFL/CIO COPE meeting held especially for maritime unions. Discussions on various political candidates credentials as they apply to the waterfront.

On July 17, attended the Honolulu Port Council Meeting. Reviewed applications and selected two scholarship winners.

Mike Duvall, Branch Agent

## Norfolk Office

July 2002

Shipping slowed down in the month of July. Shipped 1 bosun, 3 ABs, and 1 OS. Jobs were filled by 2 B members and 3 C members.

Traveled to New Orleans to pay off the *Fisher* after a long voyage and a rough coastwise trip. Bosun Liam Flynn and deck delegate R.D. Guzman, did a very good job, clean payoff. Made the *Pililaau*. Had to get the captain to break out the sailors aboard to tie up the *Fisher* coming along side, as outside labor had been hired to tie up. Otherwise in good shape; R. Shinley, delegate.

Made the new ship *Brittin* at Avondale. Top gang, good feeder, happy gang.

Tried to make the *Chevron Arizona* at Pascagoula but she was delayed.

Paid off the *USNS Seay* at CSX Newport News from its coastwise trip from Tacoma, WA. The big complaint from the gang, also on the *Fisher*, is no food for gang at midnight when on cargo watches, as any leftovers are consumed by the Army. The only solution is break out the cooks for a midnight meal as we always had in the past when sailors had to work all night involving cargo or hold cleaning.

The fleet has downsized to 13-manned ROS and most members are staying their 180 days.

We were all disappointed in the new LMSR award going to a foreign contractor. There were many interested members packed and ready to go.

All ships in the Norfolk area are in very good shape.

Jack Stasko, SUP/MFOW Rep.

### New pensioners

The following SUP members join the ranks of pensioners, bringing the total number of SUP members to 983.

**Larson Orson** 61, Book #4095, joined SUP in 1968, 28 years seetime.

**Charles Mohun**, 63, Book #6449, joined SUP in 1961, 30 years seetime.

**Samuel Yates**, 76, Book #245, joined SUP in 1952, 42 years seetime.

## Dispatcher's Report

Headquarters—July 2002

<b>Deck</b>	
<b>Bosun</b> .....	1
<b>Carpenter</b> .....	0
<b>MM</b> .....	2
<b>AB</b> .....	27
<b>OS</b> .....	2
<b>Standby</b> .....	46
<b>Total Deck Jobs Shipped</b> .....	78
<b>Total Deck B, C, D Shipped</b> .....	13
<b>Engine/Steward</b>	
<b>QMED</b> .....	0
<b>Pumpman</b> .....	0
<b>Oiler</b> .....	0
<b>Wiper</b> .....	0
<b>Steward</b> .....	0
<b>Cook</b> .....	0
<b>Messman</b> .....	0
<b>Total E&amp;S Jobs Shipped</b> .....	0
<b>Total E&amp;S B, C, D Shipped</b> .....	0
<b>Total Jobs Shipped - All Depts.</b> ....	78
<b>Total B, C, D Shipped-All Depts.</b> ..	13
<b>Total Registered "A"</b> .....	79
<b>Total Registered "B"</b> .....	69
<b>Total Registered "C"</b> .....	10
<b>Total Registered "D"</b> .....	13

Bill Berger