

Season's Greetings to all Hands from the Sailors' Union of the Pacific



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIV No. 12 583

SAN FRANCISCO, CALIFORNIA

Friday, December 21, 2001

Port security legislation expected to pass Congress

Mineta asks for additional Coast Guard funding; authority to board vessels 12 miles offshore

In testimony before the House, Coast Guard, and Maritime Transportation Subcommittee on December 6, Transportation Secretary Norman Mineta said that agencies of the government are holding talks to finalize port maritime security legislation that will combine the Port, Maritime and Rail Security Act of 2001 (S.1214), introduced by Senators Ernest Hollings (D-SC) and Bob Graham (D-FL), and the Port Threat and Security Act (S-1587) introduced by Senator John Kerry (D-MA) and co-sponsored by Senators Hollings and John Breaux (D-LA).

S.1214 includes new regulations on background checks for workers in "security-sensitive" jobs, while S.1587, written after September 11, strengthens the U.S. Coast Guard through a Sea Marshal Program and requires that the Coast Guard and other agencies improve their

tracking of foreign flag vessels entering U.S. waters.

While welcoming the legislation Mineta stated the Coast Guard needs more than the \$143 million Congress has appropriated since the September 11, attacks. "I desperately need additional resources for the Coast Guard," Mineta told the subcommittee.

Mineta said that the Coast Guard should be given new authority to board and search foreign vessels up to 12 miles offshore. Mineta and Coast Guard Commandant Admiral James Loy also emphasized the importance of expanding inspections of the estimated 16,000 containers that move through U.S. ports everyday. Mineta noted, because of concerns that terrorists could use sealed containers to ship explosives and weapons of mass destruction to the U.S. where they could move inland via rail or trucks. "We've got to narrow-down the technology we can use to detect what is in those containers."

Admiral Loy said the Coast Guard and Customs Service are confident they can control the movements of high-interest vessels, particularly cruiseships and LNG ships. But eventually we have to face the music on containerships," he said. With less than two percent facing physical inspections, "that is the biggest challenge we have."

Several subcommittee members expressed serious concerns about the potential for terrorist attacks either in foreign-flag vessels or by foreign crews working in those vessels.

Existence of al-Qaeda controlled flag-of-convenience fleet identified by Norwegian intelligence services

This month ABC TV News, *Lloyd's List*, the *Times of London*, and *Fairplay Magazine*, reported that Western intelligence has identified 20 merchant vessels believed to be linked to Osama bin Laden, which could now be subject to arrest at ports all over the world.

Work on tracking down the shipping interests of the al-Qaeda terrorist network has been spearheaded by the intelligence services of Norway.

Some of the vessels, which are of various types, are thought to be owned outright by bin Laden business interests, while others are on long-term time charter. Most are flags-of-convenience registered in the Isle of Man, Liberia or Panama through front companies.

David Cockroft, General Secretary of the International Transport Workers' Federation (ITF), said that no one should be surprised that flags-of-convenience vessels are used by terrorist groups.

"Corruption and lack of accountability are endemic in the FOC system, which is built on two pillars: no questions asked of shipowners and no questions answered to anyone else."

As the *West Coast Sailors* went to press, the names of the

vessels had not been released to the public.

Bank accounts suspected of being used by outlawed terrorist organizations have been frozen in 130 countries. So far an estimated \$60 million has been blocked since the September 11 attacks according to Deputy Treasury Secretary Kenneth Dam.

As well as financial gains, potential operational benefits for terrorists in controlling ships are obvious and considerable. Access to merchant vessels would give them the means to bring personnel and equipment—and perhaps even biological or nuclear weapons—into any littoral state in the world. A suspect with links to al-Qaeda was recently discovered in a container in the Mediterranean transshipment port of Gioia Tauro.

Bin Laden's al-Qaeda terrorists are understood to control up to 80 front companies in 50 countries worldwide. It has been widely reported that these include shipping concerns. However, it is only now that the ships involved have been explicitly identified.

A Hamburg-based trader of Middle Eastern extraction has previously admitted acting as a translator for known bin Laden associates seeking to buy a vessel.

Syrian-born Mamoun Darka-

zanli, who runs a company of the same name, said that he was acting on behalf of Wahid al Hage, a man sought by the United States in connection with the East Africa embassy bombings and regarded as a key al-Qaeda quartermaster.

Leading specialist corporate investigators are known to have been engaged by major oil companies to ensure that tankers under consideration for charter are not tainted by al-Qaeda links.

However, the private investigators fell foul of shipping's notorious corporate veil arrangements, which can make it all but impossible to establish definitive ownership of a ship.

Now that intelligence services have succeeded where corporate investigators failed comes after reports that U.S. and coalition naval forces are strengthening their inspection of commercial vessels in the Arabian Sea, Indian Ocean and Persian Gulf, and even attack ships that offer resistance to being searched.

The U.S. Navy's Maritime Liaison Office in Bahrain says all available military assets are being thrown into preventing bin Laden's escape. U.S. Fifth Fleet and other coalition ships are intercepting commercial vessels operating off Pakistan.

McCain blasts Customs Service rule taxing repair in U.S. vessels

Senator John McCain (R-AZ), ranking members of the Senate Commerce, Science and Transportation Committee, in a stinging December 5 letter to U.S. Customs Commissioner Robert Bonner, questioned a recent Customs' regulation that threatens the U.S. merchant marine.

As reported in the July edition of the *West Coast Sailors*, in question is the Customs Service's March 21, 2001 Final Rule regarding foreign repairs to American vessels. The rule makes purchases for, or repairs made to, vessels outside of the United States subject to payment

of a 50 percent *ad valorem* duty. This includes maintenance and repairs by American crew members while these vessels are on the high seas.

Additionally, equipment imported into the United States, on

See Customs Service Rule
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Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2002

STCW 95 Basic Training

This course is mandatory under international law for those planning to continue their seagoing careers after February 1, 2002:

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

Jan 14-18	Feb 26-Mar 1	Apr 8-12	May 20-24
Jan 22-26	Mar 4-8	Apr 15-19	May 27-31
Jan 28-Feb. 1	Mar 11-15	Apr 22-26	Jun 3-7
Feb 4-8	Mar 18-22	Apr 28-May 1	Jun 10-14
Feb 11-15	Mar 26-29	May 6-10	Jun 17-21
Feb 18-22	Apr 1-5	May 13-17	Jun 24-28

Small Arms Training (MSC approved)

Jan. 22-24	May 6-8	Jul 22-24	Sep 30-Oct 2
Mar 4-6	Jun 10-12	Aug 26-28	Nov 4-6
Apr 1-3			Dec 9-11

LMSR Vessel Training (MSC approved)

Jan. 8-18	Mar 19-29	July 9-19	Oct 22-Nov 1
Feb 19- Mar 1	Apr 23-May 3	Aug 13-23	Nov 26-Dec 6
	May 28 - Jun 7	Sep 17-27	

Survival Craft (Lifeboatman)

Jan. 22-25	Feb 26-Mar 1	May 20-24	Aug 12-16
Jan. 28-Feb 1	Mar 18-22	Jun 10-14	Sep 23-27
Feb 4-8	Apr 25-19	Jul 8-12	Oct 28-Nov 1
			Dec 9-13

Training Information and Enrollment

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Welfare Notes

December 2001 Pensioners

The November issue of *West Coast Sailors* informed all retirees of the new increase in your annual medical allowance benefit. The Welfare Plan office has had many questions regarding the new allowance and the new coverage for retiree dependents. The SUP Welfare Plan office is trying to make a smooth transition for all retiree annual allowance balances, while still maintaining our day-to-day operation. There are a few things you can do when submitting claims that will help speed up the claim process.

When submitting a claim for your spouse or dependent you must include the Social Security number for the retired member. If you have received a letter stating that your benefits have been exhausted for the current fiscal year, you may resubmit claims that were not paid. The current turn around time for processing a claim is three weeks. The Welfare Plan office is expecting to receive many new extra claims with these new benefits. Please be patient.

Active members

The STCW deadline is February 1, 2002. All mariners are aware of the new rules requiring you to have your STCW 95 certificate. Along with this certificate you must also have your blue "Training Record Book." This training record book is part of the STCW 95 program and is required of all seagoing members. The book is intended to serve as an official record of proof of compliance with national and international training requirements. If you are an active seagoing SUP member and do not have your blue training book, please apply for one as soon as possible. Applications are available at the SUP Welfare office at Headquarters as well as each Branch.

You will need to submit a passport size photograph of yourself along with the application. Your training book will then be mailed to you. If you have any questions on this, please call Rich Reed at the Welfare Plan office: 800-796-8003.

SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

Telephone Numbers:

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

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You may also e-mail your address to: editor_wcs@msn.com

Last Name: _____ First Name: _____
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City: _____ State: _____ Zip: _____
Email Address: _____
SSN: _____
Active Member Pensioner



Final Departures

Tom Leininger, Book No. 3980. Born in Nebraska in 1926. Joined SUP in 1951. Died in California, November 13, 2001. (Pensioner)

Theodore J. Rosenkranz, Book No. 2522. Born in California in 1921. Joined SUP in 1943. Died in Berkeley, California, November 9, 2001. (Pensioner)

Robert T. Brooks, Book No. 3971. Born in Louisiana in 1906. Joined SUP in 1935. Died in Washington, November 4, 2001. (Pensioner)

Douglas W. Chesshire, Book No. 4767. Born in Texas in 1942. Joined SUP in 1967. Died in Monterey, California, November 20, 2001.

Leslie Hynes, Book No. 5565. Born in Australia in 1923. Joined SUP in 1944. Died in Illinois, November 30, 2001. (Pensioner)

Support the SUP Political Fund

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

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Expanded unemployment and medical benefits bill introduced in Senate

Senator John Kerry (D-MA) this month introduced S.1759, the Putting Americans First Act to put assistance into the hands of dislocated workers by empowering the states to expand unemployment insurance eligibility and increase benefits, and expand health care coverage for displaced workers.

With so many state budgets headed into the red in these tough economic times, Senator Kerry feels it is critical that we pass this legislation right away to help states help those workers who are hurting get back on their feet.

S.1759 would increase the federal funding level for state Medicaid programs; direct federal money to states for their unemployment insurance program and expand eligibility for the program; cover 75 percent of the cost of Consolidated Omnibus Budget Reconciliation Act (COBRA) premiums; and reauthorize the Temporary Assistance for Needy Families (TANF) supplemental grants and contingency fund.

Some of the bill's highlights include:

Unemployment Benefits: The bill would, for a period of one year, temporarily expand unemployment benefits for an additional 26 weeks for those who have exhausted their rights to regular benefits. It would provide coverage to certain unemployed workers that are not currently

covered by the unemployment insurance system, such as those not eligible because recent wages are not counted or because of part-time employment. The provision would also increase all weekly unemployment benefits by 25% or \$65, whichever is greater.

COBRA Premiums: This proposal would provide a 75 percent premium subsidy for displaced workers who are eligible for continued health insurance coverage under COBRA. Displaced workers would be defined as those who lost their jobs after Sept. 11, 2001. They would be entitled to the premium subsidy for one year.

Medicaid: This proposal would create a state option to offer Medicaid coverage to displaced workers (those laid off after September 11), who are not eligible for COBRA and who are low income. All states would receive a federal Medicaid matching rate increase of 1.5 percent. States with high unemployment rates would receive a matching rate increase to three percent.

Senator Kerry is working hard in partnership with Representative Jim McDermott (D-WA) in the House to pass this legislation and force Congress to vote on immediate, meaningful economic help for workers.

Captain William Schubert confirmed as Maritime Administrator

The U.S. Senate unanimously approved Captain William G. Schubert to be the next Maritime Administrator on November 30, and sworn in aboard *s/s Cape Kennedy* in New Orleans on December 6.

Schubert expressed his determination to strengthen and enlarge the U.S.-flag fleet as the nation wages war on terrorism.

He said then that "MarAd is the promotional agency for the U.S. maritime industry. To this end, I am committed to managing the agency's staff and resources in a way that provides the best value to the industry."

Among his other goals within the first two years as head of MarAd is to gain consensus between the Department of Defense, U.S.-flag carriers, maritime labor, Congress and the Administration for renewal of the Maritime Security Program sufficient to meet national security requirements; make recommendations to the Transportation Secretary on developing policy furthering the domestic Maritime Transportation System initiative; provide counsel to the Transportation Secretary with regards to the negotiations of the Bilateral Maritime Agreements, accurately

reflecting the best interests of the U.S. maritime industry; encourage new U.S.-flag breakbulk tonnage to enter the commercial market; develop an environmentally sound and economically viable action plan to dispose of vessels in the National Defense Reserve Fleet; and ensure that MarAd provides the necessary assistance to other U.S. government agencies that may be engaged in developing policies, legislative initiatives or regulations that have an impact on the maritime industry.

He stated his legislative priorities would be continued annual appropriations of the Maritime Security Program until its expiration in 2005; level the playing field for U.S.-flag carriers; and developing legislation and policy with the Administration and Congress to further the domestic Maritime Transportation System initiative.

Schubert said he would try to "assure the nation that our commercial fleet will continue to be the best in the world. Our citizens deserve no less."

He thanked President Bush for "entrusting me with this crucial mission," and said he would communicate with government, private industry and labor on a regular basis.

Mexican government directs state oil company to ship cargo in Mexican ships

Mexico's government this month directed the state oil monopoly PEMEX, to charter Mexican tankers for international transport.

Port and Merchant Marine coordinator Francisco Camberos told Mexico's Notimex News Agency that PEMEX should include Mexican-flagged ships in its tenders for international petroleum export.

Camberos asserts that PEMEX has "forgotten" local owners, preferring con-

tract foreign-flagged tankers.

Camberos' comments are the first significant government criticism of PEMEX's maritime policies. PEMEX uses Mexican-flagged tankers only in the domestic (cabotage) trades.

**SUP Members
Remember to Vote!**

Matson campaigns to boost Hawai'i tourism and economy

Matson Navigation Company, in a press release issued last month, aid that it is spearheading a major campaign to roll-out in January 2002, on the West Coast and Hawai'i, with the objective to stimulate Hawai'i's tourism and economy, and also raise funds for local charities.

The campaign is innovative in design and marks the first for a non-tourism related private company like Matson to step up by doing its part in helping Hawai'i. Campaign components include:

- Contributing \$120,000 towards a promotional campaign, valued at \$1.2 million, to help boost the Hawai'i Visitors and Convention Bureau's efforts in key West Coast markets.

- Partnering with Aloha Airlines, Starwood Hotels & Resorts Hawai'i, Bay Area radio stations, and Southern California TV stations in providing Hawai'i vacation trip giveaways and promoting travel to Hawai'i during the critical first quarter period.

- Partnering with Hawai'i radio and/or television stations to stimulate kamaaina travel through neighbor-island trip giveaways.

- Additional fundraising component will raise needed funds for local charities.

Matson is Hawai'i's leading ocean carrier and has been serving the Islands since 1882. It's famed "white ships" passenger

era, which spanned from the 1920s to 1970, was instrumental in the development of tourism in Hawai'i. Matson also owned and operated major hotels on Waikiki from 1927 to 1959, most notably the Royal Hawaiian and Moana, which further helped establish Hawai'i as a world-class destination by providing tourists with luxury accommodations both ashore and afloat. Today, Matson's freight services provide a vital lifeline between Hawai'i and the West Coast and support virtually all aspects of the state's economy.

"We are excited to be able to do our part in helping Hawai'i's tourism industry recover," C. Bradley Mulholland, president and chief executive officer of Matson, says. "Through partnerships with Aloha Airlines, Starwood Hotels & Resorts Hawai'i, and various radio and TV stations on the West Coast and in Hawai'i, it enables us to stretch our dollars to create a major campaign blitz promoting travel to Hawai'i."

"We are pleased with Matson's leadership and initiative as a private company doing its part in helping Hawai'i's economy," Governor Ben Cayetano said. "Local businesses tied toward the tourism industry will also benefit economically from this effort, and I encourage other companies to do the same to help keep Hawai'i strong."

World Trade Center clean-up injures thousands of union workers

The AFL-CIO reports that more than 5,000 workers have been injured while clearing the site of the World Trade Center towers in New York. The rubble of the collapsed buildings is still burning in places and exposing workers to red-hot metal and chemicals such as asbestos, PCBs and carbon monoxide, according to the Occupational Safety and Health Administration.

On November 20, the Building and Construction Trades Council of Greater New York signed an agreement with OSHA and several contractors to make the site safer. The agreement calls for safety training — including information on site-specific hazardous materials.

Maritime industry supports bill introduced by Congressman Oberstar

Maritime labor unions, ship operators, and industry trade associations delivered on December 6, the joint letter to Congressman James L. Oberstar (D-MN) thanking the Ranking Member of the House Transportation and Infrastructure Committee for introducing H.R. 3262 the Merchant Marine Cost Parity Act of 2001.

"We are writing to express our enthusiastic support and appreciation for your efforts to enact maritime-related tax and regulatory reform proposals that would increase the competitiveness of U.S.-flag vessel operations," the coalition wrote.

Oberstar introduced H.R. 3262 with Transportation Committee Chairman Don Young (R-AK) on November 8. The bill eliminates certain taxes and rules on merchant mariners and ship operators. Specifics of the legislation were page-one news in the November *West Coast Sailors*.

The following organizations signed the letter: American Maritime Congress,

American Maritime Officers, American Maritime Officers Service, American Ocean Enterprises, Inc., American Ship Management, LLC, Central Gulf Lines, Inc, Crowley Maritime Corporation, Farrell Lines, Incorporated, First American Bulk Carrier Corporation, International Organization of Masters, Mates & Pilots, Lykes Lines Limited, LLC, Maersk Inc., Maersk Line, Limited, Marine Engineers' Beneficial Association, Marine Firemen's Union, Maritime Institute for Research and Industrial Development, Maritime Trades Department (AFL-CIO), Matson Navigation Co., Sailors' Union of the Pacific, SaltChuk Resources, Inc., Seafarers International Union, Transportation Institute, Transportation Trades Department (AFL-CIO), U.S. Ship Management, Inc., Waterman Steamship Corporation.

Source: American Maritime Congress
Washington Letter

U.S. Navy ships take R&R in Indian ports

United States Naval vessels currently providing logistical support to U.S. forces in Afghanistan will call at Indian ports for rest and recreation, Navy sources indicate.

Reportedly selected are Mumbai (formerly Bombay), Mormugo and Cochin on the West Coast and Chennai (formerly Madras) on the East Coast. These ports will provide the Navy safe anchorages for its vessels during 10-15 day calls for R&R together with dry-docking and repairs.

Maersk Sealand parent A.P. Moller freezes wages

Danish shipping and energy giant A.P. Moller has frozen the wages of the company's 60,000 strong workforce as a response to falling freight rates and lower oil prices.

Company CEO Jess Soderberg told the Danish newspaper *Berlingske Tidende* this month that "all who follow the shipping markets know that freight rates have fallen dramatically. The price of oil has fallen as well and as far as the future economic cycle is concerned, and taking into account September 11, we do not find it justified to increase our costs. For this reason we have halted recruitment and pay increases for the time being."

As the *West Coast Sailors* went to press, there was no reaction from Moller's unions.

A.P. Moller is best known for its Maersk Sealand container shipping business, but also produces oil and gas in the Danish sector of the North Sea.

Sailors rights undermined by Philippines Supreme Court decision

The Philippines Supreme Court last month dismissed a mariner's petition seeking to stop the implementation of the revised employment contract issued by the country's Department of Labor and Employment.

The Mariners Association for Regional and International Networking Organization (MARINO) had claimed that amendments to the new contract were "unconstitutional and violate existing laws" and that their implementation constituted a "diminution of seafarers' benefits." Section 20(G) of the revised contract requires the seafarer to acknowledge that he is waiving his right to claim other damages including tort claims upon payment of contractual benefits.

This means mariners can no longer file suit in foreign courts to recover damages that have often involved claims from disability or injury suffered aboard ships.

Foreign masters approved for Netherlands-flagged ships

The Dutch government has agreed to allow foreigners to become masters in vessels registered in the Netherlands. Foreign nationals will only be accepted as masters if they are nationals of countries with which the Netherlands has a bilateral agreement recognizing its crew certificates and provided neither the European Union nor a member state objects to such a bilateral agreement.

Because of a shortage of Dutch officers, a number of foreigners are already employed in Dutch vessels.

MEBA and AMO election results

In an election that concluded this month, the Marine Engineers Beneficial Association No. 1-Pacific Coast District elected Ron Davis president and the American Maritime Officers re-elected president Michael McKay.

After three months of balloting, Davis defeated incumbent Larry O'Toole. Davis, Gulf Coast Vice President for the last six years is a 1978 graduate of Calhoun Engineering School and a Navy and Vietnam veteran.

Davis topped the MEBA TEAM ticket and will serve on the Union's District Executive Committee (DEC), the organization's policy-making council, with four members of his slate. The other members of the DEC are Louis "Bud" Jacque, re-elected as MEBA's Executive Vice President and San Francisco Branch Agent; Cecil McIntyre who defeated Bob McFeters for Secretary-Treasurer; Don Keefe, the new Atlantic Coast Vice President, defeating Paul Krupa; and Marc Huber the new Gulf Coast Vice President, relieves Davis.

Other MEBA officers elected were Bill Van Loo, Baltimore Branch Agent; Lou Marciello, Houston Branch Agent; Al Camelio, Los Angeles Branch Agent; John McCurdy, Seattle Branch Agent; Bill McHugh, New York patrolman; Jon Anderson, San Francisco Patrolman; M.I. "Moose" Mallini, New Orleans Patrolman; and Donn Reamer, Houston Patrolman.

In the AMO election incumbent Michael McKay defeated challenger Jerry Joseph, AMO's National Executive Vice President and Secretary-Treasurer, Robert McKay bested Tom Kelley, AMO's Deepsea Vice President.

Japanese Union backs wage freeze for Filipino mariners

Agreeing with Filipino ship managers and crewing agents, the All-Japan Seamen's Union is supporting a wage freeze for Filipino mariners working under collective bargaining agreements with the Filipino Association of Mariner's Employment. (See the November *West Coast Sailors* for more information.)

The Philippine manning industry are seeking the freeze in reaction to an International Transport Workers Federation (ITF) campaign to increase wages because Filipino Able Seamen currently earn more than Chinese Captains and Chief Engineers.

Eduardo Manese, chairman of the Philippine-Japan Manning Consolative Group told *Fairplay Magazine* that any increase would not only price Filipino mariners out of the market, but is also untimely as most shipowners are suffering in the global recession. Manese said most Filipino mariners currently sought "continuous employment, not a salary increase in these very competitive and uncertain times."

Japanese shipowners employ an estimated 25,000 Filipino mariners.

The All-Japan Seamen's Union has an interest in this issue as it is compensated by Japanese shipowners for allowing foreign nationals to be employed. This practice is illegal in the United States.

Indian longshoremen slate one-day strike

Dock and port workers at India's 12 major ports will stage a one-day strike December 22 in an increasingly bitter dispute over the government's privatization policies.

"Though the purpose of converting ports into [private] companies is laudable, the manner in which existing services are being contracted out has created doubts in the minds of workers," said S.R. Kulkarni, President of the All-India Port and Dock Workers Federation.

Kulkarni warned that the job action is only the first step, and dockworkers may very well intensify their struggle later.

The Indian government has launched a two-pronged strategy for major ports, as it plans to convert existing state-owned ports, which are now operated as trusts, into regular companies. In addition, state-owned ports are leasing container and general cargo berths to private investors for development, operation and maintenance.

The first two sites slated for conversion are the East Coast of Port of Haldia and the West Coast port of Jawaharlal Nehru. Other ports will be converted in stages.

Several ports have leased or are in the process of leasing their container and general berths to private operators. P&O Ports already operates container terminals at Port Nehru and Chennai, while Singapore's PSA Corp. manages Tuticorin.

Teamster election results

The final count in the election of International Brotherhood of Teamsters' officers showed incumbent President James P. Hoffa winning the union's top post with 64.8 percent of the votes cast.

Hoffa received 200,168 votes, compared with 108,389 votes, or 35.1 percent for challenger Tom Leedham.

Union coalition to organize port truck drivers

The International Brotherhood of Teamsters (IBT), the International Longshore and Warehouse Union (ILWU), the International Longshoremen's Association (ILA) and the Communications Workers of America (CWA) have pledged to work together to organize thousands of truck drivers who haul containers to and from the nation's ports.

Representatives of the Unions told hundreds of truckers at the IBT hall in Long Beach on December 8, that the effort will continue until port truck drivers on all coasts are organized and have contracts that pay decent wages and benefits. IBT International Vice President Jim Santangelo told the group, "This is for real, and it's going to happen."

The coalition is significant because the Unions have reached an understanding regarding jurisdiction. The ILWU and ILA will support the Teamsters organizing efforts, while the Teamsters agreed to support the ILWU's effort to organize drivers engaged in intra-port moves. According to an article in the *Journal of Commerce* intra-port hauling is common today because of vessel-sharing alliances. The ILWU views those moves as a transfer of containers from one ILWU member to another.

The CWA joined the effort because in 1996 that Union attempted to organize harbor truck drivers in the Los Angeles area. Hundreds of drivers signed pledge cards, but the CWA effort failed as most harbor drivers are owner-operators. As independent contractors, they can't legally join a union. The CWA pledged to join the ILWU and ILA in supporting the IBT as the primary union for harbor drivers.

The ILA has a modest presence in harbor hauling on the East and Gulf Coast, and those union operations will be grandfathered into the new arrangement that is developed, according to Benny Holland, President of the ILA Atlantic and Gulf Coast District.

With jurisdictional issues resolved, the four union now support the organization of as many as 50,000 harbor truck drivers nationally under the IBT banner. "The strategy will be to negotiate contracts with "teamster-friendly" companies to hire the existing owner-operators as direct employees and lease the trucks from those drivers," said Ron Carver, National Coordinator of the IBT Port Division.

Although some of the drivers attending the rally in Long Beach called for immediate action, Carver cautioned that the effort will take awhile. "It will not happen overnight, just like this union coalition did not happen overnight," Carver said.

The goal of the Teamsters will be to organize the thousands of drivers who haul containers to rail yards and shipper warehouses on all coasts. These drivers currently earn less than \$8 an hour, while Teamster long-haul drivers earn two to three times that amount, Santangelo said. Also, most harbor truck drivers have no insurance or pension benefits, he said. This condition exists because price pressure in harbor drayage has pushed wages down to subsistence levels, he said.

The union effort is likely to meet with resistance from the shipping lines, terminal operators, importers and exporters who pay the harbor trucking bills, said Ray Ortiz, an ILWU Coast Committeeman. "Spread the word. It's going to be a long, hard battle because employers don't like what they see," Ortiz said.

Customs Service Rulecontinued from Page 1

which duty has already been paid would also be subject to an additional 50 percent *ad valorem* duty if the equipment is installed underway. This includes but is not limited to every gallon of paint, "O" ring, wire, bolt and washer used—by American Labor and outside of any foreign port—while underway.

In his letter to Commissioner Bonner, Senator McCain said that "the rule severely penalizes U.S.-flag carriers, discourages new U.S.-flag tonnage from entering the market, is a radical departure from previous Customs' policy and is contrary to the intent of Congress."

McCain concluded his letter by asking the Commissioner to address "the justification for the new

rule, how the rule comports with the intent of Congress and how you plan to have the issues brought forward by the Transportation Department and the U.S. maritime industry."

In response to the Customs Services outrageous decision, a broad-based coalition of the U.S. maritime industry (including the Sailors' Union) spearheaded by the *American Maritime Congress* and its president Gloria Cataneo Tosi, filed a petition with Customs demanding that the rule be rescinded.

Earlier this year Senators Ernest Hollings (D-SC), Daniel Inouye (D-HI), John Breaux (D-LA), Trent Lott (R-MS) and Frank Murkowski (R-AK) also urged Customs to rescind the Final Rule.

British mariners stymied in fight to save jobs in limey deepsea container ships

The National Union of Rail, Maritime, and Transport Workers (RMT), which represents unlicensed mariners in British-flag vessels, has apparently been handcuffed by English law in its fight to stop P&O Nedlloyd from replacing the last British and New Zealand seafarers in the company's container ships.

In November, the Anglo/Dutch line notified the 67 British and 14 New Zealand citizens employed in its vessels, that they would be replaced by foreign nationals "to reduce operational overheads."

The RMT condemned the decision as "disgraceful" and began balloting its members for a strike vote.

However, under English law P&O Nedlloyd was only required to offer a 30-day "consultation period" according to the Union, leaving insufficient time to conduct the strike vote balloting.

Unlicensed mariners aboard P&O Nedlloyd British-flag vessels started to be replaced by Filipinos on December 9 with the remainder to be relieved by Christmas. The following are the affected vessels: the *Southampton* and *Kobe*, both approximately 6,000 teu; the *Tasman* and *Hudson*, each 5,500 teu; and the 3,000 teu *Nedlloyd Genoa*. The RMT has attempted to maintain the 81 jobs in January 1999, the union reluctantly agreed that the number would be maintained and reduced only by attrition.

By issuing the termination notices, the company broke that agreement, according to RMT National Secretary

Tony Santamera.

Before the law stymied the Union's action, Santamera called for "a full strategy of industrial action. Part of that strategy was a request by the Union to labor globally to send letters of protest to the company condemning its intention to break the agreement. Accordingly, SUP President Gunnar Lundberg wrote to Robert Woods, P&O Nedlloyd's managing director in London demanding that the company reverse course and to Brother Santamera expressing the solidarity of the Sailors' Union.

Although the union had hoped to save some of the jobs in negotiations during the "consultation period" it was not successful. The union and the company did agree to severance which the RMT said included 1,600 pounds per year of service for Able-bodies Seamen and stewards and a training allowance. The union said that the package was more generous than those bargained with other British shipowners.

The RMT strike vote went forward in order to show that the union "was not rolling over and would have been prepared to fight the job losses if time had permitted," according to RMT Industrial Relation Officer Alastair Gittens.

Santamera compared the mariners terminated to "the last of the Mohicans."

British officers employed by the company and represented by NUMAST, the mates and engineers union, appear—for the time being—not to be affected by the job cuts.

Senator Snow proposes new Maritime Security legislation

U.S. Senator Olympia Snowe (R-ME) introduced on November 16 a new measure to improve security in America's ports and waterways.

"I support efforts to close the security gaps in each and every mode in the vast national and international transportation network that is so critical to our economy, our freedom, and our way of life," Snowe said during the legislation's introduction.

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The Maritime Security Advancement Act (S.1728), directs the U.S. Transportation Secretary to consider the ability of a project to reduce terrorist threats to the maritime transportation network when determining if the project should receive loan guarantees, grants, and other forms of financial support from the Transportation Department's research and development efforts.

Specifically, S.1728 supports projects that improve cargo security through container sealing and protection against cargo tampering. Additionally, the legislation improves container content labeling technologies and supports improvements in physical container handling.

The bill also instructs the Transportation Secretary to explore and implement procedures and innovations that boost cargo security in the handling, labeling, sealing, and transportation of containers, and report his or her findings to Congress.

"We must leave no stone unturned in the effort to preserve the security of this nation's transportation infrastructure, so that we might both carry on the business of the nation and ensure our continued economic viability, and also ensure that we are in good position of strength to be able to wage the kind of war necessary to eradicate terrorism," the Maine Republican declared while outlining her

bill. "And we cannot remain strong if we cannot remain mobile."

Snowe's bill is the latest in a string of legislative efforts to improve vessel, port and waterway security following the September 11 terrorist attacks. Senate Commerce Committee Chairman Ernest F. Hollings intensified anti-terrorism provisions within the Port and Maritime Security Act of 2001 (S.1214), a bill he authored with Senator Bob Graham (D-FL) in July that counters drug smuggling, theft, and national security threats at America's ports. On October 30, Senator John Kerry (D-MA) introduced the Port Threat and Security Act (S.1587) with Hollings and Senator John Breaux (D-LA). The bill identifies and eliminates maritime threats from foreign-flag vessels and unsafe foreign ports from where ships calling on U.S. ports originate.

Senator Snowe's bill was referred to the Senate Commerce, Science and Transportation Committee.

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Source: American Maritime Congress
Washington Newsletter

Transpacific lines cut capacity

After months of sluggish traffic volumes and rate decreases, eight major ocean carriers have announced plans to reduce their vessel capacity in the transpacific.

Maersk Sealand, the New World Alliance of APL, Hyundai Merchant Marine and MOL, and the Grand Alliance lines (Hapag-Lloyd, NYK, OOCL and P&O Nedlloyd) —three of the largest carrier groups in the transpacific trade — are cutting capacity and taking ships out of the transpacific trade at the end of November.

Hanjin Shipping, Senator, China Ocean Shipping Company, "K" Line and Yang Ming are also studying capacity rationalization plans.

The large-scale capacity rationalization, timed to coincide with the end of the peak season, is seen as a radical effort to bring supply more in line with demand.

So far, ocean carriers have confirmed that at least three Asia/West coast of North American will be cut.

Maersk Sealand was to have discontinued the transpacific leg of its TP5/SZX service in late November, taking some 4,200 TEUs a week out.

The Grand Alliance is suspending its South China Express loop, removing another 5,000 TEUs from the trade as the off-peak season starts.

The New World Alliance is suspending its Pacific Northwest Express service and taking five ships of about 2,600-TEU capacity out of the trade.

The total impact of this simultaneous withdrawal of three Asia/West Coast of North America weekly services is a cut of about 12,000 TEUs a week. This represents six percent of the capacity provided by all the shipping lines in the trade, according to World Liner Supply, a reporting service of the global lines shipping database CamPairData.

California Labor Federation endorses Governor Gray Davis' re-election

The California Labor Federation's Pre-Primary Convention met in Los Angeles on November 28, and overwhelmingly endorsed Gray Davis for re-election as California's governor.

Davis' Republican opponents—former Los Angeles Mayor Richard Riordan, Secretary of State Bill Jones and businessman Bill Simon—declined to be interviewed by the Federation's Executive Council which recommended the endorsement to the convention delegates.

Others endorsed for statewide office included incumbent Lt. Governor Cruz Bustamante, incumbent Attorney General Bill Lockyer, incumbent Treasurer Phil Angelides, Kevin Shelley for Secretary of State and Johan Klehs for Controller.

The Convention also made recommendations for candidates for the House of Representatives, the State Senate and the State Assembly as well as six propositions that will be on the March 5, 2002 ballot.

Convention delegates heard speeches by Los Angeles Mayor James Hahn, Terrance O'Sullivan, General President of the Laborers' International Union and Governor Davis.

Senate President pro Tempore John Burton drew a standing ovation from the delegates when he vowed to place measure on the November 2002 ballot to increase Workmen's Compensation unless a bill to accomplish that is signed by the Governor.

SUP delegates to the Convention were rank-and-file members Tom Larkin and Duane Nash, Wilmington, Branch Agent Mark Hurley, Vice President Dave Connolly and President Gunnar Lundberg.

SUP members: Remember to Vote!

ESU Office Assignments

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

ESU NEWS

DECEMBER 2001

Official Publication of the Exxon Seamen's Union

ESU Election Results

On February 14, 2001, the ESU Baytown office received the election results from the American Arbitration Association (AAA) in New York. The ESU mailed a total of 279 ballots to the membership and the AAA office received 165 ballots. Of the ballots received by the AAA, four ballots were not counted because there was not any identification on the return envelope and four ballots were received from ineligible voters. The voting results are as follows:

Vice President

Rowan Mallet 50
John Straley 103
Blank 4

Secretary Treasurer

Rudy Benavides 32
Leo DeCastro 75
Reid Decker 48
Blank 2

Deck Trustee

Pat Campbell (unopposed)

Engine Trustee

Chester Bell 125
Bill Davis 31
Blank 1

Steward Trustee

Adam Anderson 37
Gerard Nelson 112
Blank 8

Ship Representative election results are as follows:

S/R American Progress

James Schettler 73
Alan Squire 79
Blank 5

S/R Charleston

Odley Banks 33
Bob Knight 81
Jeff Straley 39
Blank 4

S/R Benicia

Joe Graca (unopposed)

S/R Hinchinbrook

Danny Jones (unopposed)

S/R Long Beach

Jack Patterson (unopposed)

The Union congratulates the winners of the election and would like to express our thanks to all the candidates who were willing to step forward and serve their union.

One of the most important aspects of the election process is the electorate. For it is you, the rank and file members that insures the union's success or failure. It is you, the membership, through the democratic process of casting your vote that determines the future direction of your union.

In this election, 42% of the eligible voters failed to exercise their right to vote and five elective positions were unopposed. Additionally, one position had no candidate at all. Voter apathy sends the wrong message and it puts an individual on the same level as a non-member. All ESU members are urged to become involved and participate in their union. Let us strive to have 100% participation in all future elective endeavors.

The ESU extends its thanks to those members that demonstrated their support for the Union by exercising their right to vote.

ESU Arbitration Victory

The Exxon Seamen's Union was notified by ESU attorney, Mr. David Grossman of the affirmation of Grievance # 1998-02 against SeaRiver Maritime Inc. in the matter of the demotion of Mr. Marcos Clotter. The award stated that the company PRC failed to conduct a thorough investigation. The company was also taken to task for not adhering to their own evaluation process. The Arbitrator, Mr. Richard Adelman, ruled that the company did not have a reasonable basis for demoting Mr. Clotter and that he shall be reinstated and made whole for any lost wages or benefits.

Clearly, this is a major victory for the Union. The company pulled out all stops and deluded themselves into believing they would be victorious in their ill-conceived decision to arbitrate this case. The company paraded witness after witness, month after month, before the arbitrator to no avail. The Union produced only one witness, and a very powerful weapon, its called "TRUTH". In this case the truth prevailed.

On a more somber note, we were disappointed to learn that Grievance # 2000-09 in the matter of Mr. Phil Spinaio being denied a rail-to-rail transfer for a step-up position was not affirmed. The Union was confident that we had a strong case based on past practice, but the company's legal counsel produced an old ESU news item written by a former Executive Board member and used it to weaken our argument. We attempted to convince the arbitrator that this article was the individual's personal opinion and in no way reflected the collective opinion of the entire ESU Executive Board.

The company argued that these transfers happened very rarely, was decided on a case-by-case basis, and only at the discretion of management. Notwithstanding the above arguments, the arbitrator's questioning seemed directed to a specific area in the bargaining agreement that deals with seniority, and speaks in terms of existing vacancies. It appears that he made his ruling based on his interpretation of that language. The ESU is disappointed in the ruling, but we accept it.



Yuletide payroll mistakes

The SeaRiver payroll system remains a bureaucratic mess, and those who are responsible for administering it haven't the slightest clue about any remedy. When the Union or an individual calls SeaRiver to inquire about a payroll problem we are simply told it was a system foul up.

This is an old company ploy where no one will assume responsibility. It is the opinion of the ESU that the majority of the mistakes at SeaRiver payroll are human generated. We base this opinion on our experience in seeking resolutions to payroll problems for the many members who call on us, and indeed, our own payroll entries that are frequently mishandled. Many times proper entries have not been made, overtime has not been submitted, and we are simply told that it should appear on your next paycheck. We find the present situation intolerable and completely unacceptable.

Nothing is more demoralizing for any employee than not receiving the correct amount of his hard earned pay. And to have it happen just before Christmas is incomprehensible. If we in the fleet performed our jobs in the same manner and committed even one error of a similar magnitude it would never be tolerated.

We have been promised year after year that the company is looking at implementing (EFT) Electronic Funds Transfer for SeaRiver Payroll. Now that EFT is in fact a reality in the near future, we are being told that this is supposed to be the Holy Grail to repair the payroll system. No system will work unless management provides training and ensures that their people make the proper payroll entries in a timely manner. Until that time SeaRiver Payroll will remain the Grinch that stole Christmas from a lot of its employees.

Ship reports

S/R American Progress

Vessel was last in San Francisco on 11-28-01, and is presently on the Valdez to Anacortes run. Brenda Johnson is handling the Ship Representative duties until Alan Squire returns. Antennae problems continue, resulting in limited TV and radio reception.

S/R Baytown

Scheduled to arrive in San Francisco Bay on 12-18-01. The Baytown as well as other SeaRiver vessels continues to experience anchor delays in Alaska due to berth availability. Rowan Mallet is filling in as Temporary Ship Representative due to the retirement of regular Ship Representative Lee Airiness. No irregularities to report at this time.

S/R Benicia

Ship boarded at Valero dock in Benicia on 12-4-01 and 12-5-01. Vessel was delayed in Alaska for 15 hours due to berth availability. Jeff Straley is filling in as Temporary Ship Representative. Some of the new members are experiencing pay problems. Christmas reliefs are a major concern.

S/R Charleston

Ship Boarded at ExxonMobil in

Beaumont, TX on 12-11-01. Ship Rep. Chester Bell joined the vessel in Beaumont and reports no beefs. Vessel continues to run between Fort Lauderdale and Beaumont.

S/R Galena Bay

Ship visited at Richmond Long Wharf in Richmond CA on 12-9-01. Van (Gough) O' Bryan has graciously assumed the job of Temporary Ship Representative. There was some confusion regarding who was responsible for arranging travel. It is the company's responsibility and is conveyed to the individual by the Master or agent. That includes ground transportation such as Quicksilver.

S/R Hinchinbrook

Vessel was visited 12-03-01 at anchor-age #9 in San Francisco after completing repairs at San Francisco dry-dock. Ship Representative, Issac (Danny) Jones re-joined the vessel and reported everything ship-shape. The current schedule is to load in Valdez, and discharge at the Equilon Refinery in Anacortes, WA.

S/R Long Beach

Vessel visited at the Valero dock in Benicia CA on 11-30-01. The ship continues on the Valdez to Long Beach - San

Francisco run and is due back in the S.F. Bay area about 12-17-01. No beefs reported. Gerard Nelson filling in as Temporary Ship Rep.

S/R Mediterranean

The Mediterranean continues to trade between Middle Eastern ports and Japan. Temporary Ship's Rep. Mallory Thomas is filling in for John Detwiler

S/R Puget Sound

Vessel docked at Valero in Benicia, CA on 12-10-01. The Union officer was unable to board the ship at this time because he was in Houston for a communication meeting with management. George Taylor is ably handling the duties as temporary Ship Representative while Michael Harrison is on paid leave. The Union will make sure that the ship receives a copy of the contract.

S/R Wilmington

The Wilmington was boarded by the Union on 12-10-01 at ExxonMobil in Baytown, TX. Concerned expressed about the new DOT random drug test forms. Ship Rep. Johnny Navarro onboard.

ESU News

*Happy Holidays to ESU members and their families***New Year's message to the ESU membership**

Dear fraternal brothers and sisters:

The ESU has just completed a rather challenging year. We started the year with high hopes of quickly finalizing a wage re-opener that should have been completed a year earlier. As you are aware this was not to be the case. Instead, because of managements intransigence to resolve this issue we remained locked in a protracted battle that tested the very foundation of this Union. We picketed the Exxon Mobil building in Houston, TX and mobilized the Houston labor community to assist us in our quest. Additionally, we sought a strike authorization vote from you, the membership, and the response was overwhelmingly affirmative. With your strong support we were able to achieve a resolution on the wage issue.

The ESU Executive Board recognizes that it has been the membership's unity, loyalty, brotherhood and support that gave us the tools to do our job over the past year. Now as we embark on a new year many challenges loom on the horizon. We will confront these challenges secure in the knowledge that with your continued loyalty and support we will achieve our objectives in the coming year.

Fraternally,
ESU Executive Board

Random drug test forms

If you are required to submit to a DOT Random Drug in the near future you may notice the new form that is now being used. The form is generally the same but it does not provide a space to list prescriptions and over the counter medications that the individual may be taking. The small print stipulates that you can make a list on a separate piece of paper of those medications for you own records and attach it to your copy of the Random Drug test form. Making a separate list is an option, not a requirement, but cer-

tainly it could not hurt. The form also states that should the results of the laboratory tests for the specimen be confirmed positive, the Medical Director Officer will contact you to ask you about prescriptions and over the counter medications you may have taken.

It is recommended you list any prescriptions, herbal supplements, and over the counter medications and retain with your records until you receive a negative test confirmation from the Company.

Ship's Representative Conference

On February 12, 2002 the ESU Ship's Representative Conference will commence at the Galveston Hilton Hotel in Galveston, TX and will run through February 15th. Travel days for this meeting for the Ship Representatives will be February 11th and the 15th. The Union will strive to have maximum attendance for this meeting, so please try make yourself available for this conference.

As outlined in the ESU Contract the purpose of this conference is to allow the Union to provide training for the Ship Representatives, which will improve the overall effectiveness of the Union. Management personnel will attend (1) day to discuss issues that the ESU believes will help the membership (i.e. benefits, training). In past meetings we have endeavored to provide training that is educational and informative about our Union and the Industry. The ESU plans to make to most of this opportunity to meet and will have a full agenda each day.

In January the ESU will send a detailed agenda to all Union officials that we expect to attend. With the recent election, there are many new Ship Representatives and Board members that need to work with their Fleet Manning Coordinator to schedule their attendance. If you have any questions, please don't hesitate to contact either Union office.

Christmas at SeaRiver

Twas the night before Christmas and all through SeaRiver,
The seamen were restless, their minds all-aquiver.
In a season renowned for peace, hope and good cheer,
Their thoughts of the future were apprehension and fear.

They worried about their pay, such a simple process,
You turned in your hours and payroll did the rest.
But, at SeaRiver Maritime, that isn't always true,
Sometimes they don't pay you, and sometimes they do.

They worried about the contract, not the new one next year,
But, of management honoring the present one without grievances and fear.
Surely if the contract is in black and white, and management abides by it,
It will all work out right.

But, again at SeaRiver, that isn't always true,
They don't always honor what they say they will do.
But we will try to be cheerful, and pursue our next quest,
To make the upcoming contract the absolute best.

ESU dues increase sought

Dear fraternal brothers and sisters:

In the near future all ESU members will receive a petition by mail. The purpose of the petition is to amend the ESU constitution and by-laws to permit a vote by the entire membership for a \$10.00 dues increase. Although the issue of a modest increase has been discussed in the fleet, and even suggested from time to time over the past few years, the ESU Board and Trustees have been adamant that no increase would be considered unless absolutely necessary. After carefully evaluating the Union's present financial condition and projecting our future needs, the Executive Board has concluded that a modest increase is necessary if we are to maintain our present level of effectiveness in serving the membership and maintaining our legal status quo.

The present dues structure has been in place since 1986. Legal fees are your Union's greatest expense and they have grown exponentially over the last few years due to a backlog of cases, and the company's reticence to settle any issue without taking it to arbitration. The petition that you will receive is not a vote for or against the increase. It is only a petition to place the amendment on a ballot to be voted on by the entire membership. A proposed amendment must receive signatures from 30% of the membership in good standing before it will be sent to the membership for voting. If the petition receives the required signatures, the Executive Board then has ninety days to send the proposed amendment to all members for voting. Please call either union office if you have any questions regarding this issue.

STCW deadline

The clock is winding down to the February 1, 2002 deadline. All members are reminded to be in compliance after January 31, 2002 and if you have not updated your STCW yet, please do so ASAP. Some RECs (US Coast Guard Regional Exam Center) may be able to provide same day service, however others are only taking applications through the mail and we understand that it can take several weeks to complete the renewal process. It would be prudent to check with the REC that you intend to use prior to renewing. We have heard that Miami and New Orleans have lengthy delays and only allow renewal through the mail. The REC in San Francisco, located on Coast Guard Island has been user friendly and has same day service.

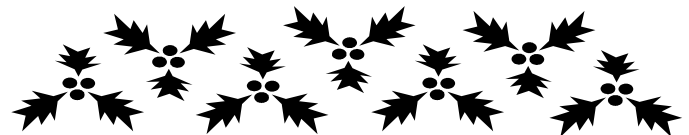
It is our understanding that most ESU members are STCW 95 compliant but there are a few that still need to renew. If SeaRiver Maritime Inc. hired you after August 31, 1998 you probably have received Basic Safety Training through new hire orientation and are therefore STCW 95 compliant for 5 years from the date of issue.

If SeaRiver Maritime Inc. employed you before August 31, 1998 you should have completed an onboard Basic Safety Training program according to standards approved by the USCG. This program was an alternate method for mariners to comply with STCW Basic Safety Training as outlined by the National Maritime Center in 1998. You may recall completing the Basic Safety Training assessment (checklists) onboard and being signed off by a designated officer. This document is your evidence of completing BST and the original (no copies) document should be accepted by any REC when renewing your STCW. Should you be unable to find your BST assessment, the Company is supposed to have a copy on file. You will need to contact the Training department for a copy. This document is good for five years from the date it was completed.

If the REC you are using to renew your documents will not accept the Basic Safety Training Checklist for renewal, you need to contact SeaRiver Training (877-290-1422 ext. 8) for assistance.

ESU Members in non-qualified entry-level positions (Ordinary, Wiper, Steward's Department) may not be issued a certificate unless they have other qualifications. If you sail in an entry-level position and have not been issued an STCW 95, you still need to have your original BST Checklist or Certificate from an approved course when signing on a vessel.

Once you have completed the process, please provide a copy of your document to Fleet Manning so it can be submitted to SeaRiver Training Group for record keeping purposes.

**EXXON SEAMEN'S UNION**

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Kevin Conroy

Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur

Engine Trustee Charlie Pollard

Steward Trustee Gerard Nelson

SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2001:

Organization/General Fund

Doug Alexander 40.00	Michael France 80.00	Carlos Medina 60.00	Stanley Robles 10.00
C. Anderson, in memory of	Tom Gatmaitan 20.00	Rudy Menchaca 200.00	Francisco Rosales 50.00
Bruce Anderson 25.00	Tom George 100.00	Steve Messenger 25.00	Steven Ross 100.00
Jose Angeles 20.00	Daniel Gonzales 500.00	Fritz Minder 50.00	Jose Rovelo 40.00
Mike Binsky 20.00	John Gouveia 50.00	Abdulhameed Mohamed 20.00	Edward Sabo 60.00
Carlos Bonilla 10.00	Scott Griggs 50.00	Leo Moore 110.00	Carl Schou 100.00
Neil Burkhardt 30.00	Vernon Haik 20.00	Martin Mortensen 50.00	Whitey Secrest 250.00
Rosario Cappelletti 20.00	Carrol Heick 20.00	Duane Nash 20.00	George Sherbula 10.00
Douglas Chesshire 100.00	Paul Herriott 25.00	Michael Nielsen 150.00	Chester Sherry 5.00
Donald Cushing 10.00	Charles Irvin 50.00	Julio Nunez 20.00	Chuck Smith 50.00
Steve Cushman 10.00	William Johnson 60.00	Jose Obsuna 10.00	Jack Stasko 75.00
Lee Dancer 45.00	JanPeter Johnsson 20.00	Carl Orange 25.00	Gary Stevens 25.00
John Drolla 90.00	Edward King 30.00	John Palanapa 20.00	Ernie Stimach 50.00
Joe Eckert 20.00	Yutaka Kuwatari 50.00	David Pangan 20.00	John Svane 40.00
Mike ElGani 80.00	Norman Kwak 100.00	David Paulson 40.00	Jack Swain 20.00
Paul Ellila 50.00	Gunnar Larsen 75.00	John Perez 20.00	David Sylstra 50.00
Leo Endries 50.00	Ernesto Legarte 45.00	Jack Post 25.00	Doug Taylor 30.00
Diane Ferrari 50.00	PeterPaul Liptay 50.00	Mike Potenti 80.00	Ivar Thorbjornsen 20.00
Erik Finnerman 50.00	Mark Littlejohn 20.00	Mario Ramella 150.00	Richard Tracy 10.00
	Gunnar Lundeberg 200.00	James Rexford 100.00	William Whoriskey 100.00
			Joseph Zygaj 10.00

West Coast Sailors

Anonymous 50.00	Romaine Dudley 60.00	Eric Kelm 20.00	Edouard Parlier 30.00
Gordon Abbott 50.00	Frank Dufek 40.00	Ed King 20.00	John Pedersen 30.00
Jerry AhSam 30.00	Mike Duvall 40.00	Richard Kingsbury 50.00	John Perez 40.00
Doug Alexander 60.00	Paul Ellila 50.00	Jacob Kippenberg 40.00	Raymond Person 70.00
Gerald Allen 50.00	Frank Enright 25.00	Don Kruse 20.00	Erik Petterson 20.00
Karl Andersen 10.00	Charles Erikson 100.00	Hannu Kurppa 20.00	Joseph Piscopo 65.00
Knud Andersen 50.00	David Erikson 30.00	Norman Kurtz 40.00	Pete Pokrajac 10.00
Bob Anderson 50.00	Thor Erikson 20.00	Doyle Lacy 10.00	George Pope 20.00
C. Anderson in memory of	Tony Fague 20.00	Eli Lalich 50.00	Frank Portanier 35.00
Bruce Anderson 25.00	Kenneth Fenley 10.00	Stanley Lane 80.00	Jack Post 25.00
Mike Apriciu 8.00	James Fernandes 250.00	Gunnar Larsen 25.00	Dick Price 25.00
Robert Arnall 10.00	Anthony Figueroa 75.00	Orson Larsen 10.00	Sal Rauf 10.00
Takayuki Asai 25.00	Erik Finnerman 50.00	Albert Laurel 10.00	Richard Reed 20.00
Emo Aulelana 20.00	William Fisher 10.00	Woodrow Leiter 125.00	Charles Regal 25.00
Bob Bacon 50.00	Ledo Forassiepi 20.00	PeterPaul Liptay 100.00	Thomas Riley 10.00
Michael Bailey 10.00	George Foster 100.00	Mark Littlejohn 20.00	Francisco Rosales 50.00
John Ban 20.00	Mike Fox 20.00	George Lomeli 25.00	John Rushing 50.00
William Barton 25.00	Michael France 20.00	Jose Lopez 60.00	Lloyd Rust 40.00
John Bataeff 20.00	Mamora Fukano 20.00	George Lua 40.00	Stephen Rydberg 50.00
Gunnar Beaver 20.00	John Gabourel 10.00	Peter Lucas 10.00	Edward Sabo 60.00
Raymond Bell 35.00	Jose Galeas 10.00	Chester Mael 25.00	James Saiki 20.00
Mike Binsky 20.00	Arthur Garrett 20.00	Juan Magana 30.00	John Savage 10.00
Martin Birdsell 30.00	George Gooden 65.00	Thomas Mariner 50.00	Whitey Secrest 20.00
Peter Bragg 60.00	John Gouveia 50.00	Joseph Marusak 40.00	Mrs. William Self 10.00
Christopher Bright 20.00	James Graham 10.00	Takeshi Masukawa 45.00	William Self 10.00
Ray Brown 24.24	Burnett Green 25.00	William McAndrew 30.00	Ralph Senter 20.00
Calvin Browning 40.00	Robert Greene 100.00	John McCarthy 25.00	Edward Sexton 25.00
Rosario Cappelletti 40.00	Clinton Gregg 120.00	John McNeill 20.00	Robert Shahan 50.00
Pat Carrillo 20.00	John Gugich 20.00	Louis Mendez 20.00	George Sherbula 10.00
Alexander Castillo 25.00	Thomas Gustin 40.00	Jack Milano 20.00	Chester Sherry 25.00
Thomas Casynn 100.00	Herman Hallman 150.00	Benjamin Miller 25.00	Virgil Sieben 10.00
Lee Cherry 20.00	John Hamann 30.00	Leonard Millsap 60.00	Jackie Silva 25.00
Douglas Chesshire 100.00	Ebbe Hansson 12.00	Fritz Minder 20.00	Andy Simkanin 25.00
Ray Chinen 20.00	Carrol Heick 40.00	Reynold Minoli 10.00	Charles Smith 25.00
Howard Christian 25.00	Paul Herriott 25.00	Abdulhameed Mohamed 25.00	James Springer 20.00
Richard Chung 20.00	Martin Hoogendam 20.00	Ramiro Montoya 30.00	Jack Stasko 70.00
O. Cochrane 10.00	Eugene Horden 10.00	Robert Morgan 20.00	Donald Steffens 25.00
Edward Coester 20.00	Philip Howell 50.00	Jerry Napier 100.00	Joseph Suire 25.00
Kevin Conroy 10.00	Michael Hudson 20.00	Duane Nash 10.00	James Swift 20.00
George Cooney 35.00	Leo Hunio 10.00	Robert Nash 100.00	Dave Sylstra 20.00
Michael Crehan 20.00	Charles Irvin 25.00	Jon Nelson 50.00	William Sypolt 20.00
James Cunningham 100.00	Arne Jakobsen 20.00	Peter Nishiyama 50.00	Tom Tamblyn 25.00
Lee Dancer 20.00	Marcelo Javier 25.00	Jose Obsuna 20.00	Douglas Taylor 20.00
Rex Daniels 45.00	Knud Jensen 20.00	Bill Ofsthus 50.00	Tim Thomas 10.00
William DeBenedictis 20.00	Evert Johansson 50.00	Scott Oliphant 30.00	Grant Thorne 20.00
Jerome Dominguez 20.00	Richard Jones 70.00	A.M. Olson 50.00	Clifford Thornhill 25.00
Richard Donner 25.00	Peter Karmelich 40.00	Miguel Palacios 40.00	Dennis Tinsley 25.00
Robert Doyle 25.00	James Kawasaki 20.00	John Palanapa 40.00	

continued on Page 9

West Coast Sailors

continued

Aaron Todalín	25.00
Maurice Toich	40.00
Fred Trench	25.00
Harry Tsukamoto	10.00
Tom Tynan	20.00
Richard Walsh	45.00
Harry Watts	10.00
Mike Webb	20.00
William Whoriskey	50.00
Chester Williams	20.00
Gilbert Wilson	25.00
Richard Wilson	25.00
Jack Wood	50.00
Johnny Yee	50.00
Carl Ziegeler	20.00

Anonymous	75.00
Gordon Abbott	50.00
Jose Angeles	40.00
Ray Baldwin	20.00
Don Bohle	25.00
Gene Castano	20.00
Ray Chinen	25.00
Howard Christian	25.00
Richard Chung	20.00
Rafael Cooper	10.00
John Crockett	40.00
Richard Cummings	280.00
James Cunningham	100.00
John Diaz	10.00
Frank Dufek	20.00
Joseph Eckert	20.00
Leo Endries	50.00
Diane Ferrari	25.00
Ray Flores	30.00
Daniel Foster	10.00

Wall of Honor

John Gouveia	40.00
Paul Herriott	25.00
Izzie Idris	50.00
Reuben Ingram	50.00
Verness Johansen	10.00
Dave Kaupiko	10.00
John Kelly	35.00
Don Kruse	20.00
Eli Lalich	50.00
Peter Leo	50.00
PeterPaul Liptay	50.00
Larry Loe	10.00
Raymond Martinez	10.00
Joe McDonald	10.00
David McMurry	3.00
James"Bill" Minster	80.00
Remiro Montoya	30.00
Martin Mortensen	50.00
David Munroe	10.00

Harry Naeole	20.00
Joseph Napier	35.00
Mike Nielsen	10.00
Donald O'Halloran	10.00
Vince O'Halloran	100.00
Carl Orange	20.00
Eric Partika	20.00
Milburn Pond	35.00
Dale Rodriguez	40.00
Francisco Rosales	50.00
Clifford Rouleau	10.00
George Sherbula	10.00
Jackie Silva	25.00
Donald Steffens	10.00
Ernest Stimach	40.00
Ivar Thorbjornsen	20.00
Dennis Tinsley	25.00
Johnny Yee	50.00
Stephen Zombro	50.00

Sailors' Political Fund

Gordon Abbott	50.00
Doug Ahuna	10.00
Jose Alves	20.00
Jim Anderson	20.00
Joseph Andre	100.00
Jose Angeles	50.00
Noel Balaguer	30.00
Mike Belleza	30.00
Dennis Belmonte	100.00
Rogelio Berioso	30.00
Archie Bickford	70.00
Martin Birdsell	25.00
Durwood Brady	20.00
Christopher Bright	20.00
Brian Burns	10.00
Robert Burns	20.00
Joseph Campos	100.00
Gene Castano	25.00
Alexander Castillo	25.00
Douglas Chesshire	100.00
Randy Coady	100.00
Edward Coester	20.00
Danny Colton	10.00
Dave Connolly	75.00
Kevin Conroy	5.00
Robert Copeland	40.00
Linda Cramp	20.00
John Crockett	40.00
Richard Crowell	60.00
Lee Dancer	45.00
Martin Davis	20.00
Andre Dayley	40.00
William DeBenedictis	40.00
John Diaz	10.00
Jay Dillon	20.00
Michael Dirksen	80.00
John Drolla	40.00
Frank Dufek	20.00
Mike Duvall	80.00
Joseph Eckert	30.00
Mike ElMobdy Jr.	60.00
Leo Endries	100.00
Jeff Evanhus	26.00
Steve Everson	10.00
Tony Fague	90.00
Diane Ferrari	75.00
Cesar Finones	25.00
Ray Flores	100.00
Steve Foster	90.00
Michael Fox	20.00
Edgardo Franco	20.00
Louis Frazier	180.00
Dan Gabaree	50.00
Lynn Gador	10.00
Robert Garcia	420.00

Pete Gardiner	70.00
Arthur Garrett	60.00
Joe Ginez	20.00
Marvin Glasgow	165.00
Allen Gonzales	10.00
Juan Gonzalez	20.00
John Gouveia	50.00
Robert Greene	100.00
Tom Gustin	40.00
Vernon Haik	10.00
John Hamann	20.00
Mark Hargus	20.00
David Hart	10.00
Carrol Heick	20.00
Michael Henneberry	140.00
William Henneberry	175.00
Paul Herriott	25.00
Philip Howell	100.00
Michael Hudson	10.00
Izzie Idris	50.00
Sid Idris	120.00
Reuben Ingram	50.00
Thomas James	10.00
Marcelo Javier	25.00
Knud Jensen	120.00
JanPeter Johnsson	60.00
Anthony Jones	13.00
Richard Jones	70.00
Hans Jorgensen	50.00
John Kelly	105.00
Craig Kerwick	5.00
Maat Kheru Amani	25.00
Richard Kingsbury	25.00
Jerry Komoto	30.00
Don Kruse	20.00
Hannu Kurppa	25.00
Norman Kurtz	110.00
Yutaka Kuwatari	50.00
Sung Kwak	50.00
Mark Lafayette	10.00
Gunnar Larsen	75.00
Ernesto LeGarte	65.00
Peter Leo	50.00
Brian LePrevost	40.00
Paul Limback	60.00
PeterPaul Liptay	100.00
Larry Loe	40.00
Jose Lopez	50.00
George Lua	40.00
John Lundborg	200.00
Gunnar Lundeberg	325.00
Duke Maringer	20.00
Donnie Marris	50.00
Fredrick Martinez	50.00

Raymond Martinez	10.00
Joseph Marusak	20.00
Take Masukawa	25.00
Billy McAndrews	20.00
John McCarthy	25.00
Gary McDevitt	110.00
Mike McLavy	420.00
Carlos Medina	25.00
Rodolfo Menchaca	300.00
Louis Mendez	20.00
Steve Messenger	25.00
Jack Milano	20.00
Fritz Minder	50.00
Reynold Minoli	10.00
Abdulhameed Mohamed	20.00
Joseph Moniz, Jr.	10.00
Martin Mortensen	50.00
Harry Naeole	20.00
Jerry Napier	100.00
Joseph Napier	35.00
Duane Nash	20.00
Jon Nelson	50.00
Michael Nielsen	50.00
Donald O'Halloran	60.00
Vince O'Halloran	400.00
Terrance O'Neill	62.00
Ted Ochoa	10.00
Bill Ofsthus	100.00
Scott Oliphant	30.00
Carl Orange	50.00
Mike Orosz	50.00
Miguel Palacios	60.00
John Palanapa	20.00
David Pangan	40.00
Michael Parenteau	65.00
Eric Partika	60.00
Tim Patricio	10.00
Donald Persian	100.00
John Peterson	50.00
Mark Pfaff	70.00
Michael Pfleeger	50.00
Edward Phillips	60.00
Thomas Phillips	20.00
Raymond Pinochi	40.00
Milburn Pond	35.00
Mike Powell	50.00
Ray Ramirez	125.00
Steve Rappollee	100.00
Asad Rasuslah	5.00
Richard Reed	20.00
George Roberts	20.00
Teo Rojas	30.00
Francisco Rosales	50.00
Mitch Roseveare	20.00

Teo Roxas	20.00
Jeremiah Rozell	10.00
Randy Runyan	70.00
Stephen Ryberg	100.00
James Savage	30.00
John Savage	20.00
Gregory Schauf	50.00
Carl Schou	100.00
George Shaffer	20.00
Dave Shands	20.00
George Sherbula	10.00
Chester Sherry	5.00
Agusto Silva	70.00
Bruce Smith	80.00
Ted Soderberg	20.00
Mike Soper	20.00
Dawnelle Spaccorotelli	20.00
Chuck Stahl	50.00
Jack Stasko	25.00
Donald Steffens	25.00
Gary Stevens	25.00
Richard Stinson	30.00
John Svane	30.00
Jack Swain	20.00
Steve Swinton	20.00
Dave Sylstra	20.00
Douglas Taylor	20.00
Robert Taylor	100.00
Art Thanash	200.00
Morris Thibodeaux	160.00
Grant Thorne	20.00
Dennis Tinsley	100.00
Maurice Toich	10.00
Richard Tracy	20.00
Fred Trench	300.00
Harry Tsukamoto	10.00
Remoni Tufono	30.00
Louie Urbano	5.00
Robert Vandermeij	5.00
Gene VanKlinken	80.00
Colin Walker	10.00
Francis Walsh	80.00
Grant Wegger	130.00
Patrick Weisbarth	40.00
William Whoriskey	50.00
Will Williamson	20.00
Gilbert Wilson	50.00
Richard Wilson	25.00
Thomas Wilson	10.00
John Winterling	100.00
Elroy Wong	10.00
Jack Wood	50.00
Paul Wuestewald	50.00
Antonio Ymas	20.00
Steven Zachmann	20.00

Holiday cheer in Wilmington



Inger Henson and Mike Brady (from left) from Peninsula Family Health brought some Christmas cookies for the Wilmington Hall. Also enjoying the coffee and cookies are Linton Acliese (MFOW) Bill DeBenedictus (SUP), Tom Riley (Wilmington historian) and Wilmington Branch Agent Mark Hurley (SUP).

Photo by Anthony Poplawski

Finnish Seamen's Union warns of flag exodus if tax system remains

The Finnish Seamen's Union is concerned that a more advantageous tax system in Sweden could drive Finnish shipowners from the nation's flag.

Union Chairman Simon Zitting said that shipowners in Finland will only be compensated for part of the social security and tax expenses incurred for employing Finnish mariners.

In Sweden a net wage system that went into effect in October reimburses Swed-

ish shipowners in full for those costs. This makes registration in Sweden 60% cheaper than in Finland.

Zitting believes that Viking Line, which has six of its seven ferries under the Finnish flag would gain \$21 million a year by shifting its fleet to the Swedish flag. According to Zitting, the \$21 million figure "is higher than the total amount paid by Viking in dividends each year."

Oregon to refund mariners who were double taxed

The Oregon Legislature has passed legislation to allow mariners who were subjected to recently outlawed dual-taxation to collect refunds. Some maritime workers who operate in more than one state were asked to pay taxes in multiple jurisdictions. Truck drivers, air pilots and rail workers were exempt from these provisions. Merchant mariners did not receive the same courtesy until a bill, forwarded by two lawmakers from the State of Washington, was signed into law in November 2000. Now the State of Oregon has applied the law retroactively so that mariners who were forced to pay the double tax can receive restitution. This is the first state that has applied the law retroactively.

Tax bill to aid U.S. container shipping industry proposed in House

Representative Jerry Weller (R-IL) introduced a bill in the House of Representatives last month that would aid the U.S. container shipping industry. The Restore Access to Foreign Trade (RAFT) Act (H.R. 3312), would reverse tax law "that has nearly destroyed our great maritime system by excluding shipping income from Subpart F, a section of the IRS Code affecting the taxation of U.S. controlled foreign corporations (CFC)."

Prior to 1976 income earned by CFCs from U.S.-owned foreign shipping operations was not treated as Subpart F income and was subject to taxation only when repatriated or brought back into the United States. The Tax Reform Act of 1976 eliminated this deferral except for foreign shipping income reinvested in certain qualified shipping investments.

The 1986 Tax Act repealed the reinvestment exception, subjecting foreign shipping income earned by CFCs to current taxation.

Representative Weller said that "while the issue may sound complicated, the consequences are simple; the U.S.-owned liner

container trade has seen its market share drop from nearly 22 percent in 1994 to just three percent in 1999. Thousands of jobs across America have been lost. This decline is dangerous from both an economic and national security standpoint — loss of an economically important industry and our country's inability to rely on the availability of a U.S. fleet in times of national security crises." Weller added that "at this critical time, national security concerns are uppermost in our minds. The immediate availability of U.S.-owned vessels in times of national security crises is a key component of the U.S. government's defense program. The anti-competitive impact of Subpart F will continue to erode the U.S.-owned fleet and will ultimately result in an international marketplace that has not American participation.

H.R. 3312 is cosponsored by Representatives Judy Biggert (R-IL), Phillip Crane (R-IL), Mark Foley (R-FL), Charles Rangel (R-NY), and John Shimkus (R-IL) and currently is under consideration by the House Ways and Means Committee.

Vice President's Report

December 2001

STCW

As everyone is aware, February 1, 2002 marks the day when all of our seagoing members must have the STCW '95 certificate in their possession when signing aboard ship. Any member who has taken Basic Safety Training but has not yet been issued an STCW '95 certificate is living on borrowed time. If a ship sails on a voyage that is scheduled to go beyond February 1, 2002, those sailors without STCW '95 certificates may be denied employment, even if they have taken Basic Safety Training. Members can get individual analysis of their certification requirements by calling either Rich Reed or I to discuss.

LMSRs

Our trained LMSR sailors demonstrated their usual skill in seamanship during the successful Operation Bright Star just concluded. The USNS *Fisher* and *Seay*, now home ported in Baltimore, each moved more military cargo than any other single ship in history. The USNS *Pililaau*, now home-ported in Norfolk along with the *Mendonca* and the *Gilliland*, called at a number of ports in the Mediterranean Sea before off-loading in Savannah, GA. The USNS *Gordon* is in the shipyard in Boston, MA, and the USNS *Yano* and *Shugart* are both moored outside New Orleans. The recent movements of these ships prove that our LMSR sailors are not simply committed to LMSR employment, but also to fulfilling the mission of these ships in classic SUP style.

Foss

Along with co-delegate Tom Tynan, met with company representatives Ern Russell and Scott Merritt on December 4, 2001, on a number of issues. Registration, qualifications, safety and conceptual seniority interpretations were all discussed. These and other subjects will come before a meeting of the full Foss membership after the first of the year.

Norwegian Star

Shuttles in the rocking loom of history,
the dark ships move, the dark ships move,
their bright ironical names
like jests of kindness on a murderer's mouth;

Those lines by the U.S. poet Robert Earl Hayden seem particularly appropriate given the appearance of the flag-of-convenience cruise ship Norwegian Star in Honolulu. The Star is beginning regular sailings from among the Hawaiian Islands to Fanning Island some 600 miles to the south. The system is the same as in Miami, Seattle, Vancouver, and Los Angeles; gain access to the vast U.S. leisure market—without paying taxes, without hiring American labor, without conforming to U.S. safety, environmental, or criminal law—simply by calling at a foreign port during the voyage to evade the letter of the Passenger Services Act of 1886. Of course, the intent of the law is obscenely trampled, and in this case, possibly more. As Norwegian Cruise Lines takes advantage of Hawaii's present economic woes, it is depending also on the uncertain fact that Fanning Island is in fact an undisputed part of the sovereign country Kiribati. Preliminary research conducted by the Union in conjunction with a watchdog group called State Department Watch, indicates that Fanning, which became a U.S. possession under the Guano Islands Act of 1856, may never have been by ceded by the United States. If this is true then NCL will have more than the blood of its oppressed workers on its hands, it will be forced to pay enormous fines for violation of U.S. customs law. Will keep the membership posted on the battle against this latest infringement on our jurisdiction.

California Labor Federation Convention

Along with rank-and-file members Duane Nash and Tom Larkin, Wilmington Branch Agent Mark Hurley, and President Gunnar Lundeborg, on November 28th attended the Pre-Primary Convention of the California Labor Federation in Los Angeles. The purpose of the meeting was to determine labor's endorsement for candidates in next year's state and federal political races. It was a lively session, with numerous floor actions and votes, and the endorsements ultimately adopted were all strong maritime supporters and favored by the SUP.

Happy holidays to all sailors at sea and ashore.

Dave Connolly

Record of SUP Shipping November 2001

	Hdqs.....	Seattle	Wilm	Hono	Total
Bosun	4.....	2	3	2	11
Maint. Man.....	6.....	0	0	0	6
A.B. Dayworker .	0.....	0	5	0	5
A.B	18.....	10	15	7	50
Ship Util.	0.....	1	0	0	1
Standby	43.....	11	75	18	147
Cook.....	0.....	0	1	0	1
TOTALS	71.....	24	99	27	221



SUP President's Report

December 10, 2001

SETTLEMENT: LAWSON v. SUP

As reported in February, March, April, July, September and October, the SUP Building Corporation was served with a complaint filed with the United States District Court for the Northern District of California (San Francisco) on November 3, 2000, by attorneys for William Lawson alleging that the Building Corporation violated the Americans with Disabilities Act and the California Unruh Civil Rights Act when Mr. Lawson attended a concert at the Headquarters building on October 21, 1999.

Also named in the complaint, which called for injunctive relief and damages is Systems XIX, Inc./Maritime Hall Productions, which until last month was a tenant at Headquarters leasing the auditorium and producing concerts.

At a settlement conference held on November 15, before U.S. Magistrate Judge Wayne B. Brazil, at the federal courthouse in Oakland, the parties agreed to the following:

1. Systems XIX, Inc's insurance carrier, Terra Nova Insurance Company, agreed to pay Mr. Lawson \$80,000 in exchange for a dismissal of all his claims against all defendants, including the SUP Building Corporation;

2. Terra Nova agreed that in exchange for the SUP Building Corporation dropping its bad faith claim against that carrier it would pay the Building Corporation \$55,000 as partial reimbursement for legal costs. The check for \$55,000 was received on November 30;

3. The SUP Building Corporation agreed to alter the third-floor restrooms to make them accessible to wheelchair users. With respect to handicapped access to the third floor from street level, the parties agreed that the Building Corporation shall enter a consent decree requiring that an unspecified means of handicapped access from the street level to the third floor shall be installed before that space is occupied by a public accommodation. No access need be provided unless and until the third floor is reopened as a "public accommodation."

The authority to settle this case was given to your secretary at a meeting of the Building Corporation Trustees on October 1.

The Building Corporation still has a bad faith lawsuit pending against Ulico Casualty Company, the Corporation's insurance carrier, for its refusal to defend the Corporation and its refusal, thus far, to make any settlement offer. Action is also pending against Systems XIX for repairs to the building caused by its tenancy.

Will keep the membership informed as to the status of this matter.

BURGESS v. SUP

As reported in August, September and November, Wayne Burgess filed suit against the Union on July 16, contending that the SUP violated his right of due process when it removed him as Wilmington Branch Agent after a trial held on charges brought by Duane Nash in accordance with the SUP Constitution.

Since that time, Glenn Rothner of the Pasadena, California law firm of Rothner, Segall & Greenstone, retained by the Union to defend it in this suit and Duke Peters, Burgess' attorney have disclosed relevant documents. The depositions of Burgess, Nash and your secretary were taken on November 19, and 20. The deposition of former Wilmington Branch Agent Bill Berger is scheduled for December 14.

At a conference with Judge George H. King of the U.S. District Court for the Central District of California Western Division (Los Angeles), the parties agreed that there would be no need for a formal trial in this case. Instead, Judge King will review the transcript of the Trial Committee proceedings held at the Wilmington Branch on September 5, 2000, and the transcript of the Appeals Committee proceedings held at Headquar-

ters on December 1, 2000, along with the deposition transcripts. In addition, no later than January 17, 2002, Judge King will receive written legal argument from both sides, and will hear oral argument from the attorneys in late February or early March. At that point Judge King will issue his decision.

The SUP's position is that Burgess' claims are frivolous, unreasonable and groundless; and accordingly, Judge King should dismiss the case and the Union should recover all costs and attorney's fees incurred.

SAN FRANCISCO BAR PILOTS

The San Francisco Bar Pilots have proposed awarding a bonus to the steady crews of the station boats *California* and *San Francisco* for their support of the U.S. Coast Guard Sea Marshal program.

In discussions with Captain Peter McIsaac, Port Agent of the Pilots, the Pilots propose that SUP members with a minimum of forty days paid station boat service between September 15 and November 15 be given a bonus of \$1,000.

While acknowledging in a letter dated December 6 that all employees of the Pilots "have done an excellent job in supporting the ramp up of the Sea Marshal program," Captain McIsaac stated that the station boat crews "had to endure additional stress" as the presence of the Sea Marshals aboard the pilot vessels made tight quarters even tighter. Station boat crews live and work on the vessels four days on, 11 miles off the Golden Gate, and four days off.

Although the SUP has historically preferred to improve wages through bargaining that affects all, recommend that the bonus proposed be approved on a non-precedent basis.

CALIFORNIA LABOR FEDERATION

As a Vice President of the California Labor Federation, participated in that organization's Executive Council meetings in Los Angeles on November 26, and 27 and the Federation's Pre-Primary Convention on November 28, along with SUP delegates Dave Connolly, Mark Hurley, Tom Larkin and Duane Nash. Mark Littlejohn, who was elected by the Wilmington Branch, was unable to attend.

The Executive Council interviewed candidates for Governor, Lt. Governor, Secretary of State, Controller and Superintendent of Public Instruction and made recommendations for those positions as well as for members of Congress, State Assembly and State Senate.

Those recommendations were then discussed, debated and ultimately acted upon by the convention delegates. Further information on the convention will be in this month's *West Coast Sailors* and a complete list of the Federation's recommendations will be published in the February issue prior to the March 5, 2002 California Primary election.

MARITIME TRADES DEPARTMENT

Along with MFOW President Whitey Disley, attended the AFL-CIO Maritime Trades Department Convention in Las Vegas on November 29, and 30.

The convention acted on resolutions that directly impact on the membership including cabotage laws, flags-of-convenience and the Maritime Security Program. Information on these and other convention issues will be in the December *West Coast Sailors*.

Was also designated at a delegate to the AFL-CIO Convention (which was also held in Las Vegas) but due to Union business was unable to attend.

SUP ELECTION

All members eligible to vote in the biennial election of SUP officers and referenda on proposed Constitutional Amendments and Shipping Rule changes should have received their secret mail ballot by today's meeting.

If you have not received a ballot, write to Robbin A.

Johnson, Manager, Non-Governmental Elections Services, Sequoia Voting Systems, 7677 Oakport Street, Suite 800, Oakland, California, 94621, to request one.

Sequoia, the impartial balloting agent selected by the membership, will then send a ballot to your mailing address. No ballots will be mailed to any SUP hall.

Balloting will continue through December and January and will be tallied on February 1, 2002.

Exercise your right and obligation as a member: be sure to vote.

HOLIDAYS

All SUP halls will be closed on Christmas Eve, Christmas Day, New Year's Eve and New Year's Day.

Christmas Day and New Year's Day are holidays under all SUP collective bargaining agreements.

Christmas Eve (Monday, December 24) and New Year's Eve (Monday, December 31) are ILWU holidays and, therefore, are recognized holidays for SUP members working under the American Ship Management and Matson Navigation Company shoreside maintenance agreements on the West Coast and in Matson vessels in West Coast ports on those dates.

Christmas Eve and New Year's Eve are also holidays for the run boat crews, the dock bosun and the dispatchers employed by the San Francisco Bar Pilots.

Next month SUP halls will be closed on January 21 in observance on Martin Luther King, Jr.'s birthday, a holiday under all agreements except those with Chevron and Foss. Due to the holiday Branch meetings will be held on Tuesday, January 22, 2002.

ACTION TAKEN

M/S to accept the San Francisco Bar Pilot's bonus. Carried unanimously.

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

Gunnar Lundeberg

SUP Meetings

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

	Hdqs. Branch	
January	14	22*
February	11	19*
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	15*	21
November	12*	18
December	9	16

*Tuesday

Six members join pension ranks

Six SUP members have joined the rank of pensioner, bringing the total number of SUP members now receiving a pension to 1026:

Ronald C. Christensen, 62, Book No. 4766, joined SUP in 1966, 10 years of seetime.

Richard D. Cychowski, 74, Book No. 4724, joined SUP in 1953, 33 years of seetime.

Ronald E. Jussila, 67, Book No. 15335, joined SUP in 1967, 14 years of seetime.

John C. Henry, 55, Book No. 5820, joined SUP in 1967, 27 years of seetime.

Eric R. Klungreseter, 52, Book No. 3160, joined SUP in 1967, 20 years of seetime.

Lloyd S. Whittall, 69, Book No. 3621, joined SUP in 1967, 24 years of service.

SUP Branch Reports

Seattle

November 19, 2001

Shipped during the period: 1 Bosun filled by an A-card; 6 AB's taken by 2 A's, 3 B's and 1 C-card. 8 standby's filled by 6 A's, 1 C and 1 D-card

Registered during the period: 13 A-cards for a total of 34; 8 B's for 21; and 8 C-cards for 20

Ships checked

APL Thailand, APL Philippine, APL Singapore back from Far-East runs with little or no trouble. The Kauai and the R.J. Pfeiffer running smoothly. The Maui had a sailing board issue that was resolved aboard the ship.

Attended the King County Labor Council and Puget Sound Maritime Trades Port Council meetings. The King County Labor Council recognized the Sailors' Union of the Pacific for its work with the "Labor to Labor" Member Mobilization during this year's election where a Labor friendly Mayor, County Councilwomen and Port Commissioner defeated union busting opponents. The anti-union Seattle Times and the Seattle Post-Intelligencer both acknowledged that it was the "Get out the Vote" efforts by Labor that carried this election.

Politics is our most important battleground in the maritime industry; if you cannot help by volunteering, then please contribute to our Union's political fund.

Please vote during this year's Union election. And please vote to fund our Union properly.

Vince O'Halloran
Branch Agent

Wilmington

November 19, 2001

Shipped during the period: 5 bosuns, 15 ABs, 3 AB Maint., 3 OS, 1 cook and 107 standbys, for a total of 134 shipped.

Registration stands at 46 A members, 27 B members, 14 C members and 3 D members.

Ships checked

President Wilson, Lihue (3x) Remoni Tufono, delegate; APL Korea, Lurline (3x), Robert Morgan delegate; President Truman, President Grant, Ewa (2x) Steven Crute, delegate; APL Thailand; Manulani (2x), Jon Rose, delegate; President Jackson, Manoa, APL Philippines, Chevron Washington, President Kennedy, Mokihaana, President Adams, R.J. Pfeiffer, Mahimahi, President Polk.

Vice President Dave Connolly and SUP Welfare expert, Rich Reed attended our branch meeting and answered many questions from the rank-and-file. Thanks to both of these fine officials from the Wilmington Branch.

Dave Connolly talked about establishing a marline spike school at each of the branches and asked us to start a list of volunteers to teach the course.

Meetings attended: Oct. 15 Los Angeles County Federation of Labor; Oct. 19 Maritime Trades Department; Oct. 25 lunch/meeting Maritime Trades Department, Councilwoman Janice Hahn spoke; Oct. 26 Port Security meeting; Nov. 9 Port Security meeting with USCG, Port Police, LAPD, LAFD, Cal-OSHA and several harbor unions.

At Port Security meetings, Tony Poplawski, MFOW Agent and I are making sure that Item 17(n) of the agreement doesn't get lost under the new Port Security Rules. 17(n) states that on employer controlled terminals, when joining or leaving a vessel, an unlicensed seaman shall be permitted to drive an auto or taxi to the anyway in order of transfer personal effect at times when cargo operations are not being conducted.

Also I would like to stress heightened awareness especially in Port. Take a minute to look around. If you see something unusual or suspicious, report it.

Don't forget to vote. Let's vote out he Saturday call and let's vote in the dues increase. We can each handle 80 bucks more a year. It's a small difference to each of us but a big difference to our Union.

Happy New Year!

Mark Hurley
Branch Agent

Honolulu

November 19, 2001

Shipped during the period: 3 ABs, 2 AB reliefs, 1 OS, filled by 1 A member, 4 B members and 1 C member. Also shipped 13 standby jobs filled by 2 A members, 5 B members and 6 C members for a total of 19 jobs shipped.

Registration during the month of October: 7 A members, 4 B members, 7 C members and 2 D registrants. To date we have 13 A members, 9 B members, 9 C members, and 8 D registrants, for a total of 39 registered.

Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Lihue, Kauai, Manulani, m/v R.J. Pfeiffer, and Ewa. All with few or no problems, Paint and rigging gang running smoothly with George Lua as bosun.

On November 11, manned the Hawaii Port Council booth at the Honolulu Harbor Festival. This event draws public awareness to the importance of the maritime industry to the state of Hawaii. The Port Council booth passed our reams of information on the Jones Act.

On November 14, attended the Hawaii State AFL-CIO Convention where a new state president and executive board was elected. Wish to thank Trevor Motlow for holding down the union hall while I was attending the AFL-CIO Convention.

On November 21, attended the monthly Hawaii Port Council meeting. Later that afternoon along with Charlie Rafael attended the dedication and Hawaiian blessing of the new Maritime License Center Fire Fighting. This facility is available to Hawaii members for STCW training purposes.

The Honolulu members wishes all our brother and sisters a Mele Kalikimaka and Hauoli Makahiki Hou (Merry Christmas and Happy New Year).

Mike Duvall
Branch Agent

**SUP Members:
Be sure to Vote!**

Norfolk Office

November 19, 2001

Shipped a total of 11 in the last three weeks: 1 Bosun, 8 ABs, and 2 OS. Jobs were filled by: 1 B, and 10 C cards.

Registered for shipping: 1 A card, 1 B card, 3 C cards and 4 D registrants.

The month of October was extremely busy. SUP Vice President Dave Connolly was here October 15. Attended S.O.C.P. meetings with other maritime unions.

We made the rounds of all ships in port. Dave answered a lot of questions on contractible items, also health & welfare.

On October 20, I paid off the USNS Pililaau, bosun Joe Moniz Jr. brought the ship in "Bristol Fashion." Top Gang minor problem C/M bird-dogging on deck. Spoke with the Captain and it is squared away.

Also at this time I want to thank Joe Jr. for his gift to the Norfolk hall—a clock wheel from Taiwan. On October 21, I flew to New Orleans and paid off the USNS Shughart in Violet, LA. Bosun Mike Henderson did a fine job, good gang, bum trip—collected O.T.

For those involved, on a nasty garbage clean up also pen meal disputes. Deck delegate G. Babock did a good job with the sheets.

On that afternoon, I flew to Fort Lauderdale and made the Chevron Arizona, as always a fine reception from the gang, Ramon Morales deck delegate. Clean ship running smoothly.

Also in that same week, crewed up the USNS Seay, and the USNS Fisher, as they sailed for the Mediterranean, Operation Bright Star. The following week crewed up the USNS Mendonca and sailed for Egypt, Mark Hargus bosun and Dave Pangon deck delegate good gang, good ship, good captain.

On November 11, the USNS Yano will FOS to go to Violet LA. The rest of the ships in the area USNS Gorden USNS Gililand, at NIT, both in very good shape with happy gangs.

My Best Wishes to all hands on Thanksgiving. I will be on a weeks vacation, Brother Mike Binsky will be here to handle the phone. Best Regards

Jack Stasko, SUP Representative

San Francisco Business Agent

December 10, 2001

Chief Gadao - Ian McLeod, delegate: Routine.

Kauai - Rich Cahill got off hurt and Mike Dirksen took over the delegate's duties. Sonny Cooper relieved Sid Idris as bosun. Vessel in good shape.

Mahimahi - Tony Montoya, delegate: OK.

Manoa - Joe Moniz, Jr., delegate: OK.

Manulani - Jon Rose turned over the sheets to Pete Karmelich. This ship came in to take cargo for the Matsonia.

Matsonia - Art Garrett, delegate. Due out of the yard next week.

Maui - Chuck Maringer, delegate: Vessel due for boiler work in the northwest.

Mokihaana - Miguel Palacios, delegate: OK

Moku Pahu - Angel Gojilde, delegate: Vessel will discharge her cargo in North Korea, and proceed to the shipyard in China.

R.J. Pfeiffer - Rudy Menchaca, delegate: Ship came off the Guam run, took Christmas trees to Hawaii, and is set to go on the Los Angeles-Honolulu run.

San Francisco Bar Pilots - New delegate is Steve Messenger. Fraternal reminder: your dues must be current to be eligible to work.

Foss Maritime - Tom Tynan and Mike Worth co-delegates. Bunkering operation has been busy. Fraternal reminder: your dues must be current to be eligible for work.

Chevron Colorado - Jeremy Meads, delegate: Paul Seager is the bosun.

Chevron Mississippi - Thor Erikson, delegate; Mike Fox, bosun: Vessel in Brownsville, Texas.

Chevron Washington - Sham Elsayed turned over the overtime sheets to Peter Selivanov.

Chevron Dock - Kingsley Baidoo, bosun relief.

Ready Reserve Fleet-Alameda-Danny Foster, delegate: Everything quiet for the time being.

ASM Shore Gang - Mario Ramella, delegate: OK

President Adams - Bert Genita, delegate; Carl Schou, bosun: OK

President Grant - Steve Rydberg, delegate; Harry Naole, bosun.

President Jackson - John Fernandez turned over the sheets to Dennis Tinsley. All is in good order.

President Kennedy - Dan Gonzales took the delegate's job from Dave Berger who got off time up.

President Polk - Tom O'Dell, delegate: In good shape.

President Truman - Ernest Stimach turned over the sheets to John Kerlin. Frank Portainer returned as bosun.

President Wilson - Diane Ferrari turned over the sheets to Bill Whoriskey. Art Pond is the new serang.

Bill Henneberry

Dispatcher's Report

Headquarters—Nov 2001

Deck	
Bosun	4
Carpenter	0
MM	6
AB	18
OS	0
Standby	43
Total Deck Jobs Shipped	71
Total Deck B, C, D Shipped	10
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.	10
Total Registered "A"	81
Total Registered "B"	77
Total Registered "C"	9
Total Registered "D"	10