



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIV No. 8 583

SAN FRANCISCO, CALIFORNIA

Friday, August 24, 2001

Sailors' Union nominations slated for September coastwise meetings

Nominations for regular officers of the Sailors' Union of the Pacific will occur at the September coastwise meetings.

All current officers terms expire on February 28, 2002 with successful candidates assuming office on March 1, 2002 after a secret, mail ballot election is conducted between December 1, 2001 and January 31, 2002. The ballot will also include the election of five Trustees of the SUP Building Corporation and four delegates to the Seafarers' International Union of North American Convention plus a referendum on two proposed amendments to the SUP Constitution and four proposed amendments to the SUP Shipping Rules.

Any eligible member may place his/her own name in nomination or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

In accordance with the SUP Constitution, an official Notice of Nomination is printed on Page 3.

Senators blast customs rule to tax repair work in U.S.-flag ships

As a follow up to last month's *West Coast Sailors* article on the U.S. Customs Service's decision to tax repair work performed by U.S. mariners in American-flag vessels at sea, a bipartisan group of Senators wrote to Charles Winwood, Acting Commissioner of customs on August 16 decrying the decision as "a major departure from past industry practices and obligations, whose financial and administrative burdens on the U.S. owner/operator are unfair, ill-conceived and impossible to met."

Commerce Committee Chairman Ernest Hollings (D-SC),

Republican Leader Trent Lott (R-MS), Defense Appropriations Subcommittee Chairman Daniel Inouye (D-HI), the Ranking Member of the Energy Committee Frank Murkowski (R-AK) and Surface Transportation & Merchant Marine Subcommittee Chairman John Breaux (D-LA) told Winwood, "Intended or not, this rule severely penalizes U.S.-flag vessels."

Along with a coalition of maritime interests, the SUP criticized the rule several weeks ago in a letter to the Customs Service. The rule, in effect since April 25, further amends rules that impose a 50 percent ad valorem duty for U.S. vessels making foreign repairs. The revision overreaches in its interpretation of the vessel repair statute by making even routine maintenance and repairs to U.S.-flag ships on the high seas by crewmembers subject to the 50 percent ad valorem duty. Moreover, equipment imported into the U.S. and duty paid thereon will now also be subject to an additional ad valorem duty if the item is installed while underway and not installed in the United States.

"This rule severely penalizes U.S.-flag vessels," the bipartisan leaders wrote. "Not only do U.S. interests and vessels compete against foreign interests that pay little or no taxes and are subject to minimum labor, environ-

See Custom Rule

Continued on page 11

Federal drug & alcohol testing policy draws fire from maritime industry

SUP and MFOW will not comply until issue is resolved

The U.S. Department of Transportation has implemented a draconian and invasive new rule regarding drug and alcohol testing records for merchant mariners.

The rule (49 Code of Federal Regulations Part 40.25), which went into effect on August 1, mandates that an employer obtain a dispatched seaman's written consent so that the employer can request certain information from previous employers who have employed the mariner during the previous two years.

The form that mariners are supposed to fill out at the time of dispatch asks if any of 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; 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. Those "requirements" include a minimum of six drug or alcohol tests in the first year of "safety-sensitive" work.

When this rule was initially proposed in 1999, the maritime industry was not included and thus has not had input on its formulation. When the Department of Transportation did issue its Final Rule in December 2000, the industry (unions and employers) were stunned to discover that maritime had been included along with all other transportation department-regulated industries (trucking, etc.).

In a letter sent to the agency in June by maritime labor (SIUNA, MM&P, MEBA), em-

ployers and industry trade associations stated that "both marine employees and employers have a strong interest in supporting the Department's objective of ensuring a safe and drug-free transportation workplace. However, we have serious concern about the burdens of the rule will impose on marine employers and the privacy issue it raises for marine employees."

Since the Transportation Department was not responsive, the SIUNA (which the SUP and MFOW are affiliated), the MM&P, MEBA, and AMO wrote to Transportation Secretary Norman Mineta on July 30 requesting that the August 1 implementation date of the rule be permanently suspended and the rule itself be temporarily suspended "until such time as a methodology can be crafted to address the operational requirements of the maritime industry."

The letter further stated:

"One major difference between surface transportation modes and marine transportation modes is found in the licensing and documentation of employees. A mariner must have a merchant mariners document issued from one source only—the U.S. Coast Guard (USCG). The USCG rigorously enforces the drug and alcohol requirements and suspends/revokes documents of offenders. If you have a mariners document, then you either have not committed an offense or your privilege has been restored by the USCG after completing an appropriate rehab program. The controls are already in place. The same may not be true for surface transportation with multi-state licensing.

We strongly believe that 49 CFR 40.25 is a clear invasion of privacy. Once an individual has participated in the return-to-duty process and is permitted by the collective bargaining agreements between the seagoing unions and their contracted companies, the record of prior drug or alcohol violations should not be relevant

or affect the individual's ability to gain employment aboard a U.S.-flag commercial vessel. After all, the USCG has restored the license or merchant mariners documents to the individual.

Furthermore, the provision, which may make sense for the surface transportation modes, does not take into account how the maritime industry supplies labor to shipping companies. In the maritime industry, there are essentially two (2) classes of employees — permanent and rotary hires. Permanent employees are tied to a specific vessel, and we believe the provision would have a marginal impact them. On the other hand, the provision would cause havoc on the hiring hall system, which supplies rotary hires to shipping companies. The hiring hall system relies on just-in-time delivery of fit-for-duty merchant mariners to crew U.S.-flag vessels. A requirement for further background checks of merchant mariners who hold the requisite USCG license or documents prior to a vessel's sailing makes no rationale sense in that it can potentially paralyze vessel operations."

On August 17, American Ship Management notified the SUP and MFOW that the company intended to implement the Transportation Department drug and alcohol rule and requested the unions' cooperation and assistance by having those dispatched fill out the Consent and Self-Certification form.

On the same day, SUP President Gunnar Lundberg and MFOW President Whitey Disley informed ASM that "until such time as this matter is definitively resolved, the Sailors' Union of the Pacific and the Marine Firemen's Union have advised our agents not to have our members complete the consent and Self-Certification Form." In addition, the union presidents stated, "Also be advised that we are opposed to a background check, included in the form by ASM, done by the Marine Index Bureau (MIB) as 49 CFR Part 40.25 does not require it."



Second class postage paid at San Francisco, CA (USPS 675-180)

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED June 30, 2001

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 9, 2001, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,026,668.67*
Political Fund	\$3,563.13
Strike Fund	\$1,293,730.99
Total Cash and Investments 2nd Qtr 2001	\$2,323,962.79

*\$3,004.00 held for Wall of Honor not included
\$16,600.00 paid 2/4/00 to AMMV for memorial

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$119,092.50
Interest	31,315.02
Donations - <i>West Coast Sailors</i>	2,399.24
Tanker & Joint Committee, Hiring Hall	98,249.50
Advertising & Promotion	657.40
Miscellaneous Reimbursements	1,464.23
Reimbursed Norfolk Wages	6,393.52
Reimbursed Field Expense	99.44
Contributions - General Fund	2,030.00
Total Income:	\$261,700.85

Expenses:	
Auto & Travel	\$3,019.04
Rent	10,721.04
Postage, Printing & Office	5,009.57
Telephone & Telegraph	5,152.01
<i>West Coast Sailors</i> Publishing Expense	8,149.67
Per Capita	12,447.25
Salaries & Payroll Taxes	167,757.54
Office Workers Pension	4,422.60
Insurance	21,228.71
Field Expense	996.78
Committee & Neg., Conference & Conv.	3,096.61
Contribution	3,130.00
Investment Expense	1,413.31
Officials' Pension	1,546.29
Flowers	597.00
Advertising & Promotion	4,978.94
Legal & Accounting	4,000.00
Filing & License Fees	10.00

Subscription	3,957.95
Total Expense:	\$261,634.31

BUILDING CORPORATION

Income:	
Assessments	\$3,400.00
Vending, Miscellaneous	33.07
Interest & Principle on Mortgage Notes	6,235.62
Rents	81,064.88
Total Income:	\$90,733.57
Expense:	
Building Services & Utilities	\$25,205.72
Repairs & Maintenance	6,660.73
Salaries & Payroll Taxes	14,022.73
Pension	190.44
Legal Expense	24,723.45
Filing & License Fees	523.00
General Tax	10,553.99
Insurance	3,537.28
Total Expense:	\$85,417.34

POLITICAL FUND

Income:	
Contributions	\$2,763.00
Interest	3.12
Total Income	\$2,766.12
Expense:	
Contributions	\$4,000.00
Total Expense:	\$4,000.00
Net Income	
1st Quarter	\$4,148.89
Year to date	\$47,653.37
Year to date	\$51,802.26

/s/Fred Carlson /s/Richard Cummings
/s/Duane Hewitt /s/James Marsh
/s/Brian LePrevost

*ACTION BY THE MEMBERSHIP August 13, 2001. 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

Sam G. Traficano, Book No. 3079. Born in Louisiana in 1928. Joined SUP in 1946. Died in Louisiana, July 10, 2001. (Pensioner)

Marinus W. Stilling, Book No. 7458. Born in Denmark in 1919. Joined SUP in 1967. Died in Louisiana, June 28, 2001. (Pensioner)

Frederick C. Merritt, Book No. 5930. Born in Massachusetts in 1928. Joined SUP in 1946. Died in Manila, Philippines, July 12, 2001. (Pensioner)

Ira Reitzel, Book No. 3153. Born in Iowa in 1935. Joined SUP in 1959. Died in Rodeo, California, July 11, 2001.

Modesto "Leo" Mazzucco, Book No. 4683. Born in Massachusetts in 1913. Joined SUP in 1937. Died in Bloomington, California, July 2, 2001. (Pensioner)

Zenon J. Pinto, Book No. 3476. Born in Ecuador in 1917. Joined SUP in 1946. Died in San Pedro, California, July 18, 2001. (Pensioner)

Hans C. Pedersen, Book No. 3201. Born in Denmark in 1916. Joined SUP in 1943. Died in Monte Rio, California, July 27, 2001. (Pensioner)

James Francis Wilson II, Book No. 3623. Born in California in 1945. Joined SUP in 1973. Died in San Francisco, California, July 23, 2001.

William H. Christensen, Book No. 3293. Born in California in 1919. Joined SUP in 1941. Died in California, June 1, 2001. (Pensioner)

Tommy Camacho, Book No. 4579. Born in Puerto Rico in 1925. Joined SUP in 1950. Died in Long Island, New York, July 26, 2001. (Pensioner)

Sadami Hashimoto, Book No. 5772. Born in Hawaii in 1917. Joined SUP in 1952. Died in Washington, May 9, 2001. (Pensioner)

Former S.F. Bar Pilot William Meyer dies

Captain William W. Meyer, a retired San Francisco Bar Pilot, died in Berkeley on August 14.

Born in San Francisco in 1918, Meyer began his seagoing career at 17 when he shipped as a cadet in a Matson line vessel under the command of his father Captain William R. Meyer.

During World War II, Meyer was a mate in Matson's passenger ship *Monterey*, which served as a troop ship in the conflict, when the vessel participated in the rescue of more than 1,600 Canadian soldiers who were set adrift after German planes sunk their ship in the Mediterranean. It was the largest sea rescue operation of the war and earned the *Monterey* the Gallant Ship award from the U.S. Maritime Commission.

After the war, Captain Meyer sailed as master of several vessels owned by Isthmian Lines. In 1959 he was selected to serve as Staff Captain in the *Savannah*, the world's first nuclear powered merchant ship.

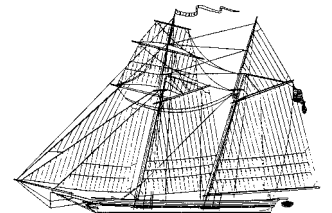
In 1965, Captain Meyer became a San

SUP Meetings

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

	Hdq.	Branch
September	10	17
October	9*	15
November	13*	19
December	10	17

*Tuesday



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Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor

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Honolulu, HI 96813	
707 Alakea St.	(808) 533-2777
	FAX: (808) 531-3058
Norfolk, VA 23508	
1058 West 39th Street	(757) 489-3865
	FAX: (757) 489-3785

WELFARE OFFICE

(415) 778-5490

PENSION PLAN OFFICE

(415) 437-6889

Protect your privacy

The four major credit bureaus in the United States, are allowed to release your credit information, mailing address, phone numbers to anyone who requests it. This began July 1.

If you would like to 'opt out' of this release of information, you can call 1-888-567-8688. It only takes a couple of minutes to do and you can take care of anyone else in the household while making only one call, you'll just need to know their social security number.

Be sure to listen closely, the first opt out is only for two years, make sure you wait until they prompt you to press '3' on your keypad to opt out for good.

Merchant Marine panel recommends that MSP stay with MarAd

In approving the National Defense Authorization Act for Fiscal Year 2002 (H.R. 2586) last month, the Merchant Marine Panel of the House Armed Services Committee rejected the Bush Administration's proposal to shift the Maritime Security Program from the Maritime Administration to the Defense Department.

Chairman Duncan Hunter (R-CA) stated that, "The committee has not received sufficient justification to transfer a program that by all accounts has been managed effectively and efficiently, nor has the committee received any information that would suggest that DOD operational requirements dictate a transfer. In addition, the committee has not been presented with any evidence that such a transfer would result in cost savings."

Title XI funding approved by Senate and House Committees

The Senate Appropriations Committee and the Merchant Marine Panel of the House Armed Services Committee voted overwhelmingly last month to fund the Title XI Ship Loan Guarantee with a \$100 million, an all-time high for the program.

Approval was a victory for those who want merchant vessels built in U.S. shipyards and a defeat for the Bush Administration which sought no new funding for the program.

Representative Duncan Hunter (R-CA), chairman of the House Panel, said that Title XI plays a pivotal role in the vitality of the national economy, "Literally hundreds of millions of dollars worth of ships, tugs and barges have been built in U.S. shipyards as a direct result of this program." Hunter added that "in my opinion, it is critical to the maintenance of our industrial base."

Title XI has leveraged \$5 billion in shipbuilding projects over the past five years, and is widely credited with sustaining the national defense shipbuilding industrial base of 9,080 companies that employ 879,014 Americans in 47 states.

Bill to repeal Harbor Maintenance Tax introduced in House

Just before Congress recessed for the summer representative Robert Borski (D-PA) introduced The Support for Harbor Investment Program (SHIP) Act (H.R. 2734) that would repeal the Harbor Maintenance Tax and fund dredging from general revenue.

Borski's bill is identical to the one he introduced last year, but died without action in the House Transportation Committee when the 106th Congress adjourned.

Borski said in a statement that the Harbor Maintenance Tax "puts our maritime industry at a competitive disadvantage. The tax increases the price of goods sold in the U.S. and diverts cargo to Canada, which does not have a similar tax." Repealing the tax also would attract new commerce to U.S. ports, and "take advantage of our waterways to relieve congestion."

As the *West Coast Sailors* went to press, H.R. 2737 had the following cosponsors: Representatives Brian Baird (D-WA); Robert Brady (D-PA); Michael Capuano (D-MA); Peter DeFazio (D-OR); William Delahunt (D-MA); Norman Dicks (D-WA); Jennifer Dunn (R-WA); Chaka Fattah, (D-PA); Bob Filner (D-CA); Mark Foley (R-FL); Dock Hastings (R-WA); Jay Inslee (D-WA); Marcy Kaptur (D-OH); Nick Lampson (D-TX); Rick Larsen (D-WA); Steve LaTourette (R-OH); William Lipinski (D-IL); James McGovern (D-MA); Cynthia McKinney (D-GA); Carrie Meek (D-FL); Richard Neal (D-MA); James Oberstar (D-MN); Ron Paul (R-TX); Adam Smith (D-WA); Robert Underwood (D-GU).

Adm. Brewer to relieve Holder at MSC

Rear Admiral David Brewer will succeed Vice Admiral Gordon Holder as commander of the Military Sealift Command effective August 30. Brewer currently is vice chief of Naval Education and Training in Pensacola, Florida.

Holder will be Director of Logistics, J4 with the Joint Chiefs of Staff. Admiral Holder will review operational, concept, functional and mobilization plans for logistical aspects that support the Joint Chiefs operations in his new job. As MSC Commander, Holder has been a strong and vocal supporter of the U.S. merchant marine.

Notice to All SUP Members

NOTICE OF NOMINATION AND ELECTION OF OFFICERS

for the
SAILORS' UNION OF THE PACIFIC
2002-2004 TERM

The membership of the Sailors' Union of the Pacific is hereby notified that the regular secret unionwide election of officers will be held from December 1, 2001, through January 31, 2002.

Attention is also called to the fact that nominations for regular office in the SUP for the 2002-04 term of office will be opened at Headquarters and in all Branches at the Regular meetings in September 2001.

The Regular meetings in September will be held at the following locations, dates and times:

Headquarters: September 10, 2001 - 11:00 A.M.

450 Harrison Street, San Francisco, CA

Branches: September 17, 2001 - 11:00 A.M.

Seattle, WA: 1253 Sixth Ave So., Suite A

Wilmington, CA: 533 N. Marine Ave.

Honolulu, HI: 707 Alakea St.

In accordance with the SUP Constitution, any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or at Headquarters at least one day prior to the meeting at which nominations will be received.

Any member of the SUP may submit or mail in his/her own name for nomination. However, no person may be a candidate for more than one office with the exception of the positions of Trustees of the SUP Building Corporation, and delegates to the SIUNA Convention.

All nominees who wish to run for office must have the necessary qualifications and acceptances in the office of the Committee on Candidates at Headquarters, 450 Harrison Street San Francisco, CA 94105, prior to midnight of October 14, 2001.

Balloting will be conducted by mail through an impartial balloting agent approved by the membership.

The election will fill the official positions in the SUP, as prescribed by the Constitution for a two-year term of office. The jobs are: President/Secretary-Treasurer, Vice President/Assistant Secretary-Treasurer, Business Agent, each at San Francisco.

At Seattle, Branch Agent; at Wilmington, Branch Agent; at Honolulu, Branch Agent.

In addition, five regular positions as SUP Building Corporation Trustees and four delegates to the SIUNA Convention will be filled.

Any member of the union is eligible to be a candidate for and hold regular office, provided he/she possess the following qualifications:

- He/she is a member in good standing at the time of nomination;
- He/she achieved B seniority as defined in the SUP Shipping Rules;
- He/she is not disqualified by law.

A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

The names and membership numbers of nominees, if obtainable at the time, shall be recorded in the minutes at the coastwise meetings. The Balloting Committee shall be elected and shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

A Committee on Election composed of five members in good standing shall be elected at headquarters, whose duty shall be to prepare the ballot. All nominees who desire to become candidates shall have the necessary qualifications and acceptances in the office of the Committee on Candidates prior to midnight of October 14 of the election year.

The acceptance shall be by letter which shall be dated and shall contain the following:

- The name of the candidate;
- His/her home address and mailing address;
- His/her membership number;
- The title of the office or other position for which he/she is a candidate, including the name of the port in the event the position sought is that of Branch Agent or Business Agent, Building Corporation Trustee or SIUNA delegate.
- He/she is not disqualified by law.

Nominees who fail to comply herewith shall be regarded as having declined the nomination.

Alaska cuts cruiseship traffic

Thousands of cruiseship passengers who booked vacations to Glacier Bay National Park in Alaska this summer may have to reschedule their trips because of a federal judge's order that fewer ships visit.

The ruling by U.S. District Judge James K. Singleton on August 3, could affect up to 32 of the 42 cruiseships still scheduled to visit the popular Southeast Alaska destination this season. Each ship carries about 1,500 passengers.

"We know there's going to be some effect. We don't know how much of an effect there is going to be," said National Park Service spokesman John Quinley. He said as few as 10 or as many as 32 ships could be banned from the Glacier Bay this year.

John Hansen, executive director of the NorthWest Cruise Ship Association, said he wanted to know more about the judge's decision before commenting.

The injunction stems from a 1997 lawsuit brought by the National Parks Conservation Association, which argued that the Park Service should have done a full-scale environmental review before increasing the number of cruiseships (from 107 to 139) allowed into Glacier Bay. The groups says that increased traffic heightens the risk of spill and air pollution and of possible collisions and harm to endangered whales.

ChevronTexaco merger likely to win government OK

Negotiators for Chevron and Texaco this month reached an "informal understanding" with the staff of the Federal Trade Commission on a proposed \$43.6 merger, according to documents filed by Chevron with the government.

Both companies have scheduled special stockholder meetings on October 9, for a vote on the merger.

In the filing with the Securities and Exchange Commission, San Francisco-based Chevron said its negotiators had signed an agreement that contained a proposed consent order that he FTC must approve.

Under the plan, White Plains, New York-based Texaco, would be required to divest its investment in Equilon Enterprises, a refining partnership with Royal Dutch Shell, and Motiva Enterprises, a joint venture with Shell and Saudi Refining Inc. In addition, Texaco would be required to divest itself of its interests in U.S. natural gas processing and transportation facilities and general aviation fuel sales.

Chevron announced its plan to acquire Texaco on October 16, 2000. Once established, ChevronTexaco will be the world's fourth largest oil company.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

John Drolla 40.00
 Joe Eckert 20.00
 Danny Gonzalez 100.00
 William Johnson 60.00

Political Fund

Noel Balaguer 30.00
 Michael Dirksen 20.00
 Steve Everson 10.00
 Steve Foster 25.00
 Louis Frazier 100.00
 Robert Garcia 20.00
 David Hart 10.00
 Joe Lopez 10.00
 Gunnar Lundeborg 25.00
 Donald Persian 50.00
 Tom Phillips 10.00
 Raymond Pinochi 20.00
 Mike Powell 50.00
 James Savage 30.00
 Greg Schauf 10.00
 Morris Thibodeaux 60.00

Wall of Honor

(San Pedro Merchant Marine Memorial)

Jose Angeles 20.00

West Coast Sailors

Anonymous in memory of
 Jon Nelson 50.00
 Jerry Ah Sam 20.00
 John Bataeff 20.00
 Jim Cunningham in memory of
 Alex Skouw, Julius Skouw and
 John Poloski in 1946 100.00
 Jerome Dominguez 20.00
 Romaine Dudley 10.00
 Kenneth Fenley 10.00
 James Fernandes 25.00
 Ledo Forassiepi 20.00
 Martin Hoogendam 20.00
 Hannu Kurppa 20.00
 Joe Lopez 10.00
 Ramiro Montoya 10.00
 William Self 10.00
 Charles Smith 25.00
 Jack Stasko 20.00

Dues-Paying Pensioners

Archie Aki	Book #3791	Peter Paul Liptay	Book #3725
John Battles	Book #5512	Joseph Napier	Book #2299
Roy R. Camerio	Book #4577	Frank Parks	Book #3798
Richard Cummings	Book #4666	John Perez	Book #3810
Knud Jensen	Book #3940	Charles Rafael	Book #3141
John Jewett	Book #4291	Ralph Senter	Book #7323
Tony Jones	Book #4305	Kai Sorensen	Book #7479
Alfred Kerns	Book #3167	William Tice	Book #3239
Kaj E. Kristensen	Book #3120	Charles H. Wall	Book #3420
Gunnar Larsen	Book #3516		

Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

	• Basic Fire Fighting	• Basic First Aid
	• Personal Survival	• Personal Safety and Social Responsibility
Aug. 20-24	Oct. 1-5	Nov. 12-16
Aug. 27-31	Oct. 8-12	Nov. 26-30
Sep. 3-7	Oct. 15-19	Dec. 3-7
Sep. 10-14	Oct. 22-26	Dec. 10-14
Sep. 17-21	Oct. 29-Nov. 2	Dec. 17-21
Sep. 24-28	Nov. 5-9	

LMSR Vessel Training (MSC approved)

Sep. 11-21 Oct. 23-Nov. 2 Nov. 27-Dec. 7

Small Arms Training (MSC approved)

Aug. 20-22 Oct. 1-3 Dec. 10-12
 Sep. 24-26 Nov. 5-7

Survival Craft (Lifeboatman)

Sep. 3-6 Oct. 15-18 Nov. 26-29
 Sep. 24-27 Oct. 29-Nov. 1 Dec. 10-13
 Oct. 1-4 Nov. 12-15 Dec. 17-20

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: supwelfareplan@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

Welfare Notes

July 2001

Active members

Active members who have their medical coverage with Kaiser Permanente will be receiving a Kaiser benefit book. This booklet will be mailed to the address listed of each subscriber currently enrolled in a Kaiser health plan offered through the Sailor's Union. The format of these booklets will give each member detailed information about their coverage and co-payments. The information in this booklet can let you take full advantage of the benefits offered by the Kaiser plan. Those members enrolled in other health plans may contact your plan directly to receive written information that explains your plan benefits. Listed are the contact numbers for your respective plan.

Health Net and Flex Net: 1-800-522-0088 Group Health Seattle: 1-888-901-4636 Pacific Health Plans: 1-800-932-3004 HIP of New York: 1-800-447-2244 Blue Cross-Blue Shield of Louisiana: 504-832-5817

Pensioners

A.A.R.P. 55 ALIVE PROGRAM!! This program helps older drivers improve driving skills, and avoid accidents and traffic violations. The AARP 55ALIVE program is the nation's largest classroom driver improvement course for driver's age 50 and older. The eight-hour course is taught in two, four-hour sessions, and costs \$10. The course helps with improving driving skills and developing safe driving techniques. AARP members and non-members alike may take the course. There are no tests!! Upon completion of the course graduates may be eligible to receive a state mandated multi year discount on their auto insurance premiums. You may get information on classes near you by calling toll free 1-800-227-7669.

SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

Telephone Numbers:

Main (415) 778-5490
 Eligibility active members/dependents (415) 778-5491
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U.S. Cruiseship bill ready for senate action

A new piece of legislation supported by the SUP, MFOW, MEBA, MM&P and SIU-A&G/NMU, that promises to kick-start the American domestic cruise ship industry is ready for the U.S. Senate's full consideration.

The Senate Committee on Commerce, Science, and Transportation, chaired by Senator Ernest F. Hollings (D-SC), delivered on July 27 its report on S.127, the United States Cruise Vessel Act, marking the bill's first arrival to the chamber floor.

Authored by Senator John McCain (R-AZ), the committee's ranking member, S.127 allows for U.S. companies to operate foreign-built, U.S.-flag cruise vessels between American ports on a temporary basis. In exchange for this temporary waiver of the U.S.-build requirement of the Passenger Vessel Services Act, the company must agree to build a replacement cruise ship in an American shipyard. The foreign-built vessels must be crewed by U.S. citizens and comply with all U.S. laws, regulations, and tax obligations.

"The bill provides American companies, American workers, and American ports with increased opportunity to compete in the United States cruise market," the report stated. "By doing so, it would ultimately give consumers greater choice in domestic cruise destinations and allow more Americans to visit our nation's port cities on a cruise vessel."

In addition to providing consumers with more options, the legislation will stimulate all aspects of the U.S. maritime industry.

"This would allow new companies to enter the domestic market with existing vessels and immediately increase the size of the U.S. commercial fleet, thus providing new jobs for merchant mariners," the report continued.

"Further, by requiring operators to build new vessels in the United States, the bill would create much needed work for U.S. shipyards while creating a fleet of modern and efficient U.S.-flagged cruise vessels."

The Commerce Committee unanimously reported the bill on May 3. S. 127 was introduced on January 22, and has 17 co-sponsors: Senators Barbara Boxer (D-CA), John Breaux (D-LA), Conrad Burns (R-MT), Max Cleland (D-GA), Dianne Feinstein (D-CA), Ernest Hollings (D-SC); Kay Bailey Hutchison (R-TX), Daniel Inouye (D-HI), John Kerry (D-MA), Barbara Mikulski (D-MD), Zell Miller (D-GA), Frank Murkowski (R-AK); Harry Reid (D-NV), Paul Sarbanes (D-MD), Charles Schumer (D-NY), Gordon Smith (R-OR), and Strom Thurmond (R-SC).

Source: The American Maritime Congress
Washington Letter

AFL-CIO President John Sweeney on Labor Day

Labor Day is a good time to take a look at where we are as a movement and where we are heading.

One hundred nineteen years after America's first Labor Day parade, we're still fighting for the freedom of working people to choose to improve their lives through union membership. Not only are employers still waging war against workers struggling to organize, they have gained support from a presidential administration so beholden to Big Business it has launched the most concerted attack on workers' rights and protections in a generation.

We are up against a gross corporate agenda warping the global economy to produce profits at any human cost. And the massive millionaire tax cut pushed by President George W. Bush threatens America's ability to invest in meeting such basic needs as education, health care and retirement security.

In this environment, America sorely needs the vision, values and activism of working families and their unions.

We have a job to do in refocusing our nation on a vision for the future that is free of social and economic injustice and in moving our society to a new level of commitment to the shared values of respect for work, family and community.

It's time for us to challenge America to unite in battle against the unnecessary

evils that drag down living standards and drive wedges between us: the loss of good jobs, neglected and overcrowded schools, child poverty, lack of health care, unaffordable prescription drugs, enduring forced labor and child labor, trade deals that hurt workers around the world, exploitation of immigrant workers, discrimination in every form and damage to our environment.

We must reject the claim that America can't afford to carry out its vision of the future we want our children to inherit. We can't afford not to invest in our future.

And we must challenge ourselves to bold new levels of organizing and the scale of growth that will make it possible for us to elect and hold leaders accountable to honor the people who build our homes, clean our offices, teach our children, patrol our streets, care for our sick and elderly loved ones, fly our planes, drive our trucks, build our cars and more. It will require unprecedented union strength to redirect this economy to respect workers, our families and our communities.

This Labor Day, talk to people, get on the airwaves, address your congregation and issue a challenge to join today's unions in an all-out crusade to bring about a better future for working families. Together, we can do great things.

Save the *C.A. Thayer*



Photo courtesy of San Francisco Maritime National Historical Park

The historic lumber schooner *C.A. Thayer* needs the help NOW of all those who are concerned with this nation's maritime heritage.

The *Thayer* has deteriorated so severely in recent years that unless the vessel's structural framework is replaced soon, she will sink.

The Department of Transportation requested \$9.4 million for fiscal year 2002 in gross construction costs to save the ship. The House Appropriations Committee approved \$7.4 million for the vessel, however the Senate Appropriations Committee cut this figure to \$2 million. The process is currently with the Joint Conference Committee to reconcile the house and senate versions of the appropriations. Without full funding the *Thayer* may be lost forever!

Here's what you can do to help! Write or call Senator Dianne Feinstein's office or Congresswoman Nancy Pelosi's office and let them know how strongly you feel about saving this irreplaceable historic ship. Senator Feinstein and Congresswoman Pelosi's contact information is as follows:

Senator Dianne Feinstein One Post St., Suite 2450 San Francisco CA 94104 Tel: 415.393.0707 e-mail: senator@feinstein.senate.gov	Congresswoman Nancy Pelosi 450 Golden Gate Ave. San Francisco CA 94102 Tel: 415.556.4862 e-mail: sf.nancy@mail.house.gov
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C.A. Thayer was built in 1895 as a lumber schooner, and between 1895, and 1912, *Thayer* usually sailed from Grays Harbor, Washington, to San Francisco. Early each April from 1912 to 1924, the *Thayer* hauled 28-foot gill-net boats and tons of salt from San Francisco to Western Alaska in the salmon fishing trade. From 1925-1930, the *Thayer* made yearly voyages from Poulsbo, Washington, to the Bering Sea cod fishing waters. With her final voyage, in 1950, the *Thayer* entered the history books as the last commercial sailing vessel to operate on the West Coast.

The State of California purchased *C.A. Thayer* in 1957 and she was opened to the public in 1963. The vessel was transferred to the National Park Service in 1978, and designated a National Historic Landmark in 1984. In 1995, the *Thayer* was listed among the nation's 11 most endangered Historic Landmarks by the National Trust for Historic Preservation. The *Thayer* is berthed at Hyde Street Pier in San Francisco, part of the San Francisco Maritime National Historical Park's historic fleet.

The SUP's Harry Lundeborg was instrumental in saving the *Thayer* from the scrap yard and in bringing her to San Francisco.

Newspaper investigates mariner shortage

A two-part investigation by the *Baltimore Sun* this month revealed a crippling dearth of mariners available to navigate America's once-supreme merchant fleet, raising startling national security concerns.

Authored by Robert Little, the *Sun* reported that only 220 ships in the active deep-sea trade currently fly the U.S.-flag, a sharp decline from the 3,492 American-flag ships that dominated the world's sea-lanes during the U.S. merchant fleet's zenith in 1950.

Little wrote "the estimated size of the nation's seafaring labor pool has shrunk from about 23,000 sailors in 1990 to fewer than 15,000 today," even though "the military's reliance on those sailors for war-time sealift has remained constant."

"The United States cannot fight a war - even a small one - without cargo ships," Little writes. "Aircraft can't handle the volume of tanks, trucks, fuel and other supplies needed to deploy U.S. ground forces overseas. The largest airplane in the U.S. Air Force, a C-5 Galaxy, can transport no more than four small tanks at a time; a ship could carry more than 1,000."

Based on these facts, Little concludes that the U.S. suffers from an inability to project military power to the far corners of the globe.

"The nation lacks the manpower to operate the Pentagon's cargo fleet in wartime. Waging even a modest conflict no larger than the Persian Gulf war of 1991 is beyond the fleet's means."

The *Sun* reports that during the Gulf War, several foreign-flag merchant ships carrying U.S. military hardware refused to enter the Persian Gulf war-zone, instead opting to deliver their cargo at ports far removed from the combat area. These refusals caused numerous delays and logistical problems.

Little's article attributes the decline in the number of American mariners to a domestic industry that faces greater taxation and regulation than its foreign counterparts.

Furthermore, government treatment of the industry has not helped. Little writes, "The most sweeping change in federal maritime policy in the past decade was made in 1995, when the government reduced vessel operating subsidies by about half."

The article added that recent Bush Administration proposals to freeze Title XI Ship Loan Guarantee funding, and to transfer the Maritime Security Program from the Transportation Department to the Department of Defense, also threaten the U.S. maritime industry's competitiveness.

Record of SUP Shipping July 2001

	Hdq's	Seattle	Wilm	Hono	Total
Bosun	7	2	2	1	12
Maint. Man	3	0	0	0	3
A.B. Dayworker	0	0	6	0	6
A.B.	25	9	14	9	57
O.S.	3	0	1	0	4
Standby	33	13	101	21	229
TOTALS	67	43	154	48	312

ESU Office Assignments

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

ESU NEWS

AUGUST 2001

Official Publication of the Exxon Seamen's Union

Political activism is a permanent fixture in the present and future plans of the ESU.



Pictured above from left to right is Mr. Kevin Conroy, Secretary-Treasurer of the Exxon Seamen's Union, Honorable Mr. Lee Brown, Mayor of Houston, Texas and Mr. Richard Shaw, Secretary-Treasurer of the Harris County AFL - CIO Council.

In last month's *ESU News*, we published a picture of Thomas Thompson, the Recording Secretary of the Exxon Seamen's Union with Honorable Mr. Willie Brown Mayor of San Francisco, California, both in attendance at the same labor function. We also ran an article under the picture detailing Mr. Kevin Conroy's participation in the ExxonMobil Labor Council held at the airport Hilton in Houston, Texas (pictured above). This political and labor activism is by design and not just an opportunistic interlude.

We recently became members of the

ExxonMobil Labor Council, and soon, we hope to become bona fide members of the AFL-CIO. ESU President Jerry Patterson will attend the annual meeting of the ExxonMobil Labor Council and the National Oil Bargaining Conference to be held in Las Vegas, Nevada on September 24, 2001. In our recent long protracted battle with our employer, we called upon the labor community of Houston for assistance and the response was nothing less than overwhelming. We are extremely grateful for their assistance and will respond in kind if our services are ever needed.

A new beginning?

Time will tell

When the ESU started this quest in June last year, we ran into a stone wall called "Management;" we realized, after the first day of bargaining, that management's intentions were not to bargain in good faith. We knew that we had to galvanize the membership for a protracted battle. We called upon you many times to support various actions that the Board deemed necessary to attain our goal of achieving a just wage increase. Each time your response was a resounding vote of confidence for the Board to press on. Now it is time to try to make the transition to normalcy.

Management has indicated that they would like to reduce the tension that exists between us and develop a better relationship. This has been said before, so we are naturally skeptical. But we as a union must constantly pursue a relationship based on mutual respect and cooperation even if it is not achievable; the pursuit is a grand purpose. It is in this spirit of cooperation that the Executive Board asks the membership to resume unlicensed safety meetings.

Speaking of safety, the Board would be remiss if we didn't mention how proud we are of our members' exemplary safety performance over the past year while this protracted battle was being waged. Additionally, we have had many new people come into the Company that have had to

be trained and the safety record is still awesome.

The contract calls for periodic meetings between the company and the Union to discuss pending issues. We hope these meetings will prove productive and we can move forward and begin to redress some of the injustices that have been visited on too many of our members for too long. We will be extremely surprised, and pleasantly so, if a year from now these meetings are still being held and have achieved half of their intended purposes.

The ESU Board remains optimistic and intends to do its part to reduce confrontation and promote cooperation as long as it is a mutual undertaking.

A word of caution to management: next year the Union and management will again be challenged to forge plans to negotiate a new contract. The Union will attempt to negotiate in good faith as we did last year. We believe that the company had opportunities that were squandered because they refused to bargain in good faith. The strength of the Union is the membership and their unity and loyalty to the Executive Board. If the membership perceives that the Board and indeed, the Union itself has been rendered ineffective in dealing with management and can no longer offer viable representation, then the basic consensus will deteriorate and they will demand a change. The ball is at mid-court. The ESU is riding a wave of unity and strength that would be the envy of any Union or Corporation. But we must not be complacent. No Union that is complacent in its unity, strength and business will be able to sustain itself. We intend to remain vigilant.

Again, the ESU Executive Board is extremely grateful to the entire membership for your support over the past year. This membership has proven beyond a doubt that we can overcome any hardship, and ascend to any heights, as long as we have a unifying goal and the will to make the climb.

Culinary skills training class commences in Galveston, TX

On Monday August 20th the Steward department began its six day Culinary Skills Training Program in Galveston, Texas. The participants arrived on Sunday August 19, 2001 and are staying at the Galveston Hilton Hotel. The six day course will be held at Galveston Community College. The Participants are: Adam Anderson, Bruce Bender, Edward Bengamin Jr., Humberto Berrios, Daniel Breaux, David Franklin, Kurt Kreick, Johnny Navarro, Van O'Brien, Dexter Thomas and Jack Thompson. Ms. Mary Williamson SeaRiver's Purchasing coordinator is in charge of the course and its curriculum. The training consists of hands on instruction, safety, sanitation, recipes, cooking technique and an emphasis on team work.

Ship reports

S/R American Progress

Vessel departed Portland shipyard on August 18, 2001 for ANS service. An ESU Board officer boarded the vessel on August 15, while the ship was in the yard. Noise problems. Dennis Wright filling in as Temporary Ship Representative.

S/R Baytown

Current plans have the vessel in San Francisco Bay around the end of August. The *Baytown*, as well as other vessels, have experienced anchor delays in Alaska. No outstanding issues. Regular Ship Rep., Lee Airriess, aboard.

S/R Benicia

Ship boarded at Valero dock in Benicia on August 14. Reid Decker filling in as Temporary Ship Rep. Several new unlicensed from the class that ended on August 13, joined the ship in Benicia. Good group on board.

S/R Charleston

Ship continues in cross-Gulf gaso-line trade from Beaumont to Florida. A hot run with a short turnaround time. Visited in Beaumont on August 19, 2001. Odley Banks doing a good job while Chester Bell is on paid leave.

Some minor issues discussed with the Captain were resolved.

S/R Galena Bay

Ship boarded at Valero dock in Benicia on August 12. Greg Raredon filling in as Temporary Ship Rep. Several ABs overdue without reliefs.

S/R Galveston

Lay-up in San Francisco. No unlicensed personnel presently aboard.

S/R Hinchinbrook

Vessel scheduled to make her next trip to Barbers Point, Hawaii after loading in Valdez. James Ham filling in as Temporary Ship Rep. The Union office spoke with James by phone and he reports problems with getting mail timely.

S/R Long Beach

Vessel visited at Valero in Benicia, CA on August 4 and August 5 in Richmond and Benicia. Rudy Benavides filling in as Temporary Ship Rep. Relief issues seem to have been resolved. As long as shipboard managers continue to interfere with fleet assignments we will continue to have problems.

S/R Mediterranean

Ship is now loading in the Persian Gulf

area and discharging in Singapore. John Detwiler relieved on August 11, 2001 in Singapore. Mike Mauler was elected temporary ship representative. John called the Baytown office and reported everything was running smooth on the *Mediterranean*.

S/R North Slope

Due to phase out dates established by the Oil and Pollution Control Act of 1990 ship entered lay-up in Portland, Oregon on July 31, 2001.

S/R Puget Sound

Union officer boarded the vessel at Chevron Richmond on August 10, 2001. Company tried to put a band-aid on the Steward department galley conversion in the shipyard and is not in compliance with the Contract. A grievance has been filed at the third step. Alan Squier filling in as Temporary Ship Representative.

S/R Wilmington

Visited the 2nd and 3rd of August at the ExxonMobil docks in Baytown, Texas. Mack Shelby ably handling Union affairs aboard the "Willy" while Johnny Navarro is on P/L reports everything going well.

Payroll Debacle

Payroll problems at SeaRiver Maritime are similar to sunspot activity, there are flare ups frequently, and the magnitudes of the events vary. The August 15, 2001, payroll blunder affected individuals in virtually every geographical location of the country.

A member calling the ESU Baytown office early Wednesday morning on August 15, 2001, inquiring why his pay had not been deposited in his bank account first alerted the ESU to the possibility of a potential problem. By 10:00 A.M. on the same day the ESU had handled approximately eight complaints. By noontime, it was obvious that this foul-up was of the same magnitude as the one in 1999 that affected the newly hired Mobil employees sailing on the *American Progress*. The ESU immediately called Exxon payroll and was assured that all checks went out on time. We were told that a few of the vouchers would be late; of course, we knew this information was inaccurate.

Upon further investigation, it was revealed that, incredibly, they didn't have enough envelopes to put the checks in for mailing. As usual, they tried to assign blame elsewhere. They said it was the vendor's fault.

They have the perfect system, a system where no one accepts responsibility. This latest problem underscores what we have said all along, that this company is incapable of delivering on three of the most basic services there are: Payroll, Travel, and Mail Delivery. These services are routine for other companies, and the failure to deliver on even one of them would not be tolerated. To the credit of SeaRiver management, they did devise a way where one could obtain another check and get it sent overnight to their bank or address. This latest payroll episode seemed to have run its course by Monday, August 20, 2001.

As long as SeaRiver Maritime continues to have a vacuum in accepting responsibility, we are destined to stumble along until the next payroll sunspot episode occurs.

Recent retirements

On March 31, 2001, Marie-Brigitte Rolin-Silva retired with 20 years of Company service. Brigitte was hired on March 7, 1981 and sailed as Fleet Chef during most of her career with Exxon Shipping/SeaRiver.

On July 31, 2001, John Morris retired early with 15 years of Company service. John sailed as QMED-Oiler during most of his career with Exxon Shipping/SeaRiver.

Both Brigitte and John were loyal Union members their entire careers and we will miss them. We wish Brigitte and John well in their retirements and all of their future endeavors.

Wage re-opener and contract extension approved by membership

On August 15, 2001, the American Arbitration Association notified the Exxon Seamen's Union Baytown office of the results of the ratification vote on the wage re-opener and contraction extension. The certified results are as follows: A total of 236 Ballots were re-

ceived. There were 180 votes cast for the 9% across the board increase on Base, CSB, SSHOT, Overtime and Penalty rates. There were 49 votes against ratification. Seven votes were invalidated, of those seven, 5 were duplicates and 2 were ineligible. The vote was affirmed by a

margin of 79%. This increase will become effective September 1, 2001. A separate check of \$1,550.00 will be sent to all unlicensed personnel at their W-2 addresses the first week in September, 2001. The new wage tables are below.

ESU Monthly Wages - Base Pay + Continuous Service Bonus - Effective 9/1/2001

RATING	START	1	2	3	5	10	15	20	25	30
451 Pumpman	2963	3167	3305	3331	3404	3542	3576	3607	3641	3676
452 MM/2nd Pumpman	2796	2987	3119	3145	3211	3338	3369	3404	3438	3471
465 QMED-Oiler	2536	2711	2835	2858	2920	3043	3074	3103	3131	3161
481 Maint. ManIAB	2201	2353	2453	2474	2523	2620	2646	2672	2698	2725
442 AbleSeaman 1	2068	2214	2309	2331	2383	2480	2505	2529	2553	2577
441 Able Seaman	1952	2086	2180	2199	2246	2341	2363	2387	2408	2433
468 Maint. Seaman	1675	1792	1872	1894	1936	2023	2042	2063	2084	2106
476 Fleet Chef	2883	3073	3202	3226	3294	3420	3451	3484	3513	3546
478 Cook	2144	2287	2381	2400	2449	2546	2569	2593	2617	2641

ESU Daily Wage: Base+CSB+SSHOT - 9/1/2001

RATING	START	1	2	3	5	10	15	20	25	30
451 Pumpman	131.30	138.10	142.70	143.57	146.00	150.60	151.73	152.77	153.90	155.07
452 MM/2nd Pumpman	123.87	130.23	134.63	135.50	137.70	141.93	142.97	144.13	145.27	146.37
465 QMED-Oiler	113.47	119.30	123.43	124.20	126.27	130.37	131.40	132.37	133.30	134.30
481 Maint. Man/AB	98.10	103.17	106.50	107.20	108.83	112.07	112.93	113.80	114.67	115.57
442 Able Seaman 1	92.17	97.03	100.20	100.93	102.67	105.90	106.73	107.53	108.33	109.13
441 Able Seaman	87.03	91.50	94.63	95.27	96.83	100.00	100.73	101.53	102.23	103.07
468 Maint. Seaman	74.53	78.43	81.10	81.83	83.23	86.13	86.77	87.47	88.17	88.90
476 Fleet Chef	126.50	132.83	137.13	137.93	140.20	144.40	145.43	146.53	147.50	148.60
478 Cook	94.20	98.97	102.10	102.73	104.37	107.60	108.37	109.17	109.97	110.77

SeaRiver to eliminate Northeast fleet

On August 15, 2001, SeaRiver suddenly announced its decision to discontinue Northeast fleet operations.

The Northeast fleet and employees, represented by the Socony Mobil Boatmen's Union were acquired by SeaRiver following the Exxon/Mobil merger.

Apparently, SeaRiver believes turning this part of the company over to a third party operator is a more efficient way of doing business. This transition to a third party operator will begin immediately and is expected to be completed over the next couple of months. Incidentally, SeaRiver's predecessor organization, Exxon Shipping Company, made a similar decision to dispose of its Northeast operations in 1993 when Exxon sold the Bayway refinery to Tosco.

It is our understanding that all Northeast Fleet employees will be offered severance benefits and career continuation services. The Company has yet to elaborate on the details of these benefits and services. The ATB S/R EVERETT and S/R NEW YORK will be retained and reassigned to the Ocean Tug Fleet and deployed in cross-Gulf clean trade. Other equipment owned by SeaRiver will be sold. In-chartered equipment will be returned to its owners.

The ESU contract requires SeaRiver to provide the unlicensed employees and the Union with six months notice in the event of a layoff of employees in the event that vessels are sold or taken out of active service. In addition to this notice, unlicensed employees would receive a layoff allowance based on number of years of service with the company.

If you are interested in reviewing the layoff language in the ESU Contract, it can be found under Article X.

ESU SSHOT, Overtime and Penalty Time Rates - 9/1/2001

RATING	SSHOT	OT	PT
451 Pumpman	976	21.78	7.92
452 MM/2nd Pumpman	920	20.55	7.47
465 QMED-Oiler	868	19.40	7.63
481 Maint. Man/AB	742	16.59	7.32
442 Able Seaman 1	697	15.60	7.76
441 Able Seaman	659	14.70	7.32
468 Maint. Seaman	561	12.52	5.70
476 Fleet Chef	912	20.40	7.47
478 Cook	682	15.28	7.32

SeaRiver hiring of unlicensed employees continues unabated

SeaRiver Maritime persists in its quest to hire unlicensed employees for the Ocean going fleet.

On July 31, 2001, fourteen new unlicensed employees began their New Hire Orientation training in Vallejo, CA. This new group of employees was available for assignment to the fleet once they completed their training on the 13th of August. Some of them were actually assigned to ships early on the 13th of August because they already had the necessary documents, and due to the urgent need in the fleet.

This infusion of new employees into the system, along with the members that are returning to the fleet from paid leave,

should help alleviate the ongoing situation of manning shortages.

The Benicia Union Officer, Mr. John Straley met with the new group Monday August 12, 2001 at their training facility in Vallejo California. He addressed the group and gave them an overview of the history and accomplishments of the Exxon Seamen's Union. He was able to enroll the entire group (10) except the ones that had already been assigned to a vessel.

If you encounter a new employee on your present tour, or in the near future, please take the time to give them operational input and make them feel welcome. Another New Hire Orientation class is scheduled for the first week in October.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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

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



SUP President's Report

August 13, 2001

NATIONAL FORUM ON STCW

Along with MFOW President Whitey Disley, Vice President Dave Connolly, and Ray Addicott of Training Resources Ltd, attended a national forum on STCW problem solving at the MM&P's Maritime Institute of Technology and Graduate Studies (MITAGS) at Linthicum Heights, Maryland on August 2 and 3.

Over a hundred people attended the forum, hosted by Glen Paine, executive director of MITAGS and Richard Plan MM&P's Director of Special Projects. Those in attendance represented a diverse cross-section of the maritime industry: the Coast Guard and the Coast Guard's National Maritime Center, the Maritime Administration, the Department of Labor, the Inlandboatmen's Union of the Pacific, MEBA, SIU-A&G/NMU, AMO and various deep sea and inland companies including American Ship Management and Matson.

The forum provided the attendees an opportunity to exchange ideas and proposals to resolve pre-STCW 95 and post-STCW 95 issues. One of the purposes of the forum was to attempt to harmonize domestic and international regulations to reduce the compliance burden on mariners active in the industry and to try to remove some of the barriers for entry ratings (ordinary seamen and wipers) to go to sea. To this end the SUP and MFOW presented a series of proposals that would provide for meaningful and practical reform while remaining within the parameters of the STCW Code.

Initially, however, the SUP and the MFOW formally objected to the way the Code requires practical demonstration of a long list of competencies traditionally learned on the job. Without entry-level jobs or onboard assessors, those same competencies must be satisfied ashore and, for the most part, prior to gaining any sea-going experience. It was cited as impractical and unreasonable to collapse years of practical knowledge into a few months instruction without the sea-time to back it up. The SUP and MFOW further objected to the wide variance of STCW interpretations among the Coast Guard Regional Examination Centers (RECs), an objection made by many others. The Coast Guard agreed to disseminate the correct rulings and make the same checklists available to all the RECs. Finally, the Unions sought and received confirmation of the present "gap-closing" requirements regarding mariners who have not taken Basic Safety Training (BST) but sailed in the five-year period prior to February 1, 1997.

In terms of our specific proposals, the Union argued that if the STCW system is to remain viable, affordable, and practical there must be an onboard assessorship infrastructure. The Union proposed the interpretation, (ultimately confirmed by the Coast Guard) that a second mate or second assistant engineer or higher are obligated by the Code to serve as qualified assessors. Liability concerns, which formerly delayed implementation, were swept aside by the Coast Guard which described the assessor as a mere witness to a task performed at a particular moment in time and then compared to an unambiguous standard. The determination of overall and ultimate competency is left to the Coast Guard, but the mates and engineers (and the companies that employ them) are clearly obligated under the law to witness and document certain proficiencies in a mariner's Training Record Book.

In light of the lack of entry-level jobs, the SUP and the MFOW proposed two new ratings: Able Seaman/Provisional and QMED/Provisional. Such ratings would allow a seaman who has taken BST, passed a QMED or AB course, and has satisfied all of the proficiency and sea service tests mandated by the STCW Code, to apply for a conditional AB or QMED ticket. The rating would come with a temporary waiver of the domestic sea service requirements (360 days for AB or 6 months for QMED.) Individuals in the category would then be granted a period of time to gain the required sea-time and apply for an AB (special) or QMED (oiler) endorsement. Since there are few Ordinary and Wiper billets, and since the STCW requirements present new obstacles to entry-level mari-

ners, such change would allow those within approved programs to start where the jobs are—at the AB and QMED level. This proposal met with a favorable response by the employers, other unions, and highest levels of the Coast Guard. However, this proposal might mandate a change in the law.

The West Coast unlicensed union delegation, which included Berit Ericksson (IBU) and Terri Mast, secretary-treasurer of the IBU, also pursued more favorable Coast Guard sea service valuations of both training time and employment when vessels are in Reduced Operating Status (ROS). The Coast Guard agreed to review these requirements but indicated initial opposition to changing the ROS equivalencies because no bridge watches are stood in ROS and the vessel's plant may be dead. Also, the sea service for Rating Forming Part of an Engineering or Navigational Watch is unequivocally described as "seagoing" in the STCW Code. Nevertheless, the SUP and the MFOW will continue to advocate for reasonable sea service equivalencies that give entry-level ratings the sea-time necessary to upgrade. The Unions also requested the Coast Guard to examine extending the one-year expiration of training certificates to assist mariners in gaining the required seetime to upgrade.

The Unions further proposed an exemption from BST requirements for all entry-level personnel whose "duties are of an unskilled nature," as the STCW Code seems to indicate. But the U.S. Code of Federal Regulations (CFRs) claims that anyone who is "assigned duties on the muster list" or "performs shipboard duties" must have BST. Despite the compelling language in the international Code, domestic resistance was strong. The SUP, MFOW, and IBU will continue to press for practical applicability standards for BST.

The SUP and the MFOW also proposed a comprehensive program for onboard BST renewal. Although it met with resistance from those who felt seamen must periodically "feel the heat" of live-fire exercises in order to renew proof of competence, many in attendance understood the value of onboard renewal in terms of cost, practicality, maintaining a true vacation without the burden of meeting training requirements. During the forum, the concept of onboard renewal garnered more and more support, especially against the news that some European countries view BST as one-time requirement despite five-year renewal language in the Code. The Coast Guard is closely studying the issue, and the Union will continue to be active in attempting to influence the ultimate decision.

Finally, the West Coast unions pushed for a broader interpretation of the available methods of gaining the 30 months of training needed for the endorsement of Officer In Charge of a Navigational or Engineering Watch. More possibilities for acquiring the training would greatly aid "hawsepipe" mariners to get a license if they so desire and help to keep the hawsepipe career path alive as in the past.

Rear Admiral Paul J. Pluta of the Coast Guard promised a thorough review of each and every suggestion or proposal and to continue working with industry as the date of full compliance (February 1, 2002) draws near.

MATSON NAVIGATION COMPANY

While at the MITAGS conference, Matson requested a meeting to discuss the possible purchase of new vessels. In attendance for the Unions were MFOW President Whitey Disley, MM&P President Tim Brown, MEBA President Larry O'Toole, MM&P Secretary-Treasurer Glen Banks, MM&P West Coast Vice President Don Marcus, and your secretary. Matson was represented by Captain Jack Sullivan, Director of Vessel Operations and Offshore Labor Relations, and Tom Percival, Labor Relations and Vessel Operations.

At the outset, Captain Sullivan stated that Matson had committed \$1.2 million for a study on new ships and that it was interested in purchasing two vessels being built on spec by Kvaerner Shipyard in Philadelphia. The vessels are of post-Panamax design, roughly comparable in size and cargo-carrying capacity to the company's *R.J. Pfeiffer* and cost between \$60-\$70 million apiece.

The first ship would be ready to go into operation at the end of 2002 or the first quarter of 2003 and the second ship at the end of 2003 or the beginning of 2004.

Sullivan said that Matson would have to sell the idea of buying new ships to its corporate parent, Alexander & Baldwin. To that end, Sullivan stated that if Matson was to go forward it desired to lower operating costs, specifically crew costs. When the Union's pointed out that Matson had \$160 million in its Capital Construction Fund (CCF), which is earmarked and monitored by the Maritime Administration to purchase replacement tonnage, Sullivan again stated that to make the deal "sellable" to Alexander & Baldwin it desired to reduce costs despite the CCF account. The Unions asked for and Matson agreed to provide more information on the funding for the vessels as well as a rational basis for the Unions to make concessions.

On August 8, at Matson Headquarters in San Francisco the meeting begun on the East Coast resumed. Representing the Unions were Disley, O'Toole, Marcus, SIU-A&G/NMU Assistant Vice President Nick Celona, MEBA Patrolmen Jon Anderson and Al Camelio, MEBA Representative Bill Ward, ARA West Coast Representative Carl Young and your secretary. Matson was represented by Sullivan and Percival.

Sullivan stated at this meeting that in addition to the two Kvaerner vessels, Matson had solicited bids from five shipyards to build two "open-top" or hatchless container ships each of which he estimated would cost approximately \$100 million. All of these vessels would operate in the Hawaii trade.

Sullivan reiterated that in order for the company to go forward it needed labor concessions to justify the investment to Alexander & Baldwin's stockholders. Despite the fact that Matson is one of the most profitable steamship companies in the world, Sullivan said that company was not generating enough income—in the Hawaii trade—projected for stockholders. In a slide presentation designed to give an economic rationale for the purchase of new vessels and to make his case for concessions, a graph illustrated that Matson projects a \$24 million loss in revenue, again in the Hawaii trade.

Sullivan's presentation also cited competition in the Hawaii trade citing the presence of CSX, Pasha, Santa Maria Shipping and barge operators.

"Competition" or the threat of it, is an old Matson ploy. CSX has recently withdrawn one of its ships from the Los Angeles-Honolulu run and is buying space (slots) on Matson vessels; Pasha is building a car carrier and is at least a year away from operation; Santa Maria Shipping exists only on paper and has no vessels; and the barge operators occasionally take a small bite out of Matson's market share in Hawaii which is estimated to be over 70%. However, Sullivan pointed out that if Matson didn't buy the two Kvaerner ships, Pasha or Santa Maria might. It was the consensus of the Union's that this was unlikely, given the time and effort Matson has expended in pursuing these vessels. Even Sullivan conceded that the bargain-basement price of the ships was a once-in-a-lifetime opportunity compared to the estimated \$150 million paid for the *Pfeiffer*.

Sullivan then distributed memoranda of understanding to the respective Union representatives which called for an 11.7% reduction in total cost of combined wages and benefits for the Kvaerner vessels plus any other new builds equal to the current total cost of wages and benefits in the *Pfeiffer*.

For the SUP, wages, overtime rates and supplemental benefits would drop 11.7% while other benefits (Money Purchase Plan, Welfare contributions, etc.) would remain status-quo. If this was agreed to it would wipe out most of the economic gains made in bargaining in 1999, rolling back wages, etc. to what they were in 1997.

The memorandum also proposed that the agreement for the Kvaerner ships begin when the vessels commence operation and end on December 31, 2005 without any wage increases in the intervening period. In addition Matson proposed to eliminate the radio operator's job.

When asked about the criteria used to conjure up the 11.7% figure, Sullivan's response was muddled—just a general reiteration of the mantra that Matson desired to

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reduce costs. When asked about how Matson was going to use the \$160 million in CCF monies, Sullivan stated that the CCF was backing the commercial paper on the mortgage for the *Pfeiffer*. (Matson documents filed with the Securities and Exchange Commission quarterly indicate that the company owes \$70 million on the *Pfeiffer*.) When asked if he and Percival and other executives of the company Matson were going to take an 11.7% cut, Sullivan replied "no". When asked if the shoreside unions Matson has agreements with were being asked to take a 11.7% cut, Sullivan replied "no".

It was the consensus of the Unions that given the size of the wage reduction proposed, the crew —top to bottom—would make a substantial contribution of approximately \$500,000 per year in purchasing the vessels over their projected lifetime.

The Unions pointed out that the company would in fact lower its costs if it bought new vessels as they would displace older less efficient tonnage with larger manning scales. Sullivan stated that this was factored into the 11.7% figure which frankly made no sense to any of the Union representatives present.

Sullivan further clouded the economic aspects of the deal when stated that Matson might consider chartering the vessels instead of buying them!

At the conclusion of the meeting, the Unions caucused, with all agreeing that Matson needed new ships given the age of the current fleet. All were concerned that Matson might gimmick the deal and charter the ships to another company with other Unions as it did with the *Kaimoku* and *Kainalu*.

In further discussions between the SUP and MFOW it was concluded that there was no compelling economic reason or justification for making the concessions proposed.

Matson has requested another meeting on this issue on August 15.

NOTE: After the Headquarters meeting was over, the Unions received the following message from Captain Sullivan at approximately 4:30 P.M.: "Regrettably I must announce the cancellation of this meeting. I apologize for any inconvenience this may cause, but there does not seem to be enough support in achieving our cost reduction requirement beyond this point."

ASM: OAKLAND SHOREGANG

A dispute has arisen with American Ship Management over the size of the gang required to clean and steam containers and chassis at Middle Harbor Terminal after 5:00 P.M. and before 8:00 A.M..

It is the company's contention they have the "...right to determine manning requirements on the basis of workload (the number of containers to clean) when work extends outside of normal working hours."

The Memorandum of Understanding signed on April 9, 1996 and ratified by the membership is clear in setting the manning scale at four: 1 bosun, and 3 ABs. Nowhere in the Memorandum is workload (or volume) mentioned.

On July 24, Archibald M.S. Morgan IV, ASM's senior manager of labor relations, in a letter to the Union stated that the company, claiming a "right" to do so, was going to unilaterally reduce the work force outside of normal working hours based on workload.

On the same day your secretary advised Morgan that manning is a mandatory subject of bargaining and any unilateral change would bring an appropriate response from the SUP.

On July 26, ASM pulled in its horns but requested a meeting to discuss the issue and possibly grieve it. As of this date a meeting has not been scheduled and the manning scale during all working hours remains status-quo.

FOSS MARITIME COMPANY

In order to clarify the holiday language for flex tankermen in the collective bargaining agreement with Foss signed a Memorandum of Understanding on July 13, subject to membership approval, that amends the agreement.

The new language states:

Section 8—Holidays

A) Flex Tankermen shall receive 12 hours straight

time for each holiday in a month.

B) In addition if the Flex Tankerman works a holiday they shall receive 8 hours of Holiday Pay at the overtime rate.

C) In addition, the required days worked for the paid monthly guarantee shall be reduced by one (1) day for each holiday during that month.

The new language has the approval of those members employed by Foss as Flex Tankermen. Therefore, recommend general membership ratification.

CHEVRON SHIPPING COMPANY

Last month Chevron announced its Profit Sharing/Savings Plan results for the second quarter of 2001. For every dollar a participant contributed to Profit Sharing, the company matched with \$9.55. Chevron's match was comprised of the following:

1) A participant received an allocation of Chevron stock equal to \$8.55 to a participant's Contingent Account for each dollar contributed to the Profit Sharing Member Account.

2) A participant also received an allocation of Chevron stock equal to \$1.00 to a participant's Saving Plus Account for each dollar that was contributed by a participant to the Profit Sharing Member Account.

For those SUP members participating in the Plan, Chevron's match equaled 19.1% of base wages for the second quarter.

In order to participate in the Profit Sharing/Savings Plan, one must be employed by Chevron for a year and contribute a minimum of 2% to his or her Chevron 401(k) Plan.

Participation by SUP members employed by Chevron Shipping in the Profit Sharing/Savings Plan was achieved in bargaining in 1998 and is a benefit unequaled in the maritime industry. All hand employed by Chevron who participate in this Plan will accumulate a substantial nest-egg by the time they eventually swallow the hook.

SAN FRANCISCO BAR PILOTS

Under the collective bargaining agreements with the San Francisco Bar Pilots, a wage increase is due on August 16. The agreement for the marine personnel calls for a 3% increase in wages and overtime rates for all ratings except for a 2% increase for the unlicensed AB/Boat Utility. The agreement for the regular dispatchers and assistant/relief dispatchers calls for a 3% wage increase.

In response to allocations to the hiring hall (Joint Employment Committee) to help defray the cost of operating an office in Norfolk made last year by those employed by American Ship Management and Matson and this year by those employed by Chevron and Foss, the marine personnel were polled and voted overwhelmingly to allocate a portion of their wage increase to support the hiring hall. Effective August 16, the Pilots contribution to the Joint Employment Committee increases from \$1.75 per manday to \$1.80 per manday with the marine employees allocating \$.70 per manday; the same as ASM, Matson, Chevron and Foss. A tip of the stetson to the gang at Pier 9.

The dispatchers are not covered by the hiring hall as they are hired as per agreement directly by the Pilots.

LMSR BONUS AWARD

In April, reported that Patriot Contract Services' LMSR agreement with the Military Sealift Command that provides an Award Fee or bonus shall be determined annually for each LMSR under contract. The annual rating period for the Award Fee determination is August 1, through July 31, of each Award Fee year. The Award Fee is made on an individual ship basis at a maximum amount of \$125,000 per contract year, per ship based on MSC criteria for performance.

Patriot notified the Union this month that MSC has determined the Award Fee for the period beginning August 1, 1999, and ending July 31, 2000. The Award Fee will apply to those who were employed in the *USNS Fisher* and the *USNS Seay* as they were the only LMSRs that were in service at that time. According to Patriot, it is expected that MSC will make an Award Fee determina-

tion for the period beginning August 1, 2000, and ending July 31, 2001, some time this year which should benefit those who worked in all the LMSRs that were in service.

A letter from Patriot's Chief Operating Officer Saunders Jones dated July 31, on this issue said:

"The stated goal of the LMSR Award Fee Allocation Policy (Allocation Policy) is to "attract and retain qualified crew members in the LMSR Program." The process of determination of eligibility for Year One LMSR Award Fee Bonus for the crew has proven to be a complex process without precedent and included, by its very nature, some discretionary decision making. Patriot Contract Services (PCS) formed a committee to review the criteria for eligibility as set forth in the Allocation Policy and review each and every participating crewmember's service to determine eligibility. This review committee was made up of the follow PCS managers: PCS Executive VP & COO, PCS Executive VP & CFO, Sr. Manager Labor Relations, PCS staff Manager, LMSR Program Manager, LMSR Fleet Manager.

The committee solicited input from the Senior Officers and Port Engineers for the *USNS Fisher* and *USNS Seay* in order to gain the broadest range of evaluation and perspective on all crew members' service in the LMSR program during Year One. It was equally important to the committee to not only recognize and reward those crew members who are eligible for the Award Fee Bonus but also to identify those crew members who are not eligible. This is because of the importance to emphasize that participation, support and meeting commitments is necessary to the success of the Program and that the Award Fee Bonus recognizes this in a meaningful manner.

Calculation of Award Fee Crew Allocation

Military Sealift Command rated PCS's performance in Year One as "Exceptional" and awarded the Company 100% of the Award Fee for both the *Fisher* and the *Seay*. This amount was prorated for the actual days the ships were covered under the LMSR Program contract in Year One. Pre-delivery Orientation (PDO) was not counted by MSC toward Award Fee computation.

The following table shows the dates used by MSC to calculate the Year One AWARD Fee for each LMSR and the number of days used to calculate the amount of actual Award Fee.

LMSR	Start Date	Finish Date	Number of Days	Award Fee Amount
<i>Fisher</i>	8/4/99	7/22/00	354	\$121,233
<i>Seay</i>	3/28/00	7/22/00	117	\$40,068

Based on MSC's stated anticipation of allocation, it was determined that the qualifying crew members of each LMSR were eligible for Award Fee Bonus based on a full 35% allocation of the Award Fee plus an additional 15% allocation discretionary award. This provided for a Year One Award Fee Bonus for each qualifying crewmember based on a 50% allocation of the Award Fee for determining Crew Award Fee Bonus. It should be noted that the total Award Fee Bonus is a gross number that includes employer taxes.

The percentage of 92% of the gross number was used as a calculation for determining net Award Fee Bonus amount to allow for employer taxes. The following table explains the calculation of total net Crew Award Fee Bonus.

Calculation	<i>Fisher</i>	<i>Seay</i>	Total
Gross Award Fee	\$121,233	\$40,068	\$161,301
Determine Crew Allocation Amount	X.35	X.35	
35% Standard Crew	\$42,432	\$14,024	\$56,456
Allocation (gross)			
Less Allocation for Non-Qualifying Crew Members	(\$15,379)	(\$1,570)	(\$16,949)
Total 35% Standard Allocation For All Qualifying Crew	\$27,053	\$12,454	\$39,507
15% Discretionary Award to All Qualifying Crew Members (gross)	\$11,594	\$5,338	\$16,932
Sub Total All Qualifying Crew Award Fee Bonus	\$38,647	\$17,792	\$56,439
Add'l Performance Awards (gross)	\$3,802	\$2,598	\$6,400
Grand Total All	\$42,449	\$20,390	\$62,839

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Qualifying Crew Award Fee Bonus

Adjustment for	X.92	X.92	
Employer Tax			
Total Award Fee	\$39,053	\$18,759	\$57,812
Bonus (net)			

The \$62,839 in "Grand Total All Qualifying Crew Award Fee Bonus" represents 39% of the total Award Fee of \$161,301 awarded by MSC to PCS for Year One. This exceeds the minimum criteria for Crew Award Fee allocation expected by MSC. All qualifying crewmembers received an Award Fee Bonus based on a 50% allocation with 27 crewmembers, receiving additional performance awards in excess of the 50% allocation.

Phase and Billet Allocations

The allocation percentage and hence, calculated daily amount of award fee bonus, for each billet is different for each phase (FOS, ROS, MODROS) due to the different crew sizes in the various phases. The Award Fee Bonus is allocated to the various phases based on the percentage of time the ship was in each phase. This calculation is represented by the following formula:

Award Fee Bonus X Percent of Time in Each Status X Billet Allocation Percentage = Billet Award Fee

The Billet Award Fee Bonus is then prorated for the actual number of days a qualifying crewmember serves in that particular billet in any given phase. The following table shows phase days and percentages for each LMSR in Year One.

LMSR	FOS	MODROSI	MODROS2
	Days/%	Days/%	Days/%
Fisher	262/74%	82/23%	10/03%
Seay	92/79%	0	25/21%

Determination of Individual Crew Member Eligibility

Crew eligibility was determined based on the PCS criteria described in the Allocation Policy. The primary criteria used in the determination of eligibility include:

1. Did the crewmember complete all assignments as shipped?
2. If the crewmember worked in FOS only, did the crewmember work greater than 36 days?
3. If the crewmember worked in MODROS/ROS did the crewmember work at least 182 days or one half of the days the vessel was in service that year (FOS days are counted also). To meet this criteria for Year One, a crewmember needed to work 177 days for the Fisher and 58 days for the Seay. Due to the fact that there were only two LMSR's available for employment in Year One for a total number of 471 eligible employment days, the 177 day requirement on FISHER was waived and reduced to 120 days for Year One only.
4. Pre-delivery Orientation days were counted towards determining qualifying eligibility but not used to calculate award fee bonus amount.
5. Training requirements for Year One were waived.

Every crewmember determined eligible was awarded an Award Fee Bonus based on a 50% allocation for Crew Award Fee Allocation.

An additional discretionary individual performance award was awarded to those crewmembers, who were recognized for their individual performance, commitment and participation in the program. From this pool of crew members, PCS selected and ranked at least one and up to the three top performers from each union. We then calculated the individual excess awards based on the following:

- Number 1 ranked 25% of calculated award fee bonus
- Number 2 ranked 20% of calculated award fee bonus
- Number 3 ranked 15% of calculated award fee bonus
- Not ranked 10% of calculated award fee bonus

This bonus was added to the 50% allocation calculation for the Award Fee Bonus.

Summary

As stated above, it is important to ensure that the Award Fee Bonus Program is meaningful and serves to attract and retain motivated qualified seafarers. A review of the attached schedules, highlights the importance to individual crew members of meeting their commitments to the program. It should be noted that 102 participating crewmembers did not meet the minimum commitment requirements. This is damaging to the program, reflects poorly with MSC on PCS performance and creates significant administrative problems with negative financial impact. The following statistic is a

useful measure for crew performance by union:

Percentage of crew qualifying days versus total eligible Award Fee days:

Union	Percentage
SUP	63%

Patriot hopes that the statistics for Year Two will be more positive enabling a wider distribution of Award Fee Bonus monies to qualifying crew members. We look for your continuing support in this effort. Negotiations between MSC and Patriot for Year Two Award Fee are now in progress. Year Two Award Fee will cover seven ships and is due to be awarded late this fall.

Checks for Year One Award Fee Bonus will be sent the week of August 13, 2001 to the addresses of record for qualifying crewmembers.

Any questions regarding this determination should be directed to the undersigned.

Saunders A. Jones
Executive Vice President & COO
Patriot Contract Services, LLC"

Of the 42 SUP members employed in the *Fisher* and *Seay* between August 1, 1999, and July 31, 2000, 23 members received the bonus which ranged from \$135 to \$970. The remaining 19 members generally did not qualify because they did not have enough days employment or failed to complete their assignments.

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

TRAINING

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

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

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

Applications to attend STCW 95 classes at the SUP/Training Resources Ltd. site in San Diego are available at every SUP hall, the SUP Welfare Plan, and on the internet at www.sailors.org.

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne by the SUP Welfare Plan's Training Fund. The reimbursement policy will be published in the July issue of the *West Coast Sailors*.

LMSR - Members interested in working the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services for the Military Sealift Command must take the 11-day, MSC-required training at the SUP Training Resources Ltd. site in San Diego. Those contemplating taking this training should be physically fit and have a clean record (no felonies or misdemeanor convictions for domestic violence). In addition, members desiring to take the training are required to first sign a letter of commitment agreeing to serve in these vessels for a period of at least two, four-month assignments, and/or if service is requested by the Union in order to fulfill our contractual obligations. This training is costly and will not be wasted on those who are not committed. It should also be noted that members dispatched to LMSRs are expected to complete their assignments (of at least four and up to six months).

Applications for LMSR training are available at every SUP hall and the SUP Welfare Plan. All questions regarding individual eligibility should be referred to Rich Reed, Welfare Plan Representative, or Dave Connolly, Vice-President.

WAYNE BURGESS v. SUP

As the membership will recall, Duane Nash #2437, filed charges against Wayne Burgess on August 21, 2000. In his charges Nash accused Burgess of: 1) Shipping individuals to SUP-contracted jobs without being reg-

istered with the Union; 2) failing to keep accurate shipping and dispatching records; 3) failing to follow the registration policy of the SUP; 4) being incompetent to hold the job of Wilmington Branch Agent; and 5) failing to conduct himself in a manner expected by the membership and bringing discredit to the Union.

In accordance with the SUP Constitution a Trial Committee was elected at the August 2000 Wilmington Branch meeting. The Committee then set the trial date of September 5, 2000, at the Wilmington Branch.

The report of the Trial Committee stated in part that the Committee "...have thoroughly reviewed the evidence presented by all parties concerned and heard the testimony of all witnesses present..." And "in consideration of the above it has been found that Mr. Wayne Burgess is guilty of all charges presented. Therefore, the Trial Committee recommends that Mr. Wayne Burgess be suspended from office as per Article XIII, Section 1 of the SUP Constitution, and that should the Wilmington Branch, Honolulu Branch, Seattle Branch and Headquarters concur with this committee's report, that he be removed from any and all elected offices of the Sailors' Union of the Pacific."

Based on the report of the Trial Committee which was concurred with at the September 11, 2000 Headquarters meeting, your secretary recommended that Burgess be suspended, with pay, as Wilmington Branch Agent until the Branches acted on the Trial Committee's report in October. The membership at Headquarters concurred with this recommendation and Burgess was suspended effective September 12, 2000.

In September and October, the coastwise Branch meetings overwhelmingly concurred with the Trial Committee's report and based on that vote Burgess was "removed from any and all elected offices (Wilmington Branch Agent and SUP Building Corporation Trustee) of the Sailors' Union of the Pacific effective October 17, 2000.

In November, Burgess formally appealed the decision of the membership in concurring with the Trial Committee's recommendations.

In accordance with the SUP Constitution, an Appeals Committee was elected at the December 11, 2000 Headquarters meeting and convened on December 16 at Headquarters. The Appeals Committee report stated:

"After fully reviewing the record of the Trial Committee, and after hearing the appellate oral testimony of Mr. Burgess, and after reading and discussing the merits of the appellate brief submitted by Mr. Burgess, we find the following:

- 1) There were no procedural errors in the Trial.
- 2) There was substantial evidence to support the Trial Committee's finding of guilt on charges No. 1, No. 2, and No. 3, any one of which constitute sufficient grounds for the Trial Committee's recommendation to remove Mr. Burgess from "any and all elected offices of the Sailors' Union of the Pacific."
- 3) The Appeals Committee discussed Charges No. 4 and No. 5 but issue this determination without consideration of those charges.

After thorough deliberation the Appeals Committee unanimously recommends to concur with the recommendation of the Trial Committee: that Wayne Burgess be removed from "any and all elected offices (Wilmington Branch Agent and SUP Building Corporation Trustee) of the Sailors' Union of the Pacific effective October 17, 2000."

At the coastwise SUP meeting in January of this year, the membership unanimously concurred with the Appeals Committee's recommendations.

It should be noted, that during the period, Burgess was suspended as Wilmington Branch Agent. He filed an unfair labor practice charge with the National Labor Relations Board in Los Angeles on October 5, 2000 against the Sailors' Union alleging that the Union processed charges against him in an arbitrary and capricious manner because of Burgess' alleged Union dissident activity and internal political activity.

On January 2, 2001, Victoria E. Aguayo, Regional Director of the NLRB in Los Angeles wrote to Mr. Burgess (and copied the Union) stating that after carefully investigating the charges, "it does not appear that further proceedings on the charges are warranted."

Ms. Aguayo's letter further states:

"There was insufficient evidence produced to demonstrate that either Sailors' Union of the Pacific (Union) or the Wilmington Branch of the Union prosecuted internal Union charges against you in retaliation for your dissident activity and internal Union political activity, or in

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retaliation for your complaints regarding Union policies and practices. In addition, there was insufficient evidence produced showing that either the Union or its Wilmington Branch possessed any animus towards you because of your complaints. **Rather, the evidence revealed that the Union repeatedly notified you of the areas in which your job performance as a Branch Agent was insufficient. As a result of several job performance problems, a fellow Union member filed internal Union charges against you. Those charges ultimately led to your discharge from your Union position. I am, therefore, refusing to issue a complaint in these matters.**"

Under the rules of the NLRB, Burgess had the right to appeal the decision, but apparently declined to do so.

However, this matter is not over yet.

On August 8, the Union was served with a complaint filed with the United States District Court for the Central District of California (Los Angeles) on July 16 by Duke Peters, an attorney representing Burgess. The complaint alleges that Burgess was "unjustly and unfairly expelled from his position as Branch Agent of the SUP's Wilmington Branch..."

What Burgess wants the court to do is the following:

1) That the Union be ordered to reinstate Burgess to his position as Wilmington Branch Agent.

2) That the SUP and all persons acting in concert with it and on its behalf and under its direction, be permanently enjoined from undertaking further disciplinary proceeding against Burgess arising out of the charges which led to the expulsion of Burgess from office.

3) That Burgess be awarded damages for loss of salary and benefits, according to proof.

4) That Burgess be awarded attorney's fees and costs.

5) For such other and further relief as the court may deem proper.

Needless to say, the SUP will vigorously defend this case. Will keep the membership fully informed.

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular Union officers for the 2002-2004 term shall be made at the Headquarters and Branch meetings in September.

Written notice of this fact will be published in the August edition of the *West Coast Sailors* and posted in all halls.

Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member.

Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received. The Headquarters meeting is on September 10, 2001, and the Branch meetings are on September 17, 2001.

The names and membership numbers shall be recorded in the minutes. The Balloting Committee, which will be elected at the September Headquarters meeting, shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists will be conspicuously posted in each office or hall. All nominees shall be noti-

fied by mail of their nomination and such notice shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

- He/She is a member in good standing at the time of nomination.

- He/She achieved "B" seniority as defined in the SUP Shipping Rules; and

- He/She is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin act, or conspiracy to commit any such crimes.

The regular union officers for the 2002-2004 term shall be in accordance with Article X of the SUP Constitution: one President/Secretary-Treasurer, one Vice President/Assistant Secretary-Treasurer, one Seattle Branch Agent, one Wilmington Branch Agent, one Honolulu Branch Agent, one San Francisco Business Agent and five Trustees for the SUP Building Corporation, two of whom do not hold any other Union office. In addition, four delegates to the SIUNA Convention, which will be held next year, are subject to the nominating procedure.

In accordance with Article XII of the SUP Constitution, no one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.

LABOR DAY

All SUP halls will be closed on Monday, September 3, in observance of Labor Day which is a holiday under all SUP collective bargaining agreements.

COMMUNICATIONS

Internal union charges were filed by Ariana Lynn #15105 against Christopher Rodgers #1833, Robin Colonas #18145, Rhonda Benoit #1551, Vince O'Halloran #2463, Bill Henneberry #5815, and Gunnar Lundeberg #4090.

In accordance with the Constitution, the charges were referred to a Trial Committee. Elected to the Committee: Colin Dewey #2741, Paul Fuentes #2239, Duane Hewitt #5748, Mark Pfaff #3852, Gene Van Klinken #862 and Charles Mohun #6649 as alternate. The Trial Committee shall convene at Headquarters on Monday, August 27, at 8:00 A.M.

ACTION TAKEN

M/S to not publish the Lynn charges in the *West Coast Sailors*. Carried unanimously.

M/S to hire a court reporter for the trial on the Lynn charges. Carried unanimously.

M/S to ratify Foss tankermen addendum to the Foss agreement. Carried unanimously.

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

Gunnar Lundeberg

Vice President's Report

August 2001

On The Beat

While attending a conference in the Baltimore area, (see below) I made the *USNS Seay* and the *USNS Fisher* and found things in good shape with Mike Binsky and Errol Flynn Brown in charge, respectively. At the same time, I fielded dozens of calls from the *USNS Mendonca* before, during and after her Korea rescue mission. When the ship returned to San Diego, Wilmington Branch Agent Mark Hurley and I met her at Coronado Naval Base. Despite numerous and serious disputes, often times aggravated by severe working conditions, this gang pulled together and made the mission a success. Pride in seamanship is how Bosun Milburn Pond, delegate Stephen Zombro, and Izzy Idris (among others), were able to rise above the troubles. They also kept their faith in the Union's ability to adjust grievances, and ultimately all beefs were settled to the gang's satisfaction.

In the absence of patrolman Bill Henneberry, who is on vacation, I spoke with *President Truman* delegate Ernie Stimach. Things are finally squared away on this ship with Frank Portanier as bosun. Also made the *President Grant* at Middle Harbor Terminal. A dispute regarding the sequence of the supper relief for the four-to-eight watch in a one-man watch ship was settled—the dayman will take the first wheel. Ted Ochoa, is the new delegate. Made the *Manoa* also in Middle Harbor; no beefs. Herb James relieves Joe Piscopo as bosun. Miguel Palacios is the delegate. Routine visit to the *Matsonia* in Oakland, no beefs. Keith Kamana is the bosun; Jim Meador, delegate. Minor clarifications in the *Kauai* in Oakland. John Pedersen is the bosun; Rich Cahill, delegate.

Fielded a call from Ray Morales, delegate in the *Chevron Arizona*. Butterworth prior to arrival in Pascagoula is payable at the overtime rate. Chris Bujnowski is the bosun. At the Long Wharf in Richmond made the *Chevron Colorado*, Peter Bragg, bosun; delegate Will Williamson. Minor clarifications, the delegate is doing a bang-up job. Made the *Chevron Washington* the next day. Kim Hoogendam is bosun, Dave Mercer, delegate. Also made the *Chevron Mississippi* at the Long Wharf. Scott Oliphant is the bosun; John Sulujian did an outstanding job as delegate. New delegate will be elected at sea.

Also handled the routine paperwork and beefs that came through the Front Office.

Andrew Furuseth School of Seamanship

The School, in conjunction with Training Resources, Ltd, successfully arranged an emergency "export" training during this month. When it was discovered that the damage control training requirements pertained to all crewmembers in the LMSRs, the training was conducted aboard ship in New Orleans, Norfolk and Baltimore. This kind of activity proves the School to be viable, active and critical to our success as a Union. In that vein, the finest marlinspike seamanship instruction in the world is available to members in the School's classrooms at SUP Headquarters in San Francisco. Individualized tutoring on wire splicing, three-, eight-, and twelve-strand synthetic splicing, and thousands of knots and hitches are among the benefits. The instructors—Romaine Dudley #2593, Sonny Cooper #4687, and Frank Portanier #3835—having more than 120 years of seagoing experience between them, insist that students actually do the work so that competency is guaranteed. Call Headquarters for class schedules.

STCW

Along with Gunnar Lundeberg, Whitey Disley, Terri Mast (IBU), Berit Eriksson (IBU) and Ray Addicott, I attended a conference with the Coast Guard on STCW interpretation in Baltimore. We proposed changes to the domestic regulations that would make it easier for entry-level personnel to get started in the U.S. Merchant Marine while still complying with the requirements of the STCW code. We also insisted on preserving the hawsepipe career path, on establishing an on-board assessorship infrastructure, and minimizing the compliance burden of unlicensed seamen. When it comes to Basic Safety Training, we know that the Great Lakes sailors are exempt and that most fishermen are exempt. We know that sailors on warships are generally exempt, and we suspect that the sailors forced to sail on flag-of-convenience ships will not be held to the same standards. Yet the unlicensed merchant seamen of this country are held not only to a higher standard, but also to a standard whose costs have so far been borne only by their unions. The Sailors' Union of the Pacific, in conjunction with other unions, will continue to seek outside sources of funding for training of new and existing mariners, will continue the fight for reasonable reform in the STCW code and the CFRs, and we will remain vigilant against those who interpret government regulations to gain by legal delusion what they could not accomplish at the bargaining table.

Dave Connolly

Custom Rule

continued from page 1

mental and health standards and regulations, but his rule provides an even greater advantage to U.S.-flag foreign competitors since they are not subject to such arbitrary duties and regulatory burdens."

The senators warned that the prohibitive costs of the Final Rule would threaten the ability of the U.S.-flag merchant fleet to survive in the international market.

"General industry annual minimum cost impact assessments are estimated at approximately \$230,000 per deep sea vessel, excluding collateral costs such as fines, penalties, and productivity loss," the lawmaker cautioned. "Costs of this magnitude together with the other burdens of the rule are so onerous as to make the abandonment of the U.S. registry a realistic alternative."

The senators explained that the loss of a

viable American merchant fleet would constitute a "direct threat to U.S. national security because of the negative effect on U.S.-flag owners and operators participating in the Maritime Security Program (MSP) and the Voluntary Intermodal Sealift Agreement (VISA)". The ships enrolled in these programs provide the military with the sealift needed to transport troops, equipment and supplies overseas during times of war or national emergency.

"We would urge the Customs Service to rescind this rulemaking," the senators concluded. "In the meantime, we would appreciate hearing from you as to the justification for the rule and how it comports with the intent of congress. If, after this, the issue is not clear to all concerned, then we would find it necessary to convene oversight hearings with respect to this problem with a view to enacting corrective legislation."

SUP Branch Reports

Seattle

July 16, 2001

Shipped the following during the period: 6 ABs, filled by 3 A cards, 1 B card and 1 C card.

Registered for the period: 14 A cards for a total of 31; 8 B cards for a total of 21; and 9 C cards for a total of 19.

Ships checked

APL Philippines, APL Singapore, check out OK. Rigging loft has no problems. Maui and Kauai in twice and running smoothly.

Along with MFOW, attended the ILWU Bloody Thursday picnic. I was a guest of the MM&P at the Magnuson Awards where U.S. Senator John Kerry of Massachusetts spoke on the importance of collecting and spending taxes. Captain Mark Remijan buttonholed the Senator on the Jones Act who replied that as a former Naval Officer he was in favor of a U.S.-flag merchant fleet.

Kaj Kristensen stopped by and made the rounds and everyone was pleased to see him. Vice President Dave Connolly returned to the Northwest for a meeting on training issues. Brother Connolly puts in long hours and it is my belief that the membership is lucky to have him working for us.

I attended the King County Labor Council meeting, the "Waterfront Workers" meeting and the KCLC Political Action Committee meeting.

Members are still delaying going to STCW school. These classes will be difficult to get into towards the end of the year. Go Now!!! Give Rich Reed a call and secure a date. Your livelihood depends on it.

Vince O'Halloran
Branch Agent

Labor Day Holiday

All SUP halls will be closed on Monday, Sept. 3, in observance of Labor Day which is a holiday under all SUP seagoing and shoreside collective bargaining agreements.

Wilmington

July 16, 2001

Shipped the following during the period: 5 bosuns, 18 ABs, 3 AB Maint., 2 OS and 97 standbys for a total of 125 jobs shipped. Registration stands at 51 A members, 28 B members, 13 C members, and 10 D registrations.

Ships checked

Manoa, APL Thailand (new plugs so crane will be safer), Ewa, President Adams (three-men minimum on big barge lines), Mahimahi, APL Philippines, President Polk, President Wilson and the Lihue. The Lihue had a possible asbestos problem. After leaving the Chinese shipyard, preliminary tests were negligible. The ventilation system was thoroughly cleaned (something that is needed on most of the fleet). After more testing on the bridge, ER and crew quarters, all tests were insignificant and well below CAL OSHA and Federal levels.

Mark Hurley, Branch Agent

Honolulu

July 16, 2001

Shipped the following during the period: 1 bosun, 1 bosun, relief, 4 AB's, 2 AB reliefs, 2 AB returns, 2 OSs, 1 OS return, 1 GSU. These jobs were filled by 3 A members, 7 B members, 2 C members and 1 D registrants. Also shipped 34 casual standby jobs filled by 1 A member, 16 B members, 9 C members, 8 D registrants, for a total of 48 jobs dispatched.

Registration for the period: 8 A members, 2 b members, 6 C members, and 1 D registrant. To date we have 12 A members, 10, B members, 6 C members, and 6 D registrants for a total of 34.

Ships checked

Maui, Lurline, Chief Gadao, R.J. Pfeiffer, Matsonia, Lihue, Kaula, Manulani, and Ewa. All with few or no problems. Paint and rigging gang running smoothly with Sonny Phillips as acting bosun. George Lua was in the hospital, but is out and about doing fine.

On July 18, attended Hawaii Ports Maritime Council meeting.

Mike Duvall, Branch Agent

Norfolk Office

July 6, 2001

Shipping slowed down in the month of June. Shipped 3 ABs and 1 OS. Jobs were filled by 3 D registrants, and 1 C card.

June 24 I went to New Orleans and was on hand for the crewing of the new LMSR Piliilauu. Bosun Jim Bailey is doing a fine job. Deck Delegate Sonny Sternback also getting squared away. Good gang. I also made the Chevron Arizona in Pascagoula. Mike Fox Bosun, Bill Gulley chief steward: In very good shape. I checked all LMSR ships in the Norfolk area and found them all in good shape. The USNS Fisher got towed to Baltimore and will go to the shipyard. The word I hear from Patriot's consultant, John Howe, is that four ships are to take part in Operation Bright Star in mid August: the USNS Seay, USNS Piliilauu and two of the older ships to be determined some time this month. This will be a big operation to test all the skills of the LMSR ships registered for shipping: 3C cards and 3 D cards.

Jack Stasko, SUP/MFOW Rep.



Stop Fast Track! Don't Export More Jobs!

President George W. Bush and giant corporations want a special bill that will let them rush trade agreements through Congress with no changes and minimal review. That's Fast Track.

Bush's Fast Track plan would limit the time congress can consider trade agreement and prevent our representative and senators from doing anything other than voting "yes" or "no" on any trade deals Bush negotiates.

So if Congress gives Bush Fast Track, we'll see more and faster trade deals like

Labor Day festivities

In the San Francisco Bay Area, the Central Labor Council of Alameda County will be celebrating at the Oakland Coliseum with the Oakland A's and AFL-CIO President John Sweeney as guest speaker.

The King County Labor Council is hosting Seattle's annual Labor Day Picnic at Woodland Park from 11:00 A.M. to 4:00 P.M. on Sept. 3. Admission is free and all are invited.

Wilmington is one of the few cities in the country that has a traditional Labor Day parade. The SUP contingent will assemble at E Street and Broad Avenue beginning at 8:00 A.M. and march at 10:00 A.M. with the rest of the labor movement in the harbor area to Banning Park.

In Honolulu, the Hawaii State AFL-CIO is hosting its annual Union Labor Day event on Sunday, Sept. 2, at Waikiki Shell. The Hawaii Maritime Port Council will have a booth there which the SUP and others will help set up and will attend during the day. This is a free concert for union members and their families.

Did you know?
In 1992 corporations out spent unions on federal candidates and political party committees by 9 to 1; in 1996 11 to 1; and in 2000 14 to 1.

Support your SUP Political Fund

San Francisco Business Agent

August 13, 2001

Chief Gadao - Trev Motlow, delegate: Smoking on the wheel: See Section 18 of the SUP Work Rules.

Kauai - Rich Cahill, delegate: No problems.

Mahimahi - Tony Montoya is the new delegate. Finished up the yard period and flew the gang back. Still no word from Matson about the failure to wash down last trip before the yard period.

Manoa - Ivar Thorbjornson, delegate: This ship is the next for the shipyard in China.

Matsonia - James Meador, delegate: Routine.

Maui - Larry Loe, delegate: OK.

Mokihana - Dean Smith, delegate: In good shape.

Moku Pahu - Audra Tasa, delegate: Came in to Crockett with a load of sugar,

cleaned up and shifted up river for a load of grain bound to North Korea.

R.J. Pfeiffer - Rudy Menchaca, delegate: Disputed overtime on a weekend shift caused a lot of problems. Things settled down for the start of the next trip.

San Francisco Bar Pilots - Peter Johnsson, delegate: No problems.

Foss Maritime - Tom Tynan and Mike Worth co-delegates: The Barge 210 seems to be coming together to the satisfaction of the gang.

Chevron Arizona - Had a call from Mike Nielsen, delegate: All is in good order with Chris Bujnowski as bosun.

Chevron Mississippi - John Sulujian, delegate: Routine.

Chevron Washington - Dave Mercer, delegate: Running to Hawaii and El Segundo, no problems.

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

Ready Reserve Fleet-Alameda - Danny Foster, delegate: Good shape.

ASM Shore Gang - Norman Kwak, delegate: All OK.

President Adams - Robert Green, delegate: Good trip; no problems.

President Jackson - Dennis Tinsley, delegate: Routine.

President Kennedy - Tom O'Dell, delegate: OK

President Polk - Desmond Johnson, delegates: No problems.

President Truman - Ernie Stimach, delegate: No problems.

President Wilson - Diane Ferrari, delegate: Lots of conflict on this ship last trip. Quite a bit of turnover in the gang, which should help; but if a member doesn't like the prospect of saying "no" then "bosun" is the wrong job for that sailor.

Bill Henneberry

Dispatcher's Report

Headquarters—July 2001

Deck	
Bosun	7
Carpenter	0
MM	3
AB	25
OS	3
Standby	33
Total Deck Jobs Shipped	71
Total Deck B, C, D Shipped	14
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	71
Total B, C, D Shipped-All Depts. ...	14
Total Registered "A"	78
Total Registered "B"	76
Total Registered "C"	8
Total Registered "D"	8