

Happy Holidays to all Hands from the Sailors' Union of the Pacific



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, December 19, 2003

Norwegians to honor Andrew Furuseth

In honor of the 150th anniversary of the birth of the Sailors' Union of the Pacific's legendary leader, Andrew Furuseth, the Norwegian Emigrant Museum, has broadcast a worldwide request for speakers and papers for a seminar on "The Emigration From Europe and the Labor Movement."



Andrew Furuseth

The event will take place at Emigrant Museum in the town of Ottestad, north of the Norwegian capital Oslo, from June 24-27, 2004.

Furuseth was born in Romedal, Norway on March 12, 1854, sailed under five different flags before joining the Coast Seamen's Union on June 3, 1885—three months after it was founded.

Elected secretary-treasurer in 1887, Furuseth negotiated the amalgamation of the Coast Seamen's Union with the Steamship Sailors' Protective Union in 1891 resulting in the Sailors' Union of the Pacific.

Under his forceful leadership, the fight by the militant Sailors' Union was carried on relentlessly through the courts, the Congress and into the White House until by a series of laws, the bonds of slavery were struck away and the sailors stood free.

Hailed in Congress as the "Abraham Lincoln of the Seas," Furuseth fought for the passage of the Maguire Act (1895) which abolished the desertion law, under which a sailor could be imprisoned for leaving a ship in the coastwise trades, and outlawed the crimp's right to obtain a sailor's allotment from a captain; the White Act (1898) which abolished the desertion law for mariners in offshore ships in U.S. ports, abolished the beating of seamen by "bucko" mates and skippers and gave seamen the right to draw up to half their wages in port.

In 1915, Furuseth and Senator Robert LaFollette stood at the side of President Woodrow

Furuseth

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Coast Guard Commandant urges elimination of substandard ships

Admiral Thomas H. Collins, Commandant of the U.S. Coast Guard has called for the elimination of substandard ships on the world's sea lanes.

"Substandard ships have no place in today's world," the Coast Guard Commandant declared in a stirring speech before the Propeller Club in Washington, D.C. last month.

To aid maritime security, the Coast Guard will work both on the national and international fronts to ensure transparency in international shipping so that substandard ships can be eliminated from international commerce, Collins said.

It is important to know high-risk flag states, high-risk vessels, high risk ship registries, and high-risk vessel charterers, the Coast Guard chief said.

The Coast Guard will screen vessels and "board those that pose an unacceptable security risk," Collins pledged. As leaders in maritime safety and security standards, it is incumbent

upon the U.S. to enforce such standards, the Coast Guard Commandant said.

To bolster maritime security, international partnerships are "absolutely essential," Collins said. "Trans-national terrorist threats honor no national border."

The Coast Guard is building a security regime through a policy known as "maritime domain awareness" in cooperation with the International Maritime Organization. So far 108 nations of the IMO have agreed to develop new security policies, Collins said. "Maritime security measures must be implemented on a global scale," the Coast Guard chief said.

Together, the IMO and the Maritime Transportation Security Act (MTSA) form the "core foundation" of maritime transportation security, Collins said. To this end, the Coast Guard will be enforcing final MTSA regulations by July 1, 2004, Collins said. "We have a sense of urgency about this," Collins

continued, adding that domestic carrier and port facilities' security plans must be submitted to the Coast Guard by December 31. "We will not falter and we will not waiver" from our duties under the law to detain or prevent high-risk ships from entering U.S. ports, Collins pledged.

In a short interview after his luncheon speech, Collins welcomed the recent passage of a new and upgraded Maritime Security Program (MSP) as a plus for bolstering maritime transportation security.

"I have great respect" for U.S.-citizen merchant mariners and U.S.-flag shipping companies, Collins told the *Washington Letter*. The U.S. is the world's leader when it comes to high vessel safety and security standards and, "as the [U.S.-flag] base is expanded" under the new MSP, this will be a "positive development," the Coast Guard Commandant said.

Courtesy: AMC Washington Letter

Foreign-flag vessels chartered by United States vulnerable to terrorist attacks

Dozens of foreign-flag cargo ships chartered by the U.S. military to carry supplies and equipment to American forces worldwide are vulnerable to terrorist attacks while visiting ports in the Caribbean Sea, South America, Europe and Africa, a congressional watchdog agency has concluded.

The General Accounting Office said officials in the U.S. Southern Command and the U.S. European Command generally do not require the chartered ships to submit detailed port security plans. Warships

and cargo ships owned by the military must submit such plans.

The GAO also reported that at least some chartered ships transiting the Mediterranean Sea and other European waters are allowed to stop at ports not included on a safe list prepared by the European Command.

The U.S. military has divided responsibility for its worldwide operations between five regional commands.

European Command is responsible for Europe and much of Africa, including the waters around them; Southern Com-

mand is responsible for Central and South America and nearby waters, including the Caribbean.

In a pair of reports, one issued December 1, on port security in the Southern Command, and the other released last month on the European Command, the GAO asserted that: None of the 84 "voyage charters"—ships under one-trip contracts to the military to carry supplies—passing through Southern Command's jurisdiction between September

Foreign-flag vessels

continued on page 11



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

Second Canadian register proposed by shipowners

A group based in Vancouver has proposed the creation of a second register in Canada that would be open to shipowners who do not trade within Canada or the United States.

The International Shipowners Association of Canada (ISAC) was incorporated late last month and has discussed its proposals with several federal government departments, according to Wilfred Vacheresse, president of ISAC.

So far the organization has the support of five international shipping companies based in Vancouver. It wants to attract shipping lines that trade between Canada and overseas destinations or that trade entirely offshore.

The proposed register would require the ships to employ Canadian officers but they could use foreign crews to remain competitive with ships sailing under flags-of-convenience, said Vacheresse. A second Canadian register would be a major benefit for owners who do not want the stigma attached to many of the existing flags-of-convenience, he continued. The registry could also create jobs in Canada. Of the \$122 billion worth of cargo imported and exported by Canada, only 0.1 percent moves on Canadian registered vessels.

USCG Puget Sound Regional Examination Center to relocate

Regional Examination Center (REC) Puget Sound will soon be relocating to the Jackson Federal Building in downtown Seattle. Accordingly, the REC will be closed between December 31, 2003 and January 11, 2004. We will reopen to the public the morning of Monday, January 12, 2004. The address and telephone number for the new location are as follows:

U.S. Coast Guard, Regional Examination Center Puget Sound, 915 Second Ave., Seattle, WA 98174-1067. Telephone: (206) 220-7327

In the meantime, it is highly recommended that mariners needing to sail between these dates make every effort to complete their transactions by no later than Tuesday, December 30, 2003. In doing so, applicants will need to factor in the necessary lead-time it takes to conduct background checks and/or other issues requiring further review by the National Maritime Center.

The next closest REC is located in Portland Oregon. However, in that most applications initiated with REC Puget Sound must be completed at our office, services available at REC Portland will be limited. Therefore, any applicant wishing to conduct business with that office should first contact them at (503) 240-9346, or by E-mail at bflaming@pacnorwet.uscg.mil.

SAILORS' UNION OF THE PACIFIC 2003-2004 ELECTION

SUP CONSTITUTION ARTICLE VIII—VOTING ELIGIBILITY

Section 1. "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seetime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections."

SUP CONSTITUTION ARTICLE XII—PENSIONER VOTING RIGHTS

Section 4. Pensioners are eligible to vote for Union officers and Constitution changes. Pensioners are not eligible to vote on Shipping Rule changes or "to vote on any dues raise and/or assessments."

SUP CONSTITUTION ARTICLE XII—REQUEST FOR BALLOT

Section 8. "If for any reason a member in good standing does not receive his/her ballot, he/she may make a written request for a ballot to the Impartial Balloting Agent. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. The Impartial Balloting Agent shall mail a ballot to the member at the address indicated which shall be marked "duplicate" on the outer envelope."

If you have not received a ballot, send the following form to:

Robbin A. Johnson, Manager
Pacific Election Services, Inc.
1650 Stanmore Drive
Pleasant Hill, CA 95423

Sailors' Union of the Pacific Election: Request for Ballot

Fax: (925) 685-4937

Name _____ Membership No. _____

Address _____

Active

Pensioner

Signature _____

Note: Ballots cannot be mailed to a Union Hall.

Attend your Union meetings

Timely Reminder First quarter 2004 dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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

Malacca pirates kill tug crewman

A crew member of a tug was shot and killed by pirates in the Malacca Straits near the Indonesian island of Sumatra on December 1.

The tug *Sea Panther*, registered in Belize, which was carrying diving equipment from Singapore to Mumbai managed to shake off the pursuers and dock in the Malaysian port of Penang, marine police commander Muhamad Bin Muda confirmed to *Fairplay*. According to the captain of the *Sea Panther*, Maquiling Pablo, the Filipino crewman, who was shot in the chest, died instantly when one of the pirates fired at the vessel, which had not heeded calls to stop. "Instead, the captain increased the speed," Muda said. He then reported the incident to the vessel agent in Singapore. The Philippine embassy has been informed and the body will be flown home.

Final Departures

Dell Ray Wesson, Book No. 3584. Born in Oklahoma in 1929. Joined SUP in 1945. Died in San Angelo, Texas, November 6, 2003. (Pensioner)

Charles J. Smith, Book No. 7090. Born in New York in 1919. Joined SUP in 1947. Died in San Francisco, California, November 11, 2003. (Pensioner)

Gilbert H. Mill, Book No. 6448. Born in Washington in 1936. Joined SUP in 1964. Died in Lynwood, California, November 15, 2003. (Pensioner)

Anthony Morris, Book No. 4631. Born in Massachusetts in 1912. Joined SUP in 1935. Died in San Francisco, California, November 20, 2003. (Pensioner)

Miguel Cecilio, Book No. 4693. Born in Texas in 1929. Joined SUP in 1953. Died in Redwood City, California, November 20, 2003. (Pensioner)

Hugh Steel, Book No. 6171. Born in England in 1921. Joined SUP in 1943. Died in Everett, Washington, November 17, 2003. (Pensioner)

Gerald B. Spaulding, Book No. 7470. Born in California in 1929. Joined SUP in 1947. Died in Wilmington, California, November 27, 2003. (Pensioner)



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Transportation Secretary Mineta signs maritime agreement with China

U.S. Transportation Secretary Norman Mineta and China's Minister of Communications, Zhang Chunxian, signed a sweeping agreement on December 8, that gives U.S. registered shipping companies the legal flexibility to perform an extensive range of new business activities in China, including logistic operations, and providing services for their own vessels and alliance partnerships.

Secretary Mineta said, "This new agreement strengthens the U.S. shipping industry by opening new markets in China and enhancing efficiencies in overseas shipping by allowing direct market access." He added, "It puts our shipping companies where the business is, closer to their markets and their customers."

The agreement offers U.S. companies similar privileges to those that Chinese companies already enjoy in the United States, he said.

"Based on free market principles, it opens significant new business opportunities for U.S. companies and their partners who do business in China," Mineta concluded.

More cargo containers move between China and the United States than any other country in the world. Over 3.2 million containers transit via ship between the two countries every year.

Maritime Administrator Captain Will-

iam Schubert stated, "This agreement is expected to generate more business for American shipping and will facilitate more cargo moving across the Pacific. Positive employment benefits will result for the U.S. shipping industry and related industries associated with port operations and services, like trucking and rail."

APL welcomes the agreement

Neptune Orient Lines has welcomed the shipping agreement between the United States and China. The agreement will "improve market access and facilitate trade between the two countries," David Lim, group president and chief executive of the Singapore listed company, said December 9.

APL is a major service provided in the trans-Pacific trade between China and the United States. During the first nine months in 2003, APL's trans-Pacific volumes amounted to 439,000 FEU. APL chief executive Ron Widdows sees the agreement as providing further impetus to an economic partnership in what he described as one of the world's fastest growing and most important maritime trades.

"We also expect to see some specific benefits for foreign liner companies operating in China, with more opportunities for direct participation in operations and a better ability to manage costs," Widdows said.

Matson subsidiary completes purchase of TransAmerica Transportation Services

Matson Integrated Logistics (MIL) announced December 4, in a press release, that it has completed the asset purchase of TransAmerica Transportation Services, Inc. (TTS), a third party logistics company based in Akron, Ohio. The new MIL business unit will ultimately be renamed Matson Integrated Logistics. It will retain virtually all of TTS's current management team. Specializing in truck brokerage services throughout North America, TTS currently moves over 50,000 shipments annually, generating revenues of approximately \$45 million during the last twelve-month period. The company offers various brokerage services, including truckload, less-than-truckload, expedited services, and intermodal.

The purchase of TTS will further strengthen MIL's presence in the Midwest and substantially expand the company's rapidly growing highway services division.

"This new business unit will significantly help Matson Integrated Logistics move forward with its goal of leading the industry with comprehensive logistics services," said Robert Papworth, president, MIL. "We are particularly happy that Gary Patena and his brother, Bruce, will remain at the helm of the company they founded in 1989. Their knowledge of TTS's business operations will ensure a seamless transition for customers and a continuation of the high quality service standards established by TTS."

Matson Navigation Company, Inc., is a wholly owned subsidiary of Alexander & Baldwin, Inc. of Honolulu.

Matson Lines moves to Oakland

Matson Navigation Company moved its headquarters to downtown Oakland, California, December 8. Approximately 200 administrative and clerical employees will be affected by the move from San Francisco.

The new address is 555 12th Street, Oakland, CA 94607. The new phone number is (510) 628-4000.

Bangladeshis lynch 28 suspected pirates

Angry Bangladeshis have killed 28 people suspected to be pirates preying on shipping and villages near the country's main port, Chittagong, police said on December 9.

"The pirates were caught and lynched by agitated villagers on the Noakhali coast," police superintendent Mohammad Mezbahunnabi told Reuters by telephone. He said villagers had joined police raids on suspected hideouts of the pirates and that they had been asked to hand over any suspects who were captured. "But the villagers were so angry that they lynched 28 pirates and handed six to police," Mezbahunnabi said. "The situation is still tense as villagers vowed to continue their hunt."

Streams of villagers continued to converge along the shores of the Bay of Bengal, particularly at Char Clerk, an island 150 miles south of Dhaka, in search of more pirates, he said. Police said pirates killed at least 20 villagers, looted property and raped dozens of local women in recent years, provoking the backlash.

Chittagong, which handles 80 percent of Bangladesh's exports and imports, is the world's second most vulnerable port to piracy, according to a recent report by the International Maritime Organization.

Family of Korean War hero visits *USNS Pililaau*

On December 10, the family of Herbert K. Pililaau toured the ship named for the Medal of Honor recipient at Ford Island in Pearl Harbor.

The *USNS Pililaau*, making its first stop in Hawai'i since its christening in 2000, is being loaded for the 25th Infantry Division involvement in Iraq.

More than 20 OH-58D Kiowa Warrior helicopters, more than 15 heavily armored Humvees, and 300 shipping containers will be loaded on the Navy Military Sealift Command ship.

Thirty-one members of Pililaau's family, most of whom live in Hawai'i, toured the vessel and were treated to lunch by its 30-member crew. The family drove onto one of the ship's decks in 13 automobiles for a windshield tour of the cargo storage area, which can hold the equivalent of 3,600 mid-sized cars.

"The ship, the crew, have been carrying on the tradition of Pfc. Herbert Pililaau, and we're going it in good stead and with heads held high," said Captain Frank Reed, the ship's master.

Reed presented the flag flown on the 950-foot ship as it entered Pearl Harbor to Edward Pililaau, 69, one of the four remaining siblings out of nine brothers and five sisters in the family.

Herbert Pililaau's Medal of Honor citation, presented to his parents by President Truman, cites him for "conspicu-

ous gallantry and outstanding courage above and beyond the call of duty."

With its ammunition almost exhausted, Pililaau's platoon was ordered to withdraw. The citation states that Pililaau volunteered to remain behind and "fired his automatic weapon into the ranks of assailants, threw all his hand grenades, and with ammunition exhausted, closed with the foe in hand-to-hand combat, courageously fighting with his trench knife and bare fists until finally overcome and mortally wounded" at "Heartbreak Ridge" on September 17, 1951.

When the position was retaken, more than 40 enemy dead were counted.

The *USNS Pililaau* has made four round trips to the Persian Gulf, was in Kuwait on March 19 when the assault on Iraq began, and will be making its fifth trip to the region next week.

In addition to the helicopters, Humvees and shipping containers with items like tents, the *Pililaau* will carry bulldozers, scrapers, tractor trailers and several five-ton trucks.

The *Pililaau* is crewed on deck by the SUP and operated by Patriot Contract Services for the Military Sealift Command. The Large Medium Speed Roll-On/Roll-Off (LMSR) vessel has the capacity of carrying the equipment for an entire Army armor or air assault battalion.

APL wins military moves contract

APL Ltd., the California-based subsidiary of Neptune Orient Line, was awarded a \$6 million contract on December 12, by the U.S. Army's Military Traffic Management Command (MTMC) in Alexandria, Virginia, for stevedoring services and other services related to moving U.S. Army equipment between the United States and Iraq.

The Department of Defense said the work, which is part of a \$9 million fixed-price contract, will be performed in Concord, California, and is expected to be completed by June 30. Three bids were solicited for the work, and two bids were received, the DoD said. The Pentagon will need nearly 300 vessel moves to transfer combat and other equipment between Iraq and the United States as the U.S. military begins redeploying troops to the military theater in the Middle East, a MTMC official told U.S. shipping executives.

Breaux to step down from Senate

Democratic Senator John Breaux of Louisiana, a champion of the U.S. maritime and shipbuilding industries, announced December 15, that he will not seek reelection in 2004 and will retire from the Senate in January 2005.

During his 17 years in the Senate and 14 years in the House, Breaux was one of the strongest supporters in Congress of the Title XI federal loan guarantees for U.S. shipyards as well as federal subsidies for U.S.-flag commercial carriers. His concerns reflected the fact that Avondale Shipyards, a major builder of U.S. commercial and naval vessels, is located in New Orleans, and that Louisiana is home to many oil and gas companies served by coastal vessels.

Breaux served for many years as a senior member of the Senate Subcommittee on Surface Transportation and Merchant Marine. He made his surprise announcement at a news conference in Baton rouge, Louisiana.

British Columbia ferry strike ends

The 4,500 employees of BC Ferries have gone back to work after agreeing to submit their contract dispute to binding arbitration. The BC Ferry and Marine Workers Union ended the five-day long strike on December 12, and union president Jackie Miller said in a statement that binding arbitration would give the workers an opportunity to make their case.

"What we didn't have with the negotiating team for BC Ferries was any sort of reciprocal dialogue from across the table, only ideology," she said.

BC Ferries president David Hahn (of course!) blamed the union for the failure of the contract talks but said the first priority was to restore the service.

The company went to the British Columbia Supreme Court to get a contempt judgment against the union for its refusal to obey a back to work order. The status of that action remained unclear. The company was seeking wage and other concessions to help it find the money to build 22 new ships during the next 15 years. The ferry services transports about 22 million passengers and 8 million vehicles a year.

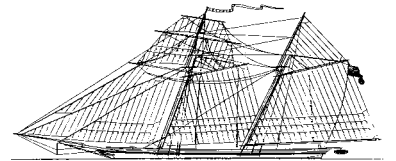
SUP Honor Roll

Voluntary contributions from the membership to the following funds in 2003:

Organization/General Fund

Abe Acosta 45.00	Tony Fague 80.00*	John McAuliffe 20.00	Carl Schou 100.00
Doug Alexander 40.00	Diane Ferrari 60.00*	Daniel McDonald 20.00*	Sam Scott 40.00
Warren Altroff 20.00	Theodore Filipaw, Jr. 200.00	Ian McLeod 100.00	Whitey Secrest 300.00
Karl Andersen 20.00	Louis Frazier 80.00	Joseph McShane 100.00	Dimitri Selzney 30.00
Robert Anderson 25.00	Marvin Glasgow 40.00	Anthony Medeiros 50.00	George Sherbula 10.00
Jose Angeles 20.00	Daniel Gonzales 150.00	David Mercer 20.00	Anthony Smith 20.00
Kevin Asheen 10.00	Robert Greene 120.00*	Steve Messenger 40.00*	Martin Smith 15.00
James Bailey 40.00*	Clinton Gregg 50.00	William Mitchell 40.00	Jorge Sosa 50.00*
John Battles 100.00	Marshall Griggs 40.00	Joe Moitoso 80.00	Jack Stasko 60.00*
Archie Bickford 20.00	Dean Gross 30.00	Joe Moniz 100.00	Ernie Stimach 60.00*
Martin Birdsell 30.00	Vernon Haik 20.00	Paul Monti 40.00	John Svane 40.00
Mike Boyle 15.00	Mike Henderson 40.00	Ramiro Montoya 20.00	Jack Swain 20.00
Anthony Brantley 20.00	Duane Hewitt 60.00*	Leo Moore 40.00*	David Sylstra 110.00
Chris Bujnowski 40.00	Denis Howard 20.00	David Munroe 20.00*	Tulilo Tautala 20.00
Charles Bulmer 80.00*	Desmond Johnson 30.00*	Joe Napier 40.00	Douglas Taylor 80.00*
Robert Burns 20.00*	John Kelly 40.00	Michael Nielsen 50.00	Bruce Thompson 30.00
James Burse 50.00	Melvin Kessler 100.00	Julio Nunez 10.00	Ivar Thorbjornsen 40.00*
Richard Cahill 25.00	Donald Kruse 40.00*	Vince O'Halloran 100.00	Dennis Tinsley 100.00
Robin Colonas 50.00	Norman Kwak 50.00	Terrence O'Neill 20.00	Fred Trench 50.00
David Connolly 20.00	Eli Lalich 50.00	Dave Pangan 40.00	Tom Tynan 40.00
Linda Cramp 20.00	Bernard Lape 22.50	Frank Portanier 40.00*	Gene VanKlinken 20.00
Doug Crute 20.00	Brian LePrevost 20.00	Mike Potenti 55.00	Richard Vos 50.00
Steven Crute 20.00	John Lindsey 100.00	Mario Ramella 170.00	Francis Walsh 40.00*
Don Cushing 210.00*	George Lomeli 25.00	Richard Reed 40.00*	Dean Williams 40.00*
Lee Dancer 50.00	Jose Lopez 20.00	Thomas Riley 40.00*	Gilbert Wilson 25.00
Rex Daniels 60.00	George Lua 20.00	Francisco Rosales 25.00	Richard Ziemba 30.00
William DeBenedictis 30.00	Leone Lundborg 40.00	Mitchell Roseveare 20.00	
Michael Dirksen 20.00	Gunnar Lundeberg 200.00	Steven Ross 80.00*	
Frank Dufek 40.00*	Tommy Mariner 100.00	Jeremiah Rozell 20.00	
Mike Duvall 100.00*	Jim Marsh 20.00	Randy Runyan 40.00	
Sandy Earle 80.00*	Lawrence Martin 20.00	Stephen Rydberg 25.00	
Steve Everson 20.00	Joesph Marusak 20.00*	Gary Rymel 60.00	

*In lieu of dues increase.



West Coast Sailors

Abraham Acosta 55.00	L.L. Ray Brown 24.24	George Elinoff 25.00	John Hamann 40.00
Jerry AhSam 20.00	Calvin Browning 25.00	Marvin Emans 25.00	Robert Hampshire 25.00
Archie Aki 25.00	Chris Bujnowski 20.00	David Erikson 25.00	Carl Hansen 25.00
Douglas Alexander 45.00	Alfred Byoff 25.00	Thor Erikson 10.00	Rex Harper 25.00
Gerald Allen 75.00	Richard Cahill 20.00	James Estling 45.00	Clarence Hartwig 25.00
Warren Althoff 10.00	Gene Castano 10.00	Thomas Farola 25.00	Franklin Haugen 25.00
Karl Andersen 25.00	Joseph Castege 50.00	Frank Fellows 25.00	James Hearn 25.00
Robert Anderson 25.00	Thomas Casynn 100.00	James Fernandes 50.00	William Henneberry 10.00
Melvin Armon 20.00	Lee Cherry 20.00	Diane Ferrari 20.00	Phil Howell 25.00
Takayuki Asai 25.00	Anton Christensen 25.00	Anthony Figueroa 30.00	Sedek Idris 10.00
Emo Aulelaua 20.00	Richard Chung 25.00	Edgardo Figuracion 15.00	Anthony Ingegneri 25.00
James Bailey 35.00	Jim Clay 50.00	John Folcarelli 60.00	Arne Jakobsen 45.00
Abraham Baizman 25.00	George Cooney 25.00	Ledo Forassiepi 20.00	Romero Jalomo 10.00
Donald Baker 25.00	Rafael Cooper 20.00	George Foster 100.00	Evert Johansson 50.00
Jack Bandagian 25.00	Jennifer Corner 25.00	Michael Fox 40.00	John Johnson 20.00
William Barton 50.00	Linda Cramp 10.00	Michael France 20.00	Egon Jorgensen 25.00
Thomas Basford 25.00	Hugh Crandall 25.00	Sylvan Frankel 25.00	Marty Joseph 50.00
John Bataeff 20.00	Doug Crute 25.00	Leslie Frater 25.00	Lani Kalama 100.00
John Battles 75.00	Jim Cunningham 200.00	Mamoru Fukano 25.00	Soloma Kapahu 20.00
Clyde Bell 20.00	Cal Cunningham 25.00	Steve Furst 25.00	Arthur Kardinal 25.00
Raymond Bell 35.00	Clarence Curl 25.00	John Gabourel 25.00	James Kawasaki 45.00
Ojvind Bernhagen 25.00	Don Cushing 20.00	Art Garrett 30.00	John Kelly 35.00
Archie Bickford 25.00	Steven Cushman 35.00	Gary Gelfgren 20.00	James Kerns 30.00
Michael Binsky 20.00	Lee Dancer 20.00	William Geyer 25.00	Melvin Kessler 75.00
Martin Birdsell 30.00	Rex Daniels 20.00	Joe Gladstone 25.00	Francis Kim 100.00
Donald Bohle 30.00	Theodore Davis 25.00	Sebjorn Godoen 25.00	Walter Klatt 25.00
Norman Bor 25.00	William DeBenedictis 10.00	Donald Gonzales 25.00	James Kula 25.00
George Boyeas 25.00	Martin Dempsey 5.00	James Graham 25.00	Roland Kula 25.00
Mike Boyle 35.00	Frank Diem 50.00	Burnett Green 25.00	Hannu Kurppa 20.00
Joe Bracken 50.00	Jay Dillon 25.00	Robert Greene 90.00	Eli Lalich 50.00
Anthony Brantley 10.00	Jerome Dominguez 20.00	Clinton Gregg 35.00	Stanley Lane 40.00
Christopher Bright 20.00	Robert Doyle 25.00	Fred Gregorio 50.00	Terrance Lane 20.00
William Brindley 10.00	Romaine Dudley 70.00	John Gugich 30.00	Gunnar Larsen 70.00
Errol Brown 25.00	Frank Dufek 20.00	Herman Hallman 75.00	Orson Larsen 25.00

Sailors' Political Fund

Abe Acosta 105.00	Cape Gibson Deck Dept 140.00	Ramiro Montoya 40.00	Morris Thibodeaux 50.00
Karl Andersen 50.00	Dale Gibson 30.00	Ramon Morales 80.00	Bruce Thompson 30.00
Jose Angeles 10.00	Joseph Ginez 40.00	Dave Munroe 20.00	Ivar Thorbjornsen 40.00
Sol Ayooob 20.00	Marvin Glasgow 100.00	Dennis Murphy 100.00	Grant Thorne 20.00
James Bailey 70.00	Allen Gonzales 10.00	Mark Myser 25.00	Bill Timmerman 20.00
Noel Balaguer 40.00	Daniel Gonzales 100.00	Harry Naeole 70.00	Dennis Tinsley 45.00
John Battles 25.00	Deogracias Gonzales 10.00	John Nannini 25.00	Richard Tracy 40.00
Dennis Belmonte 50.00	George Gooden 25.00	Joseph Napier 40.00	Fred Trench 150.00
William Berger 60.00	Paul Gottsching 30.00	Duane Nash 50.00	Louie Urbano 20.00
Rogelio Berioso 10.00	Robert Greene 110.00	Michael Nielsen 50.00	Gene VanKlinken 20.00
Michael Binsky 20.00	Clinton Gregg 75.00	Donald O'Halloran 60.00	Richard Vos 50.00
Martin Birdsell 40.00	Tom Gustin 70.00	Vince O'Halloran 500.00	Colin Walker 100.00
Brenden Bohannon 50.00	Vernon Haik 70.00	Jose Obsuna 30.00	Frank Walsh 100.00
Mike Boyle 20.00	John Hamann 20.00	Ted Ochoa 40.00	Richard Walsh 10.00
Anthony Brantley 10.00	Walter Harris 30.00	William Ofsthus 50.00	Eric Weintraub 90.00
Christopher Bright 20.00	Dave Hart, Jr. 10.00	Doug Olney 10.00	Pat Weisbarth 10.00
Charles Bulmer 75.00	Dennis Helman 25.00	Carl Orange 100.00	Chester Williams 20.00
Chris Bunheirao 10.00	Mike Henderson 40.00	Mike Orosz 40.00	Rich Williams 20.00
Robert Burns 30.00	Michael Henneberry, in memory of Red Henneberry 120.00	Miguel Palacios 40.00	Will Williamson 140.00
James Buster 10.00	Emil Hernandez 100.00	John Palenapa 25.00	Gilbert Wilson 75.00
Milton Caballero 20.00	Kim Hoogendam 30.00	Dave Pangan 90.00	Fletcher Wingfield 25.00
Richard Cahill 20.00	Nick Hoogendam 30.00	Rick Pangan 80.00	John Winterling 100.00
Gene Castano 45.00	Philip Howell 100.00	Michael Parenteau 95.00	Elroy Wong 40.00
Alex Castillo 15.00	Sedek Idris 80.00	Jerry Patterson 100.00	William Wood 200.00
Anton Christensen 25.00	Steve Itson 20.00	Danilo Perez 10.00	Dan Ycoy 40.00
James Clay 150.00	Knud Jensen 60.00	John Perez 25.00	Richard Ziemba 10.00
Ed Cochrane 10.00	William Johnson 70.00	Donald Persian 70.00	Ed Zoobick 75.00
Robin Colonas 100.00	Jan-Peter Johnsson 80.00	John Peterson 80.00	
Danny Colton 70.00	Anthony Jones 5.00	Erik Petersson 25.00	
Dave Connolly 170.00	Robert Jones 70.00	Jesper Pfeil 30.00	
Kevin Conroy 75.00	Hans Jorgensen 35.00	Michael Pflieger 50.00	
Rafael Cooper 20.00	Marty Joseph 50.00	Ray Pinochi 40.00	
Robert Copeland 20.00	Monte Kalama 100.00	Paul Purrugganan 80.00	
Jennifer Corner 25.00	Arthur Kardinal 100.00	John Quagliano 50.00	
Linda Cramp 65.00	John Kelly 75.00	Ray Ramirez 140.00	
Richard Crowell 40.00	James Kenny 40.00	Steve Rappolee 300.00	
Doug Crute 75.00	James Kerns 30.00	Knut Rasmussen 65.00	
Don Cushing 100.00	Donald Kruse 40.00	Harold Rave 50.00	
Steven Cushman 35.00	Roland Kula 25.00	Richard Reed 60.00	
George Dally 25.00	Norman Kurtz 60.00	Ronald Reed 35.00	
Jack Dalton 80.00	Roy LaPlante 25.00	Philip Romei 25.00	
Lee Dancer 50.00	Gunnar Larsen 70.00	Francisco Rosales 25.00	
Robert Darcy 60.00	Henry Lauea 10.00	Mitchell Roseveare 30.00	
Andre Dayley 40.00	Alberto Laurel 10.00	Jose Rovelo 20.00	
Martin Dempsey 100.00	Mike Lee 20.00	Teo Roxas 20.00	
Jay Dillon 25.00	Ernesto Legarte 40.00	Jeremiah Rozett 40.00	
Michael Dirksen 40.00	George Lemak 25.00	Randy Runyan 100.00	
Edward Drake 30.00	Roy Levett 50.00	John Rushing 100.00	
John Drolla 40.00	Larry Loe 10.00	Stephen Rydberg 50.00	
Frank Dufek 80.00	George Lomeli 50.00	Gary Rymel 20.00	
Jerome Duffy 20.00	Jose Lopez 40.00	Edward Sabo 40.00	
Mike Duvall 80.00	Bob Loschi 100.00	James Savage 40.00	
Mike ElMobdy, Jr. 40.00	George Lua 20.00	Greg Schauf 50.00	
Thor Erikson 40.00	John Lundborg 300.00	Carl Schou 100.00	
Bill Esselstrom 20.00	Gunnar Lundeberg 440.00	Ralph Senter 90.00	
James Estling 55.00	Virgil Managbanag 90.00	Edward Sexton 25.00	
Jeff Evanhus 25.00	John Mancilla 50.00	George Sherbula 10.00	
Robert Eveland 25.00	Gerry Marshall 20.00	Ray Simpson 25.00	
John Fernandez 50.00	Joseph Marusak 60.00	Gabriel Sipin 20.00	
Anthony Figueroa 30.00	William McAndrew 10.00	Glen Smith 25.00	
Edgardo Figuracion 165.00	Gary McDevitt 60.00	Ted Soderberg 60.00	
Theodore Filipaw, Jr. 200.00	James McGee 5.00	Mike Soper 20.00	
Barry Fisher 20.00	Mike McLavy 200.00	Kai Sorensen 25.00	
Raymond Flores 130.00	Joseph McShane 100.00	Donald Steffens 25.00	
Steve Foster 120.00	James Meador 50.00	Jim Stelpstra 20.00	
Michael France 20.00	Anthony Medeiros 25.00	Richard Stinson 40.00	
Edgardo Franco 30.00	Rudy Menchaca 100.00	Hank Suhr 40.00	
Sylvan Frankel 25.00	Steve Messenger 40.00	Val Swegel 50.00	
Louis Frazier 110.00	Pat Minici 10.00	Steve Swinton 150.00	
Christopher Fuller 40.00	James Minster 20.00	Tulilo Tautala 20.00	
Dan Gabaree 40.00	Abdulhameed Mohamed 10.00	Douglas Taylor 20.00	
John Gabourel 30.00	Joseph Moitoso 10.00	Kenyon Taylor 40.00	
Toetaua Gago 20.00	Joe Moniz 90.00	Robert Taylor 100.00	
Art Garrett 50.00		Arthur Thanash 50.00	
Tom Gatmaitan 40.00			



Dues-Paying Pensioners

Romaine Dudley	Book #2593
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
John McKeon	Book #6456
Joseph Napier	Book #2299
John Perez	Book #3810
Ralph Senter	Book #7323

Wall of Honor

San Pedro Merchant Marine Memorial

James "Bill" Minster	20.00
Abraham Acosta	25.00
James Bailey	35.00
Jim Cunningham	50.00
Thomas Larkin	25.00
Rudy Menchaca	100.00
Ramiro Montoya	10.00
Trev Motlow	100.00
Edward Sabo	20.00
Ernie Stimach	20.00

ESU Office Assignments

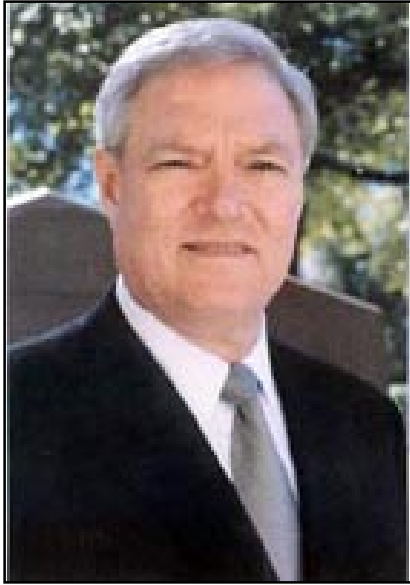
For the month of January, Jerry Patterson will be in the Seabrook office and Tom Thompson will be in the Benicia office.

ESU NEWS

DECEMBER 2003

Official Publication of the Exxon Seamen's Union

SeaRiver President retires An illustrious career draws to a close



Mr. Paul Revere

SeaRiver President and Director Mr. Paul Revere has decided to retire effective December 30, 2003. Mr. Revere had an illustrious career that spanned more than 36 years. He started his career with Exxon Company USA (ExxonMobil's predecessor company) in 1967 as an engineer in the Baton Rouge refinery after graduating from the United States Naval Academy and serving with distinction in the United States Navy.

From 1969 until 1975 he held numerous supervisory positions in the Baton Rouge Refinery Engineering Department. In 1976 he was transferred to Houston, Texas and was promoted to Supply Supervisor and in 1977 was promoted to Refining Financial Coordinator. In 1978, Mr. Revere returned to Baton Rouge as the Manager of Refining Technical Division.

In 1981 he was appointed Manager for Engineering and Planning in Exxon Company USA's Marine Department in Houston, Texas.

In 1983 he became Vice President of Exxon Shipping Company (SeaRiver Maritime's predecessor company.) During his tenure as Vice President of Exxon Shipping Company, he visited the fleet numerous times on the East Coast, the West Coast and Gulf. As he became a familiar figure to the fleet, he always took an unassuming posture. He never traveled with a large entourage, indeed it was not uncommon to observe him alone, in casual jeans and a sweater sitting next to you on a launch heading out to visit the ships, and he somehow always knew your name.

In 1986, Mr. Revere was named Director of Refining, Esso Singapore Pte Ltd. While serving in this capacity, he never forgot his Texas roots. This can be verified by some of the old timers who remember him graciously inviting the officers and crew of the *Exxon San Francisco* to his house in Singapore for a Texas style barbecue. It is small gestures such as this that make a large impact with employees, especially when they know that someone in management is really interested in their welfare.

In 1990, Mr. Revere was called back from Singapore and named Vice President of Operations, Exxon Shipping Company. This was a turbulent time for Exxon Shipping Company in the excruciating aftermath of the *Valdez* incident. It was widely assumed that Mr. Revere was called back from Singapore for the sole purpose of shepherding the Company through those turbulent years. When the Company's name was changed to SeaRiver Maritime in 1993, Mr. Revere was named Vice President of Operations, SeaRiver Maritime Inc. He remained in that position until 1995 and then surprised everyone by resuming his vagabond ways and transferring to Exxon USA's office in Florham Park, New Jersey, as the Far East Refining Coordinator, Exxon Company International. In 1997 he added the title of Manager, Project Improvement Initiatives, Downstream Planning to his ever-lengthening resume. In the summer of 1997, Mr. Revere continued his globe trotting vagabond ways by moving to Tokyo, Japan as Assistant General Manager Logistics, General Sekiyu K. K., and he became Representative Managing Director of the Company in 1999.

In January of 2000, when then SeaRiver Maritime President Gus Elmer retired, Mr. Revere came home. He was named President and Director of SeaRiver Maritime Inc. and has guided SeaRiver through changes that sometimes seemed insurmountable. Under his leadership SeaRiver Maritime has prospered and remains a strong and viable company. He is a consummate professional and deserves the highest accolades for a job well done.

We wish Mr. Revere and his wife Suzanne a long and happy retirement.

Unilateral change to annual physicals prompts ESU to file grievance

On November 18, 2003 the ESU received a letter from Labor Relations Supervisor, Todd Covini pertaining to the Company's intention to make a change to the administration of annual physicals. The letter stated in part that, "the Company will require annual physicals to be completed annually from the date of the last physical conducted effective January 1, 2004." This is a departure from the current method of using the person's birth date as a reference point for completing annual physicals.

The change proposed by the Company will result in more frequent physicals for unlicensed employees and in some cases physicals will occur twice annually, which is in excess of Federal regulations, the CBA and totally unnecessary. The current method of using the persons birth date as a reference point for conducting annual physicals has been a reliable way to ensure employees are in compliance with Federal regulations and adhering to our Collective Bargaining Agreement.

This attempt to unilaterally change Contract language and our long-standing, mutually accepted past practice is a clear violation of our Collective Bargaining Agreement. Specifically, but not limited to, the Exxon Shipping Company Occupational Health Monitoring Program, Part 1. Benzene, Section II, paragraph D. Furthermore, this is a departure from our mutually accepted practice of using the birth date as a reference point for completing annual physicals.

Frankly, the ESU Board does not understand why the Company is now proposing this change. Management's spin on this issue is that the Code of Federal Regulations (CFRs) requires them to make the change. However, management has failed to provide the information that they base their assertions on as requested by the ESU Board. Management has made reference to a couple of CFRs but the CFRs in questions do not stipulate that an employee must complete a physical on an annual basis from the last physical conducted.

The Union's research of the CFRs pertaining to periodic medical examinations is pretty clear. The regulations states in pertinent part that, "The employer shall ensure that no one performs a benzene operation exceeding the level criteria of paragraph (b)(2) of this section without having undergone an initial medical examination and periodic medical examinations yearly thereafter."

Coleman lawsuit settled

It has been reported by an undisclosed source that Nelson Coleman a former Maintenance Seamen and ESU member has settled a lawsuit that he lodged against SeaRiver Maritime Inc. The terms of the settlement are confidential and were not disclosed.

Mr. Coleman was employed by Exxon Shipping Company (the predecessor company of SeaRiver Maritime Inc.) on February 2, 1991. Nelson joined the ESU and was ardent supporter of the Union. He was also an exemplary and dedicated employee who totally believed in the company and thought that they would look after his welfare.

In Nelson's nine years of service with the company he had never had any disciplinary infractions.

Mr. Coleman contracted leukopenia and is at risk to a particularly nasty type of leukemia that is ultimately fatal unless you undergo a bone marrow transplant. Nelson returned to duty from sick leave in the early part of February 2000. He experienced headaches and was taken off the SeaRiver Benicia on February 15, 2000 and sent to the company-contracted clinic in Concord, California. The doctor at the clinic deemed that he was unfit for any duty, and further instructed him that it was imperative that he return home for further treatment for his condition.

Apparently the SeaRiver Medical De-

partment disagreed with the diagnosis and put him in a hotel and made an appointment for him with another doctor (doctor shopping). The Company put him in the hotel alone, despite the fact that he had been deemed unfit for duty and directed to return home by the examining physician. The lawsuit alleged that an independent medical examiner hired by SeaRiver Maritime had concluded that Mr. Coleman should not re-enter an environment where there was a potential for exposure to benzene. Nelson's condition worsened on the night of February 15, 2000 and he made arrangements to fly home early the next morning. On March 3, 2000 the Company held a PRC meeting and terminated Mr. Coleman's employment. The Union filed a wrongful termination grievance against the company but had to withdraw it because the remedy asked for reinstatement and Nelson could not return to the same work environment. He subsequently filed a Jones Act lawsuit.

The ESU is glad that this three-and-a-half-year nightmare is over for Nelson and we wish him the best in his ongoing struggle with his illness and hope that he has a full and complete recovery.

Final departure—Peter Bakke

Former ESU member Peter Bakke of Gainesville, Florida passed away on November 14, 2003 at North Florida Regional Medical Center. Mr. Bakke was born on July 26, 1935 in Brooklyn, N.Y., and moved to Gainesville from Fort Lauderdale in 1986.

Mr. Bakke retired from the SeaRiver on June 30, 2000. Pete sailed for many years as Pumpman and was affectionately known as "Pete the Pumper". Survivors include his wife of 40 years, Harriet Irene Bakke; sons Pete Erik Bakke and Steven Gunnar Bakke, both of Gainesville; and four grandchildren. The Union and membership extends our heartfelt sympathy and prayers to Pete's family and friends during this time of sorrow.



ESU News

Christmas at SeaRiver

Twas the night before Christmas and all through the fleet, the ships were plowing through the seas never missing a beat. The crew was tucked all snug in their beds, while visions of overtime and pay raises danced in their heads.

The dreams kept filtering through their sleep induced minds, re-thinking a year of uncertain times. The selling off of the Inland Fleet, and then acquiring some tonnage, our ANS demands to meet.

The Med came back into service and we were back in the groove, the rumors died down and our outlook improved.

The Ship Representative meeting convened in the spring, all the Reps were present, another positive thing.

Then they had the big Loss Prevention System rollout, the definition of which we were sure would bring confusion and doubt. But the core team hit the ships and things settled down and the changes are as positive as they are profound.

We are always suspicious when put to the test, because where safety is concerned, we know we are the best.

Their dreams went from summer into

the fall, and they deduced things aren't looking that bad at all. Now winter is approaching and it's getting cold, but why worry about things that you can't control.

There's talk about new builds and the fleet is still here, and that brings us to the season of hope and good cheer. As Christmas approaches and good will transcends, our thoughts turn again to our families and friends.

There is a New Year approaching and we will face it without fear, and we will continue to do the things that got us here.

But just as these dreams started to enter their heads, they heard a loud noise and realized they were in bed. They had been dreaming for goodness sake, and now they were in their bunks wide-awake.

When out on the deck there arose such a clatter, and they knew it was the watch rigging the pilot ladder. Pretty soon they would be calling fore and aft, and with no time to dwell on their immediate plight, let it suffice to say, "Merry Christmas to all and to all a good night."

S/R Bristol Bay returns to Seabulk



The *S/R Bristol Bay* is shown in the picture above discharging at the Valero dock in Benicia, California on April 10, 2002.

The *S/R Bristol Bay* has lifted its last cargo under the SeaRiver flag. The vessel loaded its last cargo for SeaRiver in Baton Rouge, Louisiana, the first week in December and discharged in Tampa, Florida, on December 5, 2003. The ship then headed for the Alabama State Docks in Mobile, Alabama, and will be returned to the SeaBulk Corporation on December 19, 2003.

Formerly the *HMI Ambrose Channel* and originally built for Hvide Shipping, the *S/R Bristol Bay* was acquired from the SeaBulk Corporation by SeaRiver Maritime on January 29, 2002. SeaRiver acquired the ship on a Bareboat in-charter for an undisclosed period of time to supplement its ANS tonnage due to the loss of the *S/R Benicia* under OPA 90 requirements.

The *S/R Bristol Bay* is a sister ship to the *S/R American Progress*, the *S/R Bristol Bay* is 620 feet long, 105.6 feet in beam and has a cargo capacity of about 341,000 barrels. The vessel left the shipyard in Portland, Oregon, under the SeaRiver banner on February 21, 2002.

It is never pleasant to retire a vessel or turn it over to another operating entity, but to the officers and crew who served aboard the vessel in the year that SeaRiver chartered it are due special recognition for the job that was accomplished in bringing the ship up to standard in such a short period of time. Those individuals who are presently aboard, doing the clean up and preparing the ship for transition to its owners, deserve the highest accolades for their efforts.

Ship reports

S/R American Progress

Vessel visited on Dec. 8 in Beaumont, Texas, at the ExxonMobil Dock. Ship Representative, Charles Bell reports everything is going well with no major problems. Ship continues the gasoline run between Beaumont and Florida but is scheduled to make a West Coast run in the latter part of December.

S/R Baytown

Vessel continues to trade between Anacortes and Valdez. Regular Ship Representative Mark Myser is aboard and calls in frequently. Question was asked about whether the vessels still have a movie allowance in the ship's budget. Confirmed through the Ocean Fleet office that there is still \$250 available for the purchase of movies.

S/R Bristol Bay

Ship is due to be returned to the owners on Dec. 19, 2003 thus effectively ending her career with SeaRiver. Accolades to those who served aboard this vessel during her clean up and transition to the owners.

S/R Charleston

Vessel is on her return trip from Singapore (crew reliefs, bunkers, stores), after loading cargo in the Red Sea. Vessel should arrive on the West coast during the first part of January. Marvin Marcum filling in as Temporary Ship Representative and reports all is well but regrets the shabby treatment to the unlicensed personnel by not being invited to the dinner at the conclusion of the shipyard. Only the officers were invited.

S/R Columbia Bay

Vessel completed steel work and TAPS Survey in Port Angeles on Dec. 5. Currently, scheduled to discharge in the San Francisco Bay area around mid-Dec.. Stephen Bowles is filling in as Temporary Ship Representative and reports everything going well.

S/R Galena Bay

Vessel visited by ESU on Dec. 4, at the Valero dock in Benicia. Upon completion of discharge the vessel will be cleaned up and gas freed for an idle period. Some personnel will be transferred to other vessels. Ship Representative, Levy Ponce on board. No major beefs but not happy there were no reliefs in San Francisco.

S/R Hinchinbrook

Vessel continues to trade between Valdez and Anacortes. John Munich has taken over the duties of Temporary Ship Representative from Johnny Navarro. While Johnny was on board he called in often and took care of issues and questions for the members. OT rate for Supper Relief for Oilers was incorrect and is being worked between the Union and Company. Will be corrected and adjustments made.

S/R Long Beach

Ship visited by Executive Board Officer on Dec. 11, at the Long Wharf in Richmond, CA. George Taylor filling in as Temporary Ship Representative and reports that all is going well.

S/R Mediterranean

The ship is still trading in the Far East, everything running smooth with no beefs. Regular Ship Representative Frank O'Mailia on board. Future operation of this vessel is still in question.

S/R Puget Sound

Vessel was in "warm lay-up" at Mobile, Alabama but has started to re-crew. Ship is scheduled to depart Mobile, Alabama on Dec. 13, and load in Beaumont, Texas approximately Dec. 15, and commence Gulf/Florida gasoline trade.

S/R Wilmington

Vessel was visited at the ExxonMobil Dock, Baytown, Texas on Dec. 4. Odley Banks is filling in as Temporary Ship Representative and reports everything going well. Five unlicensed are due off up north and there is anxiety about whether there will be enough reliefs.

Grievance settled

A third step grievance filed by the ESU on behalf of a member for a warning letter he received from the Company after he had departed the vessel for paid leave has been settled. The company's third step response in a letter dated November 25, 2003 disagreed with the Union's position, but without prejudicing its own position, agreed to satisfy the resolution proposed in the Union's third step grievance. The warning letter will be pulled from his personnel file and he will be made whole for lost wages and benefits for a 3-day suspension that was issued by the Company. This settlement was reached after amicable discussions between both parties and underscores the ability to resolve issues when the lines of communication are kept open.

New SeaRiver President

On January 1, 2004 a new President will take the helm and steer SeaRiver on its continuing journey. Mr. W.E. (Will) Jenkins who is currently the President of International Marine Transportation Limited, Leatherhead, Exxon Mobil's international affiliate, will assume the duties of President of SeaRiver Maritime Inc. It is the expectation that he will be named a Director as well. He will take over the duties of Mr. Paul Revere whose retirement was previously announced.

Love and Marriage

The song goes "Love and marriage, love and marriage, goes together like a horse and carriage, this I tell you brother, you can't have one without the other." It appears that Fleet Chef Cheryl Bond (formerly Cheryl Pope) has found both. John G. Bond and Cheryl Pope were married in Jackson, Tennessee, on September 27. Cheryl is a long-time Union member and a former Steward Department Trustee. The ESU extends best wishes for a long and happy marriage to the couple.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Tel (707) 746-5713

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E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson

Sailors' Union of the Pacific/ Training Resources, Ltd.

Schedule of Course Offerings for 2003/04

STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Jan 5-9	Apr 5-9	Jul 12-16	Oct 18-22
Jan 26-30	Apr 19-23	Jul 26-30	Nov 1-5
Feb 2-6	May 3-7	Aug 2-6	Nov 15-19
Feb 23-27	May 26-30	Aug 23-27	Dec 6-10
Mar 1-5	Jun 7-11	Sep 6-10	Dec 13-17
Mar 22-26	Jun 23-27	Sep 27-Oct 1	

LMSR Vessel Training (MSC approved)

Jan 6-16	Apr 6-16	Jul 20-30	Oct 12-22
Feb 17-27	May 11-21	Aug 10-20	Nov 2-12
Mar 9-19	Jun 15-25	Sep 14-24	Nov 30-Dec 10

Small Arms Training (MSC approved)

Jan 19-21	Apr 19-21	Aug 23-25	Nov 15-17
Mar 1-3	May 24-26	Sep 27-29	Dec 13-15
Mar 22-24	Jun 28-30	Oct 25-27	

Able Seaman (AB)

Jan 5-17	Apr 5-17	Aug 9-21	Nov 1-13
Feb 9-21	May 17-29	Sep 13-25	Nov 29-Dec 11
Mar 15-27	Jun 7-19	Oct 11-23	

Survival Craft (Lifeboatman)

Jan 20-23	Apr 19-22	Aug 23-26	Nov 15-18
Feb 23-26	May 31-Jun 3	Sep 27-30	Dec 13-16
Mar 29-Apr 1		Oct 25-28	

Training Information and Enrollment

Contacts

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Attend your Union meetings!

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

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Welfare Notes

December 2003

SUP MONEY PURCHASE PENSION PLAN

On December 17, the Trustees of the Money Purchase Pension Plan (MPP) met and unanimously voted to change the investment structure of the Plan. Currently the Plan's portfolio is managed by Dodge and Cox. After examining the investment opportunities for the Plan, the Trustees decided to move the funds to Columbia Management Group, where the funds will be initially invested in the Columbia Stable Value Fund. Columbia is an asset management company headquartered in Portland, Oregon, with \$140 billion in investment assets and is also ranked as one of the top twenty mutual fund managers in the United States. In addition Columbia Management is familiar with the working of the SUP Welfare Plan, as they have managed our 401(k) Plan since its inception.

The changes to the Plan will offer many new benefits to Plan participants. Members will start seeing the results of these new changes on January 1, 2004. Previously the Money Purchase Pension Plan worked off a fiscal year from August 1 to July 31 to coincide with the SUP Welfare Plan's fiscal year. Beginning with the New Year both the Money Purchase Pension Plan and the 401(k) will convert to a much more convenient calendar year from January 1 to December 31. The transfer of assets from Dodge and Cox will occur on December 31, and Columbia Management will open our new account on January 1, 2004.

In the past, individual Money Purchase Pension Plan statements were mailed once a year from the Plan office. Now Columbia will mail statements quarterly with a detailed financial analysis of your individual portfolio. Your statement will include investment gains and balances as well as a detailed report of shipping contributions including dates and voyage numbers. Those members who participate in the 401(k) Plan will receive both statements together, and will reflect your financial activity in both plans. Not only will these statements provide participants with consolidated investment information, but all participating members will be able to contact Columbia Management directly for up-to-date account information by either phone or online.

In order to inform participating members, a detailed letter of the new changes will be mailed from the Plan Office before the end of 2003. During the first quarter of 2004 SUP Welfare Representative Rich Reed and Columbia Management account manager Joan Steel will attend the monthly branch membership meetings, a schedule of dates will be in the January 2004 *West Coast Sailors*.

The SUP Welfare Plan wishes all members at sea and ashore Happy Holidays and a profitable 2004.

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

British Union blasts Blair on maritime policy

Brian Orrell, general secretary of the National Union of Marine, Aviation and Shipping Transport Officers (NUMAST), has blasted the Labor party for "failing to deliver" on mariner employment.

Orrell wrote to Prime Minister Tony Blair after Blair told Parliament of "the continued revival of United Kingdom merchant shipping after a very long period of decline," despite the loss of over 600 jobs on P&O ferries Dover-to-Calais run.

Although Orrell acknowledged the volume of tonnage under the Red Ensign has increased by around 60 percent under the Labor government, he con-

tended that the biggest beneficiaries have been foreign seafarers.

More than 6,800 "Certificates of Equivalent Competency"—which allow foreign nationals to serve on UK ships—have been issued since 1997. Over three-quarters of the junior officers on British vessels are foreign nationals, as are almost half the chief engineers and two-thirds of masters.

In addition to P&O ferries, in recent months jobs have been lost at Global Marine, IMT, Hoverspeed, James Fisher, Pacific Nuclear Transport, Sun Cruises, DFDS and Maersk.

Appeals court rules Coast Guard may forcibly evacuate a vessel in distress

The U.S. Court of Appeals for the First Circuit ruled that the U.S. Coast Guard may order the forcible evacuation of a vessel in distress when lives are in danger.

In the case *Thames Shipyard and Repair Co. v. United States* (November 2003), a fishing vessel was taking on water so the master called the Coast Guard for assistance. Coast Guard personnel and pumps were insufficient to prevent the vessel from taking on more water and listing significantly. The Coast Guard coordinator on-scene directed all persons on the fishing vessel, including the master, to abandon ship, as he feared the vessel was about to sink suddenly. When the master objected, the USCG officer advised the master that he would be subdued physically if necessary in order to take him off the vessel. The vessel sank 55 minutes after it was abandoned.

The owner sued the Coast Guard for loss of vessel. Over a strong dissent, the court held that the USCG decision to require that the vessel be evacuated when lives were at risk was protected by the discretionary function exception and that the federal government was immune from liability on that basis, even if the decision to order the evacuation was negligent.

West Coast Sailors *continued*

Alvin Layton	25.00	Edward Schaffer	25.00
George Lemak	25.00	Whitey Secrest	20.00
Gus Leveroni	20.00	William Self	25.00
H. Lillerdahl	25.00	Ralph Senter	25.00
George Lomeli	50.00	Edward Sexton	25.00
Bob Loschi	100.00	Kevin Sheen	20.00
Peter Lucas	10.00	George Sherbula	25.00
Erik Lund	25.00	Gene Shultz	25.00
John Lundborg	20.00	Virgil Sieben	25.00
Alvin Madruga	25.00	Andy Simkanin	25.00
Virgil Managbanag	20.00	Charles Smith	25.00
Thomas Mariner	50.00	Dean Smith	20.00
Chuck Maringer	20.00	Francis Smith	25.00
Jim Marsh	20.00	Martin Smith in memory of Chuck Smith and daughter Kathrine Cross	135.00
John Masterson	25.00	William Smith	25.00
Takeshi Masukawa	120.00	Kai Sorensen	25.00
William McAndrew	10.00	Eugene Souza	25.00
Gary McDevitt	10.00	Gerald Spafford	25.00
James McGee	10.00	Gerald Spaulding	20.00
Ian McLeod	20.00	Donald Steffens	25.00
Joseph McShane	125.00	Jim Stelpstra	20.00
Arthur Mebus	25.00	Inti Sternbach	10.00
Anthony Medeiros	25.00	Joseph Suire	30.00
Rick Meleski	25.00	Vince Sullivan	40.00
Jack Milano	35.00	Leo Surmeian	25.00
Keith Miller	30.00	John Svane	20.00
Leonard Millsap	20.00	James Swift	25.00
Bill Minster	20.00	Thomas Tamblyn	25.00
James Minster	20.00	Robert Taylor	20.00
Joe Moitoso	50.00	Arthur Thanash	50.00
Joe Moniz	50.00	Morris Thibodeaux	50.00
Steve Moniz	100.00	Timothy Thomas	25.00
Robert Morgan	10.00	Bruce Thompson	20.00
Joseph Muir	25.00	Ivar Thorbjornsen	45.00
Duane Nash	10.00	Grant Thorne	45.00
Robert Nash	100.00	Clifford Thornhill	30.00
Tonny Nielsen	10.00	William Tice	25.00
Pete Nishiyama	50.00	Dennis Tinsley	25.00
William O'Connor	25.00	Maurice Toich	40.00
Jose Obsuna	10.00	Thomas Tynan	40.00
William Ofsthus	50.00	Harold Uriate	3.00
Arthur Olsen	25.00	Joseph Valverde	25.00
Marcea Opriciu	25.00	Gene VanKlinken	40.00
Larry Osorio, Jr.	300.00	Richard Vos	50.00
Sven Otterston	50.00	William Walker	20.00
Robert Palakiko	25.00	Richard Walsh	55.00
John Palenapa	20.00	Carl Walters	25.00
Frank Pankowski	25.00	Jacob Wanner	50.00
Edward Pardo	25.00	Robert Weaver	25.00
John Pedersen	25.00	Michael Webb	25.00
John Perez	65.00	Charles Weber	25.00
Erik Pettersson	50.00	Pat Weisbarth	10.00
Joe Piscopo	25.00	Chester Williams	25.00
Pete Pokrajac	20.00	William Williamson	25.00
George Pope	25.00	Gilbert Wilson	50.00
Robert Porteous	25.00	Tom Wilson	20.00
Jack Post	25.00	William Wood	30.00
Mike Potenti	25.00	Richard Wright	10.00
Quest Discovery Service	30.00	John Yee	25.00
Charles Rafael	25.00	Richard Ziemba	30.00
Harold Rave	50.00	Ed Zoobrick	75.00
John Reed	25.00		
Ronald Reed	35.00		
Charles Regal	25.00		
Carl Reinhold	25.00		
John Rescino	25.00		
Dale Rodriguez	25.00		
Manuel Rodriguez	25.00		
Teo Rojas	30.00		
Francisco Rosales	25.00		
Angelo Rossino	25.00		
John Rushing	50.00		
Lloyd Rust	40.00		
Stephen Rydberg	25.00		
Edward Sabo	20.00		
James Sakai	25.00		

Schooner C.A. Thayer to be restored



The 108-year-old schooner *C.A. Thayer* sailed, with the assistance of tugs, from San Francisco's Hyde Street Pier on December 2 to Alameda's Bay Ship and Yacht Shipyard to begin a two-year, \$9.6 million restoration.

The *C.A. Thayer* is one of the last survivors of the West Coast's turn-of-the-century maritime lumber industry. It has also been attacked by wood worms and is in such disrepair that it was threatening to sink.

Since 1993, when the National Trust of Historic Preservation named the black wooden schooner one of the nation's most endangered historic places, the Maritime National Historical Park has struggled to raise enough funding to keep the *Thayer* afloat.

"A decade ago, we asked the National Park Service for funding to renovate the *Thayer*," Representative Nancy Pelosi (D-San Francisco) said in a ceremony bidding the ship farewell. "Now, we have

the money in hand, and the renovations can begin."

Over three years, the federal government has appropriated funds for the restoration project. Most of the 219-foot-long ship will be replaced during the restoration.

The *Thayer* was one of hundreds of cargo ships hastily assembled in the late 19th century to satisfy shipping demands on the West Coast. After the 1906 earthquake and fire, it was used to carry lumber from the Pacific Northwest to rebuild San Francisco.

The *Thayer* has served as a stage for sea-based plays and for overnight field trips for school children at the Hyde Street Pier, but it was removed from such public uses last year because of its poor condition.

The *Thayer* is part of the history of the SUP, as Harry Lundeberg was key to bringing the ship to what was then known as the San Francisco Maritime Museum in the 1950's.

French sailors shafted by new ship register

Six French maritime Unions shut down shipping in France on December 11 in an attempt to block proposed government legislation—establishing a new French International Register (FIR).

"On the first anniversary of the *Pres-tige*, the French government, despite the good intentions expressed publicly at the time, is creating French-style convenience shipping leaving the way open for the hoodlums of the sea," the Unions said in a joint statement announcing the strike.

The principal feature of the proposed new register is that it will provide for the French nationality requirement to be limited to the master and his second in command. This compares with 35 percent of crew complement under the ex-

isting French Austral and Antarctic Territories (Kerguelen) register.

The Unions, which recently walked out of a meeting of the Higher Merchant Marine Council which was discussing the proposed legislation, claim that, in the long term the proposal risks completely destroying the jobs of French mariners and French maritime training institutions.

"This bill... will reduce French ratings and officers, as well as non-community seafarers, to the rank of convenience seafarers with all the human and social consequences resulting from it," the Unions' joint committee said in a statement.

Thousands of seamen blocked port traffic, towage and ferry operations across the country's ports.

Despite paralyzing shipping in France, the French Senate voted on December 12, to approve the new flag.

Secretary of State for the Sea and Transport Dominique Bussereau firmly rejected this. "The new flag has nothing to do with flags-of-convenience. It is a modern register, similar to what can be found in other European countries and is a unique chance to help the recovery of the fleet."

The RIF bill will go before the National Assembly in January.

Record of SUP Shipping November 2003

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	4	1	3	1	9
Maint. Man	5	0	0	0	5
A.B. Dayworker	0	0	13	0	13
A.B.	17	17	15	8	57
O.S.	1	1	2	2	6
Standby	27	10	53	28	118
TOTALS	54	29	86	39	208



SUP President's Report

December 8, 2003

NEW MARITIME LEGISLATION

As reported in detail in last month's *West Coast Sailors*, Congress passed new legislation that will replace the Maritime Security Program (MSP) when it expires on September 30, 2005.

Incorporated into the National Defense Authorization Act for Fiscal Year 2004 (H.R. 1588), the new ten-year Maritime Security Fleet (MSF) program was signed into law by President Bush on November 24.

When the new program goes into effect on October 1, 2005, it will provide for a fleet of 60 militarily useful, commercially viable U.S.-flag vessels for the international trades. In addition to increasing the number of vessels from the current 47, the program also increases the annual per vessel payment to operators to \$2.6 million in fiscal years 2006, 2007, and 2008; \$2.9 million in fiscal years 2009, 2010 and 2011; and \$3.1 million in fiscal years 2012, 2013, 2014, and 2015. Under MSP, payments have been frozen at \$2.1 million since 1996.

Under the renamed Maritime Security Fleet (MSF) program, the first five operating agreements or "slots" will be awarded to Section 2 citizens (as defined by the Shipping Act of 1916) that own and operate new U.S.-built tankers engaged in foreign trade. As an incentive for U.S. operators to participate in this aspect of the program, MSF provides for a "defense tank vessel construction assistance program" that will give operators a direct payment from the government of up to 75 percent on the actual vessel construction cost, not exceeding \$50 million per ship. The SUP has urged Chevron-Texaco Shipping Company to consider making application for these slots.

The second priority for MSF slots will be to the 47 vessels currently enrolled in the Maritime Security Program. Since the citizenship provisions in the new program does not require Section 2 U.S. citizen owners or operators, the nine vessels currently operated by American Ship Management will revert to American President Lines on October 1, 2005. In discussions regarding the company's plan to participate in the new program, APL's Washington, D.C.-based representatives have stated that they are willing to participate as long as it is profitable. The company currently is formulating a business plan for potential post-2005 U.S. flag operations focusing on projections of government-impelled cargoes over the 10-year life of the program and ship management costs.

The sustained flow of government cargo is essential for APL to participate in the new program. The company indicates that it is actively seeking Department of Defense assurances that will, in fact, happen.

As far as the actual management of its U.S.-flag vessels, APL representatives stated that it will seek "major" cost reductions from American Ship Management. If that does not occur, APL will manage the ships directly. ASM representatives report that they are engaged in discussions with APL over this issue. Labor costs will be addressed after the cargo and management issues are resolved, according to APL.

Another factor is, if APL participates in the program, how many slots will it apply for. Of the nine vessels in MSP, the four C-10's (*President Adams*, *Jackson*, *Polk* and *Truman*) will be over 15 years old and not eligible to be enrolled unless they are given a waiver by the Defense and Transportation Departments. Based on discussions with APL, the number of slots the company applies for will be contingent on the amount of government cargo needed to keep a U.S.-flag vessel profitable to operate.

The third priority status for the remaining eight MSF slots will be granted to vessels owned and operated by Section 2 citizens or a "documentation citizen" operator owned by Section 2 citizens. When the bill was drafted, Matson was successful in inserting a provision that will allow domestic operators to apply for these slots if the vessels are engaged exclusively in foreign trade. Although the company has not made its inten-

tions known, it seems apparent that it will apply for MSF slots for ships engaged in the West Coast/Guam/East Asia trade. Vessels currently on that run—*Mahimahi*, *Manoa* and *Mokihana*—would be ineligible to be enrolled, unless they received a waiver, as they are almost 25 years old. One could speculate that Matson could apply for slots for the *R.J. Pfeiffer*, *m/v Manukai* and the new *Manawilli* (due to be delivered in mid-2004). However, this is contingent upon the future of APL/Matson Alliance in the Guam trade which expires in January, 2006.

According to the Maritime Administration, interim Maritime Security Fleet regulations to supplement the enabling legislation will be issued by the agency by August of 2004. Potential MSF operators will have until October 31, 2004 to apply for slots with the government deciding by February 1, 2005 to whom the operating agreements will be issued and to which specific ships.

Anticipate further discussions with both APL and ASM as the future of our work in APL's U.S.-flag vessels is at stake just as it was in 1996-1997. Will keep the membership fully informed.

MATSON NAVIGATION COMPANY

The Union has been notified that Matson is time-chartering the *Lihue* to Horizon Lines for three trips to Hawai'i this month. Unlike the recent bareboat charter of Totem Ocean Trailer Express's (TOTE) *Great Land* for the Hawai'i trade, the SUP and the other Matson-contracted Unions will remain aboard the *Lihue* under the charter.

In other news, the *s/s Manulani* has been sold for scrap. Built at Bethlehem Steel's Sparrows Point, Maryland shipyard as the *Hawaiian Progress*, she entered the Hawai'i trade in September 1970, and was renamed *Manulani* in 1978. Her sister ship, *s/s Manukai* (ex-*Hawaiian Enterprise*) was scrapped earlier this year.

CHEVRONTEXACO SHIPPING COMPANY

In accordance with Article XVII, Section 5 of the SUP Constitution, a negotiating committee shall be elected at today's meeting to bargain with ChevronTexaco Shipping Company. The current collective bargaining agreement, covering all unlicensed mariners employed in the company's U.S.-flag fleet, expires on January 31, 2004.

As per the Constitution, members eligible to serve on this Committee are those "who are affected by the contract being negotiated." Past practice also dictates only those currently employed by ChevronTexaco are eligible.

Have been advised by members presently at sea, that in the event a full committee cannot be field today, they will be willing to serve once on the beach.

Anticipate negotiations will begin in mid-January.

FOSS MARITIME COMPANY

The collective bargaining agreement between the SUP and Foss Maritime Company, which covers those employed in the company's bunkering operation on San Francisco Bay, expires on February 29, 2004.

As per the SUP Constitution, a Negotiating Committee comprised of those members working for Foss, will be elected at the January Headquarters meeting.

In preparation for bargaining, caucuses will be held in Richmond on Monday, December 29, and Tuesday, December 30. Both sessions will begin at 8:00 A.M..

BUILDING CORPORATION

The SUP Building Corporation met at Headquarters on December 3 to continue discussions on the 450 Harrison Street property and to hear reports from pro-

fessionals retained by the Trustees on the status of the building in regards to the planning process of the City of San Francisco. For background on the 450 Harrison Street issue, see the March, July and August 2003 editions of the *West Coast Sailors*.

At the August 7 Trustee meeting, the Building Corporation authorized Mr. Richard Springwater, a San Francisco architectural consultant, to expend the funds necessary to organize and prepare for a meeting with the San Francisco Planning Department staff to evaluate the development constraints and opportunities regarding 450 Harrison.

During the time between the Trustee meeting and the meeting with the Planning Department, Mr. Springwater in conjunction with architects Darryl Roberson of Studio Architecture, historic architect Jay Turnbull and land use counsel Pam Duffy of the law firm of Coblenz, Patch, Duffy & Bass, formulated a proposal that would allow a 400-foot residential tower (containing 272 residential units) to be built on the 450 Harrison site in a manner that would preserve the facade, rotunda and the Union's offices, thereby mitigating the historic issues of concern to the Planning Department.

On October 8, Mr. Springwater and his associates, Union counsel Jeff Walsh, Tom Larson of the San Francisco law firm of Howard, Rice, Nemerovski, Canady, Falk & Rabin real estate consultant Tony Crossley of Colliers International, your secretary and the other professionals mentioned above, met with the top staff people in the Planning Department to discuss the proposal. While the Planning Department was favorable to the design of the proposed tower, it was not inclined to have it constructed on top of the existing building. While the staff was sympathetic to the economic interests of the Building Corporation and the Union as a whole, it was clear that 450 Harrison is viewed by the City as an historic structure and that it preferred to have the residential tower constructed on the corner of Harrison and Fremont Streets, adjacent to the Headquarters building.

On October 24, along with Springwater, Walsh and Crossley, again met with the Planning Department to emphasize the importance of protecting the economic interests of the SUP in regards to the building.

On November 26, the Planning Department issued a draft Rincon Hill Plan which states that 450 Harrison is a "significant" building which should be preserved. However, the draft plan proposes "bonus" transferable development rights (TDR) for historic buildings. This means that developers in the Rincon Hill area will not be able to build as much height/density as they desire without purchasing TDR's from the Building Corporation. The plan also proposes that a 21,000 square foot community center and a public library be located in an historic building in the Rincon Hill area. The cost of these projects, estimated at \$14.2 million, would be paid by Rincon Hill developers and could benefit the Union.

A public meeting sponsored by the Planning Department to discuss the draft Rincon Hill Plan will be held at Headquarters on December 10.

The Building Corporation reviewed the draft plan and agreed that the economic interests of the Union are best served by continuing to actively participate in the planning process. In this regard, the Trustees authorized a payment of \$11,900 as the Building Corporation's share of an Environmental Impact Report (EIR) for the Rincon Hill area and a \$3,100 share to a \$50,000 study of the area by San Francisco Planning and Urban Research Association. The Trustees also approved funds, not to exceed \$100,000, for the attorneys, architects, etc., to continue to advise and assist in protecting the economic interests of the Building Corporation and the Union.

The planning process will be lengthy and complicated and will be affected by the political climate in San Francisco.

It is safe to say that the outright sale of the building, which looked imminent earlier this year, is for all intents and purposes dead. Given that the Planning Department has designated 450 Harrison as historically "significant" and that the agency is not in favor of developing a residential tower on the site, it appears likely that the SUP will be headquartered at 450 Harrison for many years to come. However, the Trust-

President's Report continued

ees will continue to exercise their fiduciary duty to ensure that the Union is not disadvantaged by development on Rincon Hill.

SUP ELECTION

All members eligible to vote in the biennial election of SUP officers and referendum on proposed constitutional amendments and Shipping Rule propositions should have received their secret mail ballot by today's meeting.

In accordance with Article XII, Section 8, of the SUP Constitution, "If for any reason a member in good standing does not receive his/her ballot, he/she may make a written request for a ballot to the Impartial Balloting Agent. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. The Impartial Balloting Agent shall mail a ballot to the member at the address indicated which shall be marked "duplicate" on the outer envelope."

If an eligible member has not received a ballot, write to: Robbin A. Johnson, Pacific Election Services, Inc., 1650 Stanmore Drive, Pleasant Hill, CA 95423. Fax: 925-685-4937. No ballots will be mailed to any SUP Hall.

Balloting will continue through December and January and will be tallied on Monday, February 2, 2004.

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 (Wednesday, December 24) and New Year's Eve (Wednesday, 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 ASM and 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.

Christmas Eve and New Year's Eve are not ILWU holidays in Hawai'i. The Honolulu Branch will be closed on January 2, an ILWU Local 142 holiday (Jack Hall's birthday).

Next month SUP halls will be closed on January 19 in observance of Martin Luther King, Jr.'s birthday, a holiday under all agreements except those with ChevronTexaco and Foss. Due to the holiday Branch meetings will be held on Tuesday, January 20, 2004.

ACTION TAKEN

ChevronTexaco Negotiating Committee: M/S/C to use members working for the company on the beach.

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

Gunnar Lundeberg

APL Vice President Eric Mensing highlights U.S. merchant marine's contributions during Operation Iraqi Freedom

U.S.-flag merchant ships and U.S.-citizen merchant mariners did "an outstanding job" in supporting U.S. military operations that led to the liberation of Iraq, APL Ltd. Vice President of Government Affairs and Marketing Eric L. Mensing said in a November 6 luncheon address before the Washington, D.C. Chapter of the Kings Point Alumni Association.

The U.S.-flag shipping industry and U.S. merchant mariners "can be proud" of the critical role they played during Operation Iraqi Freedom, Mensing, who is a graduate of the U.S. Merchant Marine Academy, and has served APL Ltd. in various executive positions for over 20 years, said.

The cooperative spirit of the United States Merchant Marine, which dates back to the Revolutionary War, contributed to highly successful sealift operations that met war fighters' needs, Mensing said, noting the role that ships enrolled in the government's Voluntary Intermodal Sealift Agreement (VISA) program, the Maritime Security Program, and the Ready Reserve Force fleet played during the Iraqi conflict.

The VISA carriers provided full U.S.-flag liner services to the area of responsibility, while MSP vessels participated in both liner and chartering services, and the Large Medium Speed Roll-On/Roll-Off (LMSRs) of the Ready Reserve Force "performed magnificently," the APL executive said.

"Cargo moved efficiently, effectively and reliably," Mensing added. "No cargo was turned down over fears of threat,

and carriers modified their services as needed."

U.S.-citizen merchant mariners successfully crewed all of the merchant vessels participating in Operation Iraqi Freedom, the APL Vice President noted.

An industry-government joint planning advisory group also played a "critically important" role, having met three times during the conflict, the APL Vice President said.

The VISA program "worked as designed," while participating ocean carriers competed to offer their best services to war fighters in Iraq, Mensing said. "VISA carriers provided more than adequate sealift," he added. "This was the first major test of VISA, and it worked as designed."

He also gave credit to the "excellent relationship" between the U.S. Merchant Marine and the Department of Defense.

"All in all" the performance of the U.S. Merchant Marine and U.S. merchant mariners spelled "a strong success," Mensing said. "The performance was built on a tradition of cooperation, applied lessons learned from Desert Storm, and demonstrated the readiness of the U.S.-flag fleet."

As for APL Ltd., Mensing said his company "takes pride in" operating U.S.-flag ships, and during Operation Iraqi Freedom, "there was never a voice raised" as to why the vessels were participating in the sealift operations and were forced to turn away from commercial trading.

Source: AMC Washington Letter

Vice President's Report

December 2003

In addition to the routine duties of the Front Office, checked the following ships.

President Wilson: Delegate Dave Kaupiko. Questions on Great Land charter, on MSF, on *Manukai* agreement, and on ballot issues. No disputed time in Oakland.

APL China: Delegate Rudy Musgrove. Both the delegate and the bosun getting off. 2 hour minimum not payable in addition to penalty meal. It's one and one for the PMH.

R.J. Pfeiffer: Delegate Tommy James. Running smooth. Clarification on balloting procedures. If you do not get a ballot at your address of record, you can request one from the impartial balloting agent. See November and December *West Coast Sailors* for details.

USNS Benavidez: Delegate Rocky Schindler. Loading in Beaumont on maiden voyage. Clarifications on watchstanding. At sea, it's a three man watch and everyone stands one, including the bosun and the ordinaries. In port, watches are broken and its daywork—0800 to 1700 is straight time and anything after 1700 and before 0800 is overtime. Only other configurations are cargo watches and ROS security watches.

USNS Mendonca: Delegate Tim Patricio. In ROS in Philadelphia. Clarifications on scope of work—provided sailors are aboard and willing to work, all normal operation of any deck machinery such as ramps, sideports, lifts, windlasses, winches, cranes, vehicle access doors, etc., belongs to the SUP deck gang. If engineers insist on operating the stern ramp, then a designated sailor or the bosun will stand-by to ensure proper operation. Delegates take note: if unauthorized non-SUP operation is indiscriminate and without SUP inclusion the usual remedy of overtime for all those who would have done the work applies.

USNS Seay: Delegate Dave Erikson. Discussion of balloting procedures. Clarifications on bonuses, on benefit eligibility and on training requirements. Ship is not outfitted with adequate tools making some work both difficult and dangerous. Taken up with the Company. Both this ship and the *Mendonca* are moored in a good location just upstream from downtown Philadelphia on the Delaware River.

USNS Piliilau: Delegate Kenyon Taylor. Loading in Hawaii. Clarifications on cargo and sea watches. The bosun is a watchstander, not a dayworker, in FOS. In cargo watches, bosun and the OS's are on daywork.

APL Thailand: Delegate Lee Dancer. Made this ship in Oakland with Bill Berger. Always a problem on this ship. Delivered the message with the bosun and San Francisco Business Agent William Berger that we will not rest until conditions improve here.

APL Philippines: Chief Engineer's verbal abuse of SUP deck gang is unacceptable. Taken up with the Company. MFOW and all ports notified.

Colorado Voyager: Delegate Mark Jones. Numerous proposals received for upcoming negotiations. All will be reviewed by the Negotiating Committee.

Foss Maritime: Co-delegates Mike Worth and Tom Tynan report various beefs, all still in process, including jurisdictional and safety issues on the new FDH 35-1. Interested in all proposals for the upcoming negotiations.

San Francisco Bar Pilots: Delegate Steve Messenger. Clarifications on cook's overtime and *p/v Pittsburg* work rules. All deckhands are either operator trainees, relief operators, or casuals.

Dave Connolly

Foreign-flag vessels *continued from page 1*

2002 and July 2003 had an approved force protection plan. Southern Command leaders had not been informed of the ships' presence in the area.

Neither Southern command nor the Military Sealift command, the agency that handles the charters, has defined reproducibilities for security of the voyage charters.

European Command does not require force protection plans for cargo ships chartered for six months or less. The GAO said the command has "begun implementing new initiatives that may address the gaps we have described" but has "No specific time frame" for reaching an agreement with the Military Sealift Command to "address the lack of routine antiterrorism planning" for chartered ships.

While the MSC screens crew members to chartered ships to identify potential terrorists, the process "is based on personal information provided by the crew members and can be falsified."

Adding to the danger, the chartered ships are allowed to dock close to U.S. warships and "critical infrastructure."

The MSC avoids placing "critical gear" on chartered ships or those flying foreign flags, the spokeswoman said, but given the limited availability of ships and the importance of keeping troops supplied "we have to take what we can get from time-to-time."

Furuseth *continued from page 1*

Wilson as he signed the Seamen's Act, which effectively brought seamen into the twentieth century. The Act extended complete freedom from the desertion law to U.S. ships in foreign ports and to foreign vessels in American ports. It provided increased fo'c'sle space, better food, safety provisions, an efficiency rating for able-bodies seamen, and that 65 percent of the deck gang must be able seamen.

At the same, Furuseth was engaged in legislative battles, he was active on the economic front. Conditions were improved and wages were raised, sometimes in the face of violence.

Active in organizing, Furuseth helped start the Atlantic Coast Seamen's Union, the San Francisco Labor Council, the California State Federation of Labor and the International Seamen's Union of America.

Prospective speakers at the seminar are invited to submit an abstract for a 30 minute paper to the following address: The Norwegian Emigrant Museum, 2312 Ottestad, Norway. Email: museum@emigrant.museum.no

Those who wish to attend the seminar without giving a paper are invited to notify the museum at the above address for information about the program, registration, accommodations, etc..

SUP Branch Reports

Seattle

November 17, 2003

Shipped during the period: 2 Bosun's jobs taken by 1 A card to the commercial fleet and 1 B card to USNS ship; 11 Able Seaman berths went to 2 A cards, 3 B's, 5 C's and 1 D registrant, 7 of these jobs were USNS ships; 13 standbys filled by 7 A members, 5 B members, and 1 C member.

Registration for the period: 5 A cards for a total of 26; 17 B cards for a total of 41; 14 C cards for a total of 31.

Ships checked

President Adams, President Polk, President Truman back from Asia and running smoothly. Manukai, Maui and Kauai in with little or no problems.

Along with SUP Vice President Dave Connolly and MFOW Vice President Bobby Iwata, I was a guest at the Inlandboatman's Union at their national convention held here in Seattle. IBU members are strong Unionists and close allies to us on many levels. This was addressed in a speech urging solidarity amongst all members of the maritime trades by Dave Connolly. Bobby Iwata brought the room to a standing ovation with the story of his family's dire fight to earn a living before the ILWU's organizing efforts changed the living standards for the entire state of Hawai'i.

I was at a Maritime Transportation and Security Act regulations for Port Security and Vessel Security meeting; where the forum ran for two days and was a good effort by the U.S. Coast Guard in trying to explain how these rules must be implemented. Gunnar Lundberg has kept the Sailors' Union firmly imbedded in this process. These rules will effect our work place so it is extremely important that we continue to participate.

I met with Congressman Adam Smith, a strong supporter of the Maritime Security Program which keeps us aboard the APL ships and thanked him for his help.

Alec Fiskien was elected as Seattle Port Commissioner. In a statement to the press he contributed his win to the "Labor Neighbor" activities of the King County Labor Council. This goes to show that if members "turn to" and help during an election, we can get labor friendly candidates elected.

I was at the "Jobs with Justice" meeting and the "Youth Maritime Training Academy" meeting where the SUP sits on the steering committees respectively.

Vote for a dues increase. This is critical to running a strong Union.

Happy Holidays to All!

Vince O'Halloran, Branch Agent

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2004:

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

*Tuesday

Wilmington

November 17, 2003

Shipping for the period: 4 Bosuns, 14 ABs, 9 AB Maint., 2 OSs, and 52 standbys, for a total of 81 jobs shipped.

Registration: A cards: 49, B cards: 32, C cards: 14, and D cards: 3.

Ships checked

Ewa, Mahimahi, Matsonia-Art Kardinal, delegate, APL China, President Wilson-Nestor Alarcon, delegate, President Adams, Lihue, R.J. Pfeiffer, APL Thailand, President Grant, Ewa-John Rose, delegate, President Polk-Steve Clemens, delegate, Matsonia-Rob Morgan, delegate, APL Singapore, Mokihana, Manukai-Nick Hoogendam, delegate, President Truman-Richard Goen, delegate, USNS Pili-laau-Joel Schor, delegate (around the world with no beefs!), R.J. Pfeiffer, APL Korea-Tony Montoya, delegate (equalization clarification), Manoa.

On October 23, we hosted the Harbor Labor Coalition (HLC) meeting. We received the plaques and checks (\$300) for the high school bands that participated in the Labor Day Parade. I volunteered to deliver the San Pedro HS check and plaque. The next day, a delegation consisting of John Folcarelli, John Fernandez, Charlie Butler and myself, presented the plaque of appreciation and the \$300 check from the LA-Long Beach HLC to Mr. Purdy at San Pedro High.

On October 29, Agents' Luncheon at Traini's in San Pedro. November 10, Veterans' Memorial Meeting.

Also on November 10, with Bill O'Brien, attended the UFCW - LA County Fed - ILWU rally at Albertson's in San Pedro. Over 6,000 supporters showed up. The Longshoreman really energized the evening and it was a great rally. The Wilmington SUP Branch is participating in Adopt-a-Store. We have "adopted" the Von's store on 25th and Western in San Pedro. Come out and join the picketers. Please honor their picket lines and tell your friends and family to do the same. The MFOW adopted the Von's on 13th and Gaffey also in San Pedro. The UFCW picketers need and appreciate our support.

On November 11, we had a work day/BBQ at the Hall. We cleaned a lot of things that haven't been cleaned in years and fixed a lot of things that needed fixing. Thanks to John Folcarelli, Tom Larkin, Julian Torre, Leon Gandy, Jose Rovelo, Jose Alves, Paul Gottschling, Wally Stephens, and Bill O'Brien and his men - Fred Ziegler, Eric Connolly, John Harlan and John Casey. Thanks also to the men who showed up just to eat and show their support.

Recently, on one of the Matson's ships, a delegate turned over a dirty room to the new delegate. No excuses for not turning over a clean room SUP-style when your time is up.

Happy Holidays, Happy New Year and God Bless the SUP!

Mark Hurley
Branch Agent

SUP Members:
Mail you secret ballot

Honolulu

November 17, 2003

During the month of October, dispatched the following: 1 AB maint., 1 AB, 2 ABD, 2 ABW return, 1 OS, 1 OS return. These jobs were filled by 2 A members, 3 B members, 2 C members and 1 D registrant. Also shipped 24 standby jobs filled by 14 B members and 10 C members. Total jobs shipped: 32.

Registered the following during the month of October: 6 A members, 4 B members, 3 C members, and 2 D registrant. To date we have registered: 9 A members, 7 B members, 9 C members, and 2 D registrants, for a total of 27 registered.

Ships checked

Maui, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Lihue and Manukai. All with few or no problems. Paint and rigging gang running smoothly with Keith Kamana as bosun. The Cape Gibson sailed for the northwest after 65 days alongside the dock; overtime rate clarification; bosun Danny Foster home bound!

On November 2, attended a PCMC instigated educational seminar in Waianae on establishing a Maritime Vocational Center on the Leeward coast of Oahu. Appears funding is in the works and this will become a possibility.

On November 8, manned the Hawai'i Ports Council booth at the annual Honolulu Harbor Festival. This affair promotes the importance of the waterfront to the residents of Hawai'i. Passed out promotional pamphlets for the Jones Act and the Passenger Services Act.

On November 18, along with delegate John Lindsey, attended the Hawai'i State AFL-CIO Convention. A Port Council sponsored legislative referendum concerning support for the Jones and Passenger Service Acts was passed unanimously by all Unions at the convention. Also an early political endorsement for Senator Dan Inouye and Congressman Neil Abercrombie, proposed by the Hawai'i Ports Maritime Council, passed unanimously. This was done as a counter to our junior U.S. Representative Ed Case. Like to thank Trev Motlow for covering the Union hall that day.

On November 19, attended the Hawai'i Ports Maritime Council meeting. Leisurely lunch after yesterday's AFL-CIO convention activities.

On November 27, the Honolulu Seamen's Home Trustees threw a Thanksgiving Day dinner at the Dog House for the gang staying there. Nice touch for the holidays.

The Honolulu membership wishes all our brothers and sisters a Mele Kalikimaka and Hau'oli Makahika Hou!

Mike Duvall
Branch Agent



Norfolk Office

November 2003

In the month of November, I shipped 2 Bosuns, and 4 ABs. These jobs were taken by 3 B members and 3 C members.

I have 12 registered for shipping, but as usual they all have plans for the holidays. In my 40 years I learned, come January everyone is looking for a job. The best time to ship is the first week in November. You get all the holiday overtime, Thanksgiving dinner, and Christmas, and never miss a football game.

At the end of November, I made my Philly trip and swung down to the Yano in Baltimore; found all ships in very good shape. All LMSR trained sailors should be prepared to go when the next surge begins in January.

If anyone out there who is eligible to vote, see the instructions in the West Coast Sailors

To all my Sisters and Brothers, Happy Holidays!

Jack Stasko
SUP Representative

New pensioner

The following SUP member joined the rank of pensioners, bringing the total number of SUP members to 887:

Clifford E. Rouleau, 75, Book #3144, joined SUP in 1956, 38 years seetime, basic pension.

San Francisco Business Agent

Was on vacation for two weeks. Visited Mike Duvall at the SUP Hall, in Honolulu, also saw several old timers. Was also laid up for a week. Dave Connolly and Andy Andersen covered the waterfront during my absence.

William Berger

Dispatcher's Report

Headquarters—Jan. 2003

Deck	
Bosun	8
Carpenter	0
MM	4
AB	27
OS	1
Standby	37
Total Deck Jobs Shipped	77
Total Deck B, C, D Shipped	16
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.	77
Total B, C, D Shipped-All Depts. ...	16
Total Registered "A"	86
Total Registered "B"	84
Total Registered "C"	11
Total Registered "D"	10