




# West Coast Sailors

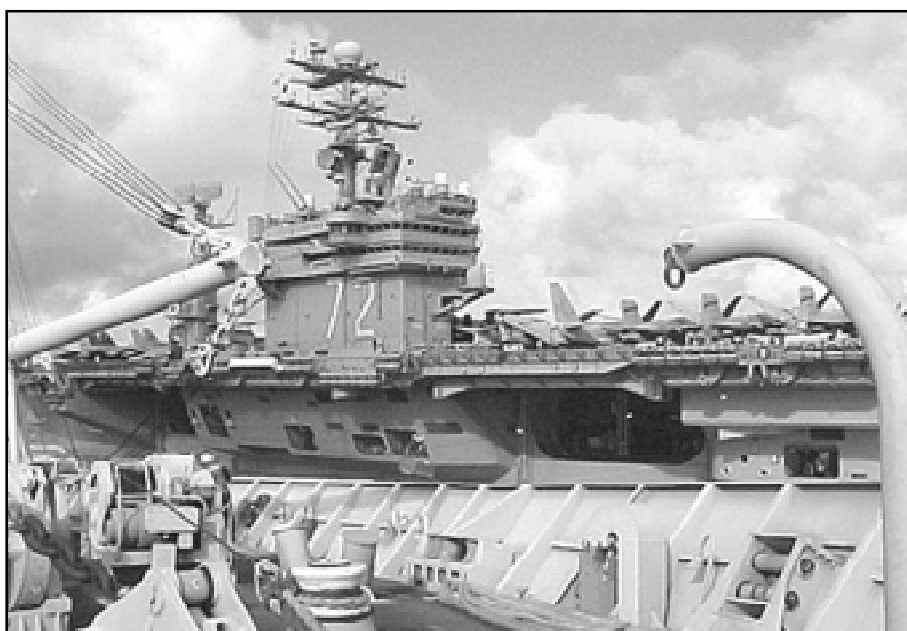
Official Organ of the Sailors' Union of the Pacific

Volume LIX No. 2  583

SAN FRANCISCO, CALIFORNIA

Friday, February 23, 2001

## SUP gang in Cape Girardeau shines in U.S. Navy exercise



Looking aft from the bow of the *Cape Girardeau* on February 2, as the aircraft carrier *USS Abraham Lincoln* is replenished underway. The transfer of 247 pallets of assorted shapes, sizes, and weights began at 0730 and concluded at 1300 without incident. SUP quartermasters kept her "steady as she goes" as there was no margin for steering error. This was the first transfer underway by an RRF vessel to an aircraft carrier.



The SUP deck gang in the *Cape Girardeau* are photographed in Pearl Harbor prior to participating in underway replenishment training exercises. Pictured from left are: John Duran, OS; John Diaz, AB; Carl Smith, AB; Teo Rojas, AB (delegate); Robert Taylor, AB; Mike Williams, OS; Brian Le Prevost, OS; Dave Sylstra, AB; Isnin Idris, AB; Danny Foster, Bosun. (In the background is the battleship *USS Missouri* (left) and the *Arizona Memorial* (right).)

The SUP gang in the Ready Reserve Force vessel *Cape Girardeau* has won high praise from all quarters for its outstanding performance in training exercises with the U.S. Navy that were completed this month.

The purpose of the exercise named "Hawaii Ex 01" was to test the Modular Cargo Delivery System (MCDS) and Vertical Replenishment Platform installed on the *Girardeau* to conduct underway replenishment of Navy combat ships.

The *Girardeau* made three trips from Pearl Harbor, rendezvousing each trip with U.S. Naval vessels approximately

1,000 miles west of the Hawaiian Islands. During the course of Hawaii Ex 01, the *Girardeau* replenished underway the *USNS Yukon*, *USS Stethem*, *USS Abraham Lincoln* and the *USS Shiloh*.

The *Cape Girardeau* (ex-*President Adams*, ex-*Alaskan Mail*) was modified in 1993 with the MCDS, which was developed to increase the military usefulness of sealift ships. MCDS is a mechanical cargo transfer system which acts as a combination elevator and winch, hoisting cargo into the air across wire lines strung between the *Girardeau* or similarly rigged ships and a Navy combat

vessel sailing side-by-side, 150 feet apart, at a speed of approximately 12 knots. The goal is the safe delivery of maximum amounts of ordinance, provisions, or fuel in minimum time, allowing the combat vessel to continue its mission at sea rather than return to port for resupply.

The mission of the *Cape Girardeau* and the other vessels in the Ready Reserve Force is to ensure that the United States can maintain surge capability and to meet other sealift requirements in the event of crisis or war. Once RRF vessels are activated in support of a Defense Department exercise or operation, they come under the operation control

of the Military Sealift Command.

The *Cape Girardeau* is managed by Patriot Contract Services and is crewed, in addition to the SUP, by the MFOW, MM&P, MEBA and SIU-Marine Cooks.

In a message to *Girardeau's* skipper, Captain John Larson, Vice Admiral Gordon Holder, Commander of the Military Sealift Command said, "Please convey my compliments and appreciation to all hands involved. You and your crew's hard work continue a long tradition of excellence by our nation's commercial mariners during war and peace. Congratulations on a job extremely well done."



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

## U.S. cruiseship bill introduced in Senate

On January 22, Senator John McCain (R-AZ), Chairman of the Committee on Commerce, Science and Transportation introduced "The United States Cruise Vessel Act" (S.127). The bill is exactly the same as the one introduced in the 106th Congress (S.1510), which was approved by the Committee but never made it to the Senate floor.

Cosponsored thus far by Senators Barbara Boxer (D-CA), Dianne Feinstein (D-CA), Barbara Mikulski (D-MD), Frank Murkowski (R-AK), Strom Thurmond (R-SC), Max Cleland (D-GA), Kay Bailey Hutchison (R-TX), Zell Miller

(D-GA), and Paul Sarbanes (D-MD), the purpose of the bill is to facilitate the entry of U.S.-owned, U.S.-flag and U.S.-citizen crewed cruiseships in the domestic cruise market.

The legislation, which is strongly supported by the SUP, MFOW, MM&P, MEBA, ILWU and scores of maritime industry groups, port associations across the country and travel and tourism related organizations, would authorize the Secretary of Transportation to allow immediate reflagging of large cruise vessels for operation in the domestic trades, if U.S.-citizen owners agree to build more vessels in

U.S. shipyards.

To be eligible under the bill to receive a permit to operate, a cruise vessel must:

- Have been delivered after January 1, 1980 and be at least 20,000 gross tons and have not fewer than 800 passenger berths.

- Comply with internationally accepted construction standards.

- Have all repair, maintenance, alteration and other work required for operations under the U.S. flag performed in a U.S. shipyard.

Before being allowed to operate in the domestic trades, S.127 requires the operator to enter into a binding contract with a U.S. shipyard for construction of at

least one more vessel than the total number of vessels they operate in the domestic cruise market.

The first replacement vessel must be delivered within five years of the date on which the foreign-built vessel begins operations in the domestic trades. Foreign-built vessels are also required to leave the domestic market two years after delivery of the U.S.-built replacement vessel or vessels.

In introducing the bill, Senator McCain stated "we need to provide more opportunities for U.S. merchant mariners to serve at sea and this measure can lead to those opportunities."

# SUP Quarterly Finance Committee Report

## SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED December 31, 2000

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 8, 2001, hereby submits the following report:

### SUMMARY OF CASH AND INVESTMENTS

General Fund .....	\$977,221.47*
Political Fund .....	\$1,208.07
Strike Fund .....	\$1,293,730.99
Total Cash and Investments 2nd Qtr 2000 .....	\$2,272,160.53
*\$1,716.00 held for Wall of Honor not included	
\$16,600.00 paid 2/4/00 to AMMV for memorial	

### GENERAL FUND

Income:	
Dues, Initiation, Assessments .....	\$103,271.00
Interest .....	35,962.54
Donations - <i>West Coast Sailors</i> .....	1,521.00
Tanker & Joint Committee, Hiring Hall .....	83,617.25
Advertising & Promotion .....	713.50
Miscellaneous .....	100.00
Reimbursements .....	2,283.40
Contributions - General Fund .....	1,252.15
Total Income: .....	\$228,720.84

Expenses:	
Auto & Travel .....	\$2,495.03
Rent .....	10,994.84
Postage, Printing & Office .....	30,490.79
Telephone & Telegraph .....	4,999.70
<i>West Coast Sailors</i> Publishing Expense .....	3,851.72
Per Capita .....	8,653.00
Salaries & Payroll Taxes .....	164,834.26
Office Workers Pension .....	4,271.22
Insurance .....	25,870.89
Field Expense .....	3,107.48
Committee & Neg., Conference & Conv. ....	8,758.19
Contribution .....	580.00
Investment Expense .....	1,436.48
Officials' Pension .....	496.80
Flowers .....	108.25
Advertising & Promotion .....	10,853.32

Legal & Accounting .....	3,803.60
Subscription .....	5,730.80
Total Expense: .....	\$291,336.37

### BUILDING CORPORATION

Income:	
Assessments .....	\$2,708.00
Vending, Miscellaneous .....	25.32
Interest & Principle on Mortgage Notes .....	8,314.16
Rents .....	71,190.66
Total Income: .....	\$82,238.14

Expense:	
Building Services & Utilities .....	\$34,662.89
Repairs & Maintenance .....	61,208.56
Salaries & Payroll Taxes .....	14,255.51
Pension .....	53.82
General Tax .....	10,553.99
Insurance .....	26,180.43
Total Expense: .....	\$146,915.20

### POLITICAL FUND

Income:	
Contributions .....	\$3,051.00
Interest .....	.62
Total Income .....	\$3,051.62

Expense:	
Contributions .....	\$2,800.00
Bank Charges .....	36.00
Total Expense: .....	\$2,836.00

Net Income .....	\$(127,076.97)
1st Qtr .....	\$23,622.28
2nd Qtr .....	(\$80,282.52)
3rd Qtr .....	20,749.99
Year to date .....	(\$162,987.22)

/s/Richard Cahill                      /s/Dave Frizzi  
/s/Louis Frazier                        /s/Dimitri Seleznev  
/s/Randy Runyan

*ACTION BY THE MEMBERSHIP February 13, 2001. M/S—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.*

## MM&P wants maritime tax reform

The Masters, Mates and Pilots have announced that one of their legislative priorities for the 107th Congress is to make changes in U.S. tax laws that will bring U.S. maritime law more in line with other nations, according to the MM&P's *Wheelhouse Weekly*.

Many foreign nations exempt their mariners from income tax. No such exemption is available to American merchant mariners, making it more expensive for U.S.-flag vessel operators, and harder for American mariners to get jobs on American owned U.S.-flag and foreign-flag commercial vessels. The MM&P believes that section 911 of the Internal Revenue Code, which provides a foreign source income exclusion for other Americans working outside the United States, should be extended to American mariners when working aboard an American-owned commercial vessel operating outside U.S. territorial waters. This proposed change in section 911 was included in legislation introduced in the 106th Congress by Senator John Breaux (D-LA) S.1858 and Representatives Jim McCrery (R-LA) and Bill Jefferson (D-LA) HR 3225.

Existing tax law allows an individual who attends a business meeting or convention aboard a U.S.-flag cruiseship that operates exclusively between American ports to deduct up to \$2,000 annually of the cost of attending such shipboard functions. It is the MM&P's belief that this tax incentive should be extended to individuals attending a business meeting or convention aboard a U.S.-flag cruiseship operating between American and foreign ports.

Because of the tax and economic advantages enjoyed by foreign-flag passenger vessels, and the lack of incentives of U.S.-flag cruise vessels, there are no U.S.-flag cruise vessels operating between American and foreign ports. Extending the so-called convention tax deduction as proposed will encourage the development of a U.S.-flag foreign trade cruise vessel fleet. This proposed expansion of the "convention tax deduction" for cruiseships was also included in S.1858/HR 3225 in the 106th Congress.

## Final Departures

**Andrew Machaj**, Book No. 6283. Born in Oklahoma in 1925. Joined SUP in 1951. Died in San Francisco, California, January 22, 2001. (Pensioner)

**Walter Andrea**, Book No. 3702. Born in California in 1926. Joined SUP in 1943. Died in California, November 19, 2000. (Pensioner)

**Konrad S. Daae**, Book No. 1804. Born in Norway in 1910. Joined SUP in 1935. Died in Portland, Oregon, July 6, 2000. (Pensioner)

**Ray O. Difold**, Book No. 2716. Born in Oklahoma in 1915. Joined SUP in 1956. Died in Houston, Texas, August 10, 2001. (Pensioner)

## Former MFOW official Whitey Shoup crosses the bar

B.C. "Whitey" Shoup, former vice president of the Marine Firemen's Union, died on February 7, in San Mateo, California.

Born in 1927, Brother Shoup joined the MFOW in 1945 and sailed in various unlicensed engine room ratings, including electrician. He was particularly fond of his sailing days in coastwise steam schooners.

Elected temporary Business Agent on several occasions from 1959 to 1968, Shoup was elected San Francisco Business Agent in 1969 and MFOW Vice President in 1974. He was reelected to that post every two years until his retirement in 1991.

## SUP Meetings

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

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

\*Tuesday

## Support the SUP Political Fund

### West Coast Sailors

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

**Gunnar Lundberg,**  
**President/Secretary-Treasurer**  
**Teresa Anibale, Editor**

#### BRANCH OFFICES

Seattle, WA 98134  
1253 Sixth Ave S, Ste A (206) 467-7944  
FAX: (206) 467-8119  
Wilmington, CA 90744  
533 N. Marine Ave. (310) 835-6617  
FAX: (310) 835-9367  
Honolulu, HI 96813  
707 Alakea St. (808) 533-2777  
FAX: (808) 531-3058  
Norfolk, VA 23508  
1058 West 39th Street (757) 489-3865  
FAX: (757) 489-3785

#### WELFARE OFFICE

(415) 778-5490  
**PENSION PLAN OFFICE**  
(415) 437-6889

## Union election results

### MFOW

In the biennial election of officers for the Pacific Coast Marine Firemen's, Oilers, Watertenders and Wipers Association (MFOW) that concluded this month, H. "Whitey" Disley was reelected President/Secretary-Treasurer without opposition. Vice President Bobby Iwata and Seattle Port Agent Mike Carr, who were also unopposed, were reelected. Anthony Poplawski bested a field of four candidates to win the Wilmington Port Agent's job succeeding longtime agent Sol Ayoob who decided to swallow the hook. In Honolulu, incumbent Port Agent Bonny Coloma defeated a challenger to retain his post. Elected to the MFOW Board of Trustees were Carr, Coloma and Anthony De LaRosa.

Also on the ballot were 17 constitutional propositions that passed well over the simple majority required.

### SIU-AGLIWD

The February issue of the *Seafarers Log*, official publication of the Seafarers International Union-Atlantic, Gulf, Lakes and Inland Waters District, reported the results of the election that took place between November 1, and December 30, 2000.

Reelected to fill the 2001-2004 term were President Michael Sacco, Executive Vice President John Fay and Secretary-

Treasurer David Heindel.

Among those reelected were Augie Tellez, contracts and contracts enforcement Vice President; Jack Caffey, Atlantic Coast Vice President; Dean Corgey, Gulf Coast Vice President; Thomas Orzechowski, Southern Region, Great Lakes and Inland Waters Vice President; Nick Marrone, West Coast Vice President; Kermett Mangram, Government Services and Fishing Industry Vice President; George Tricker, Assistant Vice President of Contracts; Nick Celona, Assistant Vice President Atlantic Coast; Ambrose Cucinotta, Assistant Vice President Gulf Coast; Don Anderson, assistant Vice President West Coast; James McGee; Assistant Vice President Southern Region; and Robert Hall, Assistant Vice President Government Services.

In addition to officers, the SIU-AGLIWD membership voted on five constitutional amendments that were approved by overwhelming majorities. The amendments pertained to a dues increase and the payment of dues; meeting quorums were reduced to 25 members; a name change to reflect the proposed merger of the National Maritime Union (NMU) into the District—SIU-AGLIWD/NMU; and the addition of two executive board slots, also in consideration of the SIU-AGLIWD-NMU merger.

## Letter to the Editor

February 8, 2001

It was noticed in the *West Coast Sailors* that SUP member Walter Kopatz passed away. I would like to relate an episode in Walter's life when he came to work for the San Francisco Bar Pilots.

In the 1960's the Pilots had two station pilot boats, the motorized sailing schooner *California* and the ex-minesweeper *Golden Gate*. From these boats inbound and outbound vessels were worked with outboard motor yawls manned by SUP crew members who either placed a pilot aboard an inbound vessel or took a pilot off an outbinder. The crew on the pilot vessels consisted of five SUP members, the Captain and four sailors, and two MEBA engineers. At the time, and possibly now, these were considered premium jobs. Seven days on and seven days off, the days on provided three square home-cooked meals a day, television and salmon fishing.

An opening came up and Walter got the job. He was a rotund, jovial person. Breaking in on his initial trip aboard the schooner he became the bow man in the yawl who would grab the boat rope rigged in a bite from the ship and make fast to position the yawl so the pilot could climb up or down the ladder. In this particular instance, I boarded a vessel with Walter in the bow of the yawl and Dave Nielsen running the motor. Sometimes the boat rope would be rigged too low as in this case. Dave tilted the motor up to prevent the propeller from entangling with the boat rope which was common procedure. However, this time the tilted motor somehow pinched the gas line from the supply tank and pierced it (not noticed by anyone). There was enough gas in the carburetor to return to the pilot boat and embark pilot Captain Aitken to place him on a tug towing a barge. As the yawl made the turn in front of the barge and approached the tug, the motor quit, no gas. With the barge rapidly bearing down on them, the three in the yawl had no time to break out the oars and row. As the barge was nearly upon them, they jumped overboard into the water and all three passed beneath the barge, popping up astern of

it. They later said they could count the barnacles as the barge passed above them. By this time the pilot schooner had made a round turn, launched the second yawl and retrieved all three from the water. Walter was the heaviest and struggling the most. The Captain of the pilot schooner, George Thomas, who was in the yawl, grabbed Walter by the hair keeping him afloat, finally getting his arms under Walter's arms, and hoisted him into the yawl. They returned to the pilot schooner with just a few scratches and were drying out in the engine room when Walter asked Captain Thomas if this sort of thing happened often. (It had never happened before or since.) George Thomas was so elated that no one was lost or injured, he seized upon the moment and situation and jokingly answered Walter "occasionally but not frequently". Without hesitation or batting an eye, Walter said "arrange for my relief". When it was explained that it had never happened before, Walter didn't waiver in his request for a relief. Walter and Dave each got a gold watch from the pilots.

After Walter left the pilot schooner job, he would often meet the schooner on change day and thank George Thomas for saving his life. Thomas, who doesn't play golf, recalls that on one occasion, Walter gave him a dozen expensive golf balls. Another time he gave him a fine fly rod. So be it with an experience in Walter Kopatz' life. God bless.

What became of those involved in the barge incident? We know that Walter is gone. Pilot Captain Aitken retired a few years later and passed on. Dave Nielsen later became captain of a new pilot boat, suffered a mild heart attack, was told by his doctor to exercise more which he did by taking up bicycle riding. While riding his bicycle he was hit by a car and killed. George Thomas left the pilots, worked a while for a small local shipyard, then became caretaker of the North Marin Islands, owned by the Crowley Corporation. He retired and now lives in Oregon.

Capt. John Winterling, retired pilot former SUP member, Bk #3032

## Senators Lott & Breaux urge president to support maritime industry

Senator Majority Leader Trent Lott (R-MS) and Senator John Breaux (D-LA) wrote last month to President George W. Bush expressing their intent to work with the Administration "to develop new ideas to revitalize the industry." The senators stressed that "without a vital U.S. merchant marine and shipbuilding capacity, our military power would depend on foreign interests to build and repair our nation's military vessels and provide the sealift required to mobilize its military forces." Senators Lott and Breaux further stressed that "maintaining an independent capability to transport our military equipment overseas is critical to our national security." The senators urged full funding for the Maritime Security Program, increased funding of the Title XI loan shipbuilding guarantee program, and preservation of existing programs such as the Jones Act and cargo preference.

## Bush issues anti-worker executive orders

President George W. Bush issued four new anti-worker, anti-union executive orders on February 17, repealing Clinton administration rules protecting workers and labor-management relations.

The orders will: Effectively bar project labor agreements on federally funded construction projects.

Require government contractors to post notices telling employees they cannot be required to become union members and may object to paying the portion of agency fees not related to collective bargaining.

End job retention protections that now cover employees of service contractors in federal buildings.

Abolish labor-management relations systems that serve the federal government and hundreds of thousands of federal workers.

"I am appalled and outraged at President Bush's decision to issue four mean-spirited, anti-worker executive orders sought by his corporate contributors and by right-wing ideologues," said AFL-CIO President John Sweeney. "These orders undermine worker rights and dismantle thoughtfully constructed and effective working relationships between labor and management."

The AFL-CIO Building and Construction Trades Department has called Bush's plan to ban project labor agreements "nothing short of a declaration of war on construction workers."

Bush issued the orders just 48 hours after Secretary of Labor Elaine Chao appeared at the AFL-CIO Executive Council meeting in Los Angeles, promising to work with union leadership.

The Bush move "violates the president's own public pledges to consult widely, promote civility and 'change the tone' in Washington," Sweeney said. "His action appears to be pure retribution for the growing voice of working men and women in our nation's political life."

### Union dues and fees

This executive order requires government contractors to post notices stating that employees cannot be required to become union members in order to retain their jobs and that those who do not join the union may object to paying the portion of agency fees that are not related to collective bargaining.

Contractors that fail to comply can be barred from bidding on or keeping their government contracts.

This order is identical to one issued by the first President Bush during his 1992 reelection campaign to shore up right-wing support. If workers need to be further informed of their rights, their right to organize deserves first priority—but the Bush order is silent about that.

### Project labor agreements

This executive order forbids agencies from requiring bidders on federal construction projects to agree to enter into agreements with a labor organization for the work, effectively barring the government from using project labor agreements.

The federal government and the states have successfully built numerous public buildings and facilities under project labor agreements for many decades because they promote efficiency and economy. Agreements typically set terms and conditions of employment on complex projects and guarantee the orderly resolution of any labor disputes to prevent strikes and lockouts. They enable all contractors to bid on equal terms, regardless of whether their workers have ever been organized. This new executive order undermines sensible procurement policy, reduces construction options and will increase government construction costs.

### Displacement of qualified workers

This executive order rescinds a 1994 executive order requiring building service contractors in federal buildings that have taken over work previously performed by another contractor to offer continued employment in the same jobs to qualified employees of the displaced contractor.

This order deprives service employees on federal worksites of job security when the federal government changes contractors. These workers are usually low-paid, and even brief periods of unemployment can be catastrophic for their families. There is simply no justification for eliminating this important protection.

### Federal sector labor-management partnership

This order rescinds a 1993 executive order that required federal agencies to confer with their employees' representatives over such topics as staffing levels and work techniques, and established the National Partnership Council to improve labor-management relations throughout the federal government.

This order immediately abolishes labor-management relations systems that serve the federal government and hundreds of thousands of federal workers as well. The flexible approach to resolving workplace issues represented by these programs reflects a steady development in federal personnel relations that began in the Nixon Administration. Now, President Bush has unceremoniously and inexplicably ended these initiatives, effectively telling his own employees that they are not respected and unimportant.

## ESU Office Assignments

For the month of March, Thomas Thompson will be in the Baytown office and Kevin Conroy will be in the Benicia office.

# ESU NEWS

FEBRUARY 2001

Official Publication of the Exxon Seamen's Union

## STCW-95 deadline approaches make sure your documents are up to date

The February 1, 2002, STCW-95 deadline is rapidly approaching and everyone needs to review your documents to make sure you are in compliance. If you currently have an STCW-78 you will need to obtain an STCW-95 through the Coast Guard prior to February 1, 2002. You may apply for an STCW form at no cost by mail or in person at any of the REC's (Coast Guard Regional Exam Center).

All seafarers need to be aware of the Basic Safety Training (BST) requirements as outlined under STCW. The STCW BST requirements are contained in Reg. VI/1 of the STCW code. BST is required for those persons serving in a position that must be filled as part of the required crew complement or assigned a responsibility on the muster list.

This training is comprised of four elements: personal survival techniques, fire prevention and fire fighting, elementary first aid, and personal safety and social responsibilities. If you were hired by SeaRiver after August 31, 1998 you have received Basic Safety Training through new hire orientation and should not need to renew your STCW-95 for five years from the date of issue.

If you were employed by SeaRiver before August 31, 1998, you should have completed an onboard Basic Safety Training program according to the standards approved by the USCG. This program was an alternate method for mariners to comply with STCW Basic Safety Training as outlined by the National Maritime Center in 1998. You may recall completing the Basic Safety Training assessment (checklists) onboard and being signed off by a designated officer.

This document is your evidence of completing BST and should be accepted by any REC when renewing your STCW. Should

you be unable to find your BST assessment, the Company is supposed to have a copy on file. You will need to contact the Training department for a copy. This document is good for five years from the date it was completed. Recently, several REC's indicated they would no longer issue STCW-95 certificates for entry level mariners (MS/OS Wiper, Food Handler). For these seafarers evidence of having Basic Safety Training will be course completion documents or assessment sign-off checklists. You should carry these with you when returning for vessel assignment.

SeaRiver Training Head, Pete Nolan mailed a letter to all ocean fleet employees on February 8, 2000, that should help clarify this issue. Additionally, to help the renewal process along, it probably is a good idea to submit a copy of the Company's letter along with your documentation to the REC when renewing your STCW. The Coast Guard requires that BST be renewed at least every five years. The only way to obtain the training right now is to attend a five-day course.

SeaRiver is working on their own program to be reviewed by the Coast Guard, which would allow seafaring employees to complete most of the BST requirements onboard. Water safety and firefighting skills would be completed in a one-day shoreside course. Some REC's may be able to provide same day service, however others may only take an application through the mail and the time to complete the review of each application varies greatly depending on their workload.

Please feel free to contact your local REC any time after submitting your application. The word to the wise is to obtain your STCW-95 well in advance. Demands on REC's will most likely increase as we get closer to the deadline date.

## ExxonMobil posts largest profits in history

On January 24, ExxonMobil Corporation, the parent of SeaRiver Maritime Inc. announced the largest yearly profits of any corporation in history with an astounding 16.9 billion dollars made in 2000. In the fourth quarter of last year alone profits topped the five billion dollar mark.

While SeaRiver itself refuses to disclose it's own profit figures, the ESU has learned from ExxonMobil spokesman Tom Cirigliano that SeaRiver's profits were included in the ExxonMobil numbers. Despite these phenomenal gains, SeaRiver management continued it's campaign of squeezing every last bit of sweat per dollar from their beleaguered employees by refusing to offer them a pay package that even keeps up with inflation.

As a result of ExxonMobil's profit announcement and the incomprehensible callousness of management's pay policy, the mood in the fleet especially among the now critically understaffed ABs, has gone from disappointment to outright anger and disgust. The calls for job action and integration into larger Unions are becoming louder and more frequent. Many are wondering aloud why present

management seems so bent on turning the once proud company into another Sabine by buying junk ships and keeping the pay at unfairly low levels. Others are simply leaving.

As more employees retire or flee the company for better opportunities elsewhere, those remaining go on fearful of the future. It remains uncertain if the most profitable company in the world will turn things around and recognize their employees' contributions or if the present trend of greed and disregard will continue.

## Retirements

On January 11, Frank Kamasz retired with 20 plus years of company service. Frank was hired on April 1, 1980 and sailed as Able Seamen during his career with Exxon Shipping/SeaRiver. On February 12, Panagiotis Giannisis (Pete) retired with combined service of 28 years. Pete sailed as Able Seamen during his career with Mobil/SeaRiver.

We wish Frank and Pete well in their retirements and all of their future endeavors.

## 197 to 6! Members say NO to company 3% offer

On January 30, 2001, Commissioner Steve Fischer of the Federal Mediation and Conciliation Service (FMCS) notified the Baytown office with the voting results on the 2000 Wage Reopener. The 3% wage proposal with a \$500 non-benefit bonus was overwhelmingly rejected by the membership (197 to 6).

The Board would like to thank all Ship Representatives and members for your strong show of support by voting down the Company's offer. Your overwhelming NO vote sends a clear message to management that they are out of touch with regard to a decent pay increase.

On February 5, 2001, ESU President, Jerry Patterson sent the Company a letter expressing the memberships' dissatisfaction with the Company's offer of 3%. The letter also stated we are open to consider any reasonable offer from the Company. On February 16, the ESU Baytown office received a written response from Human Resources Specialist Ray Loney. His letter expressed a willingness on the Company's behalf to meet with the Executive Board to try and resolve this issue. We are currently looking at dates during the middle of March to meet with the Company.

## Ship reports

### S/R American Progress

Recent fleet highlights indicate the ship may return to Gulf Coast service soon. No telling for sure. The ship currently remains in the Valdez/Anacortes trade. Mallory Thomas filling in as Temporary Rep.

### S/R Baytown

Regular Ship Representative Lee Airriess returned Jan. 28. Lee reports long tours and problems receiving e-mail announcements from the Union offices.

### S/R Benicia

An ESU Board officer visited the ship Jan. 30 at Richmond Long Wharf. AB Jay Moritz filling in as Temporary Rep. Recent pollution incident in Valdez temporarily delayed the vessel.

### S/R Charleston

Vessel visited Feb. 1, and Feb. 5, in Baytown, TX, no major beefs. Regular Ship Rep., Chester Bell on board. Ship will make a trip to Puerto Rico after departure from New York.

### S/R Galveston

Ship visited while alongside the Valero dock in Benicia on Feb. 14. George Ruark filling in as Temporary Ship Rep. All running smoothly.

### S/R Hinchinbrook

Ship slated to visit the Bay Area the week of Feb. 19. Quickly earning the reputation from the Deck Dept. as the

"ship from hell"; ancient equipment and Spartan conditions being the culprit.

### S/R Long Beach

Vessel visited at Chevron Richmond on Feb. 15 and Feb. 17 at Valero, Benicia. Permanent Ship Representative Jack Patterson out due to a skiing injury. At least two crewmembers stuck without reliefs.

### S/R Mediterranean

Vessel due into Port Stanvac (Adelaide) by the first of March. Tours are long but should have several crew changes this inport. John Detwiler and Don Picou running for Ship Representative position.

### S/R North Slope

The Union Board officer boarded the vessel and met with the crew on Feb. 6 at the Richmond Long Wharf. Good Union support. Sean Hughes is back and new member Jay Berry signed up by QMED Jeremiah Morrison.

### S/R Puget Sound

Returned from rough Hawaii trip and back in the Anacortes trade. Adam Anderson and Mike Harrison running for Ship Representative position.

### S/R Wilmington

Vessel visited on Feb. 9, in Baton Rouge, LA. No beefs. Regular Ship Rep., Johnny Navarro on board.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.  
Baytown, TX 77520  
1(800) 213-7236  
Fax (281) 422-0710  
E-Mail: esubay@msn.com

P.O. Box 792  
Benicia, CA 94510  
1(800) 729-3101  
Fax (707) 746-7859  
E-Mail: esuben@msn.com

President Jerry Patterson

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

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

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

Jose Angeles .....	20.00
Rosario Cappelletti .....	20.00
Mike ElGani .....	80.00
John Gouveia .....	50.00
Scott Griggs .....	50.00
Steve Messenger .....	25.00
John Perez .....	20.00
Carl Schou .....	100.00
Whitey Secrest .....	50.00

## West Coast Sailors

Raymond Bell .....	35.00
Alexander Castillo .....	25.00
Ray Chinen .....	20.00
Romaine Dudley .....	30.00
James Fernandes .....	25.00
Mamora Fukano .....	20.00
Arthur Garrett .....	20.00
John Gouveia .....	50.00
Burnett Green .....	25.00
Clinton Gregg .....	20.00
John Hamann .....	20.00
Arne Jakobsen .....	20.00
Marcelo Javier .....	25.00
Richard Jones .....	70.00
Jacob Kippenberg .....	40.00
Don Kruse .....	20.00
Eli Lalich .....	50.00
Stanley Lane .....	20.00
Woodrow Leiter .....	25.00
Jose Lopez .....	20.00
William McAndrew .....	10.00
Leonard Millsap .....	20.00
Miguel Palacios .....	20.00
Raymond Person .....	50.00
Frank Portanier .....	25.00
Mrs. William Self .....	10.00
Robert Shahan .....	50.00
Virgil Sieben .....	10.00
William Sypolt .....	20.00
Maurice Toich .....	40.00

## Dues-Paying Pensioners

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

## Wall of Honor (San Pedro Merchant Marine Memorial)

Dale Rodriquez .....	40.00
Eli Lalich .....	50.00
Joseph Eckert .....	20.00
John Kelly .....	35.00
John Crockett .....	40.00
Izzie Idris .....	50.00
Frank Dufek .....	20.00
Clifford Rouleau .....	10.00
John Gouveia .....	40.00
Richard Cummings .....	140.00

## Political Fund

Mike Belleza .....	30.00
Alexander Castillo .....	25.00
Robert Copeland .....	20.00
John Crockett .....	40.00
Steve Foster .....	20.00
Arthur Garrett .....	60.00
John Gouveia .....	50.00
William Henneberry .....	75.00
Izzie Idris .....	50.00
Marcelo Javier .....	25.00
Richard Jones .....	70.00
John Kelly .....	35.00
Don Kruse .....	20.00
Norman Kurtz .....	30.00
Larry Loe .....	10.00
Jose Lopez .....	20.00
John Lundborg .....	100.00
Gunnar Lundeberg .....	25.00
Mike McLavy .....	50.00
Steve Messenger .....	25.00
Joseph Moniz, Jr. ....	10.00
Terrance O'Neill .....	42.00
Carl Orange .....	50.00
Miguel Palacios .....	20.00
Teo Roxas .....	20.00
Carl Schou .....	100.00
Maurice Toich .....	10.00
Fred Trench .....	100.00
Remoni Tufono .....	20.00
Frank Walsh .....	25.00
Grant Wegger .....	80.00

# Sailors' Union of the Pacific/ Training Resources Ltd

## Schedule of Course Offerings for 2001

### STCW 95 Basic Training

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

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

Mar. 12-16	June 4-8	Aug. 20-24	Nov. 5-9
Mar. 19-23	June 18-22	Aug. 27-31	Nov. 12-16
Mar. 26-30	July 9-13	Sep. 10-14	Nov. 26-30
Apr. 9-13	July 16-20	Sep. 17-21	Dec. 3-7
Apr. 30-May 4	July 30-Aug. 3	Sep. 24-28	Dec. 10-14
May 14-18	Aug. 6-10	Oct. 15-19	Dec. 17-21
		Oct. 29-Nov. 2	

### Military Sealift Command LMSR Vessel Training

This course covers LMSR Vessel Training, Fast Rescue Boat Training, and Small Arms Training.

Mar. 6-16	May 29-June 8	Sep. 11-Sep. 21	Nov. 27-Dec. 7
Apr. 17-Apr. 27	July 10-Jul. 20	Oct. 23-Nov. 2	

### Small Arms Training (MSC approved)

Mar. 26-28	July 24-26	Sep. 25-27	Nov. 12-14
May 7-9	July 30-Aug. 1	Oct. 1-3	Dec. 17-19
June 18-20			

### Survival Craft (Lifeboatman) Mar. 26-30

Mar. 26-30	May 21-25	Aug. 6-10	Nov. 12-16
Apr. 9-13	June 25-29	Sep. 17-21	Dec. 10-14
Apr. 30-May 4	July 16-20	Oct. 15-19	

### Hazardous Materials — HAZMAT (First Responder)

Mar. 14-16	June 20-22	Sep. 19-21	Nov. 19-21
Apr. 23-25	July 25-27	Oct. 24-26	Dec. 12-14
May 21-23	Aug. 22-24		

### Tankship Dangerous Liquids (Tankerman PIC)

Mar. 12-16	May 14-18	Aug. 13-17	Nov. 5-9
Mar. 26-30	June 4-8	Sep. 10-14	Nov. 26-30
Apr. 9-13	July 9-13	Oct. 1-5	Dec. 3-7
Apr. 30-May 4	July 30-Aug. 3	Oct. 22-26	Dec. 17-21

### Training Information and Enrollment

#### Contacts

Jack Mannering, Director	Rich Reed, SUP Welfare Plan Rep
Andrew Furuseth School of Seamanship	SUP Welfare Plan
450 Harrison Street, San Francisco, CA 94105	450 Harrison Street
Jack Mannering, Director	San Francisco, CA 94105
Tel: 415-640-3525	Tel: (415) 778-5490
Fax: 925-674-1011	Fax: (415) 778-5494
E-mail: jmannering@hotmail.com	E-mail: supwelfareplan@hotmail.com
or: planoffice@sailors.org	

## Record of SUP Shipping

January 2001

	Hdqs	Seattle	Wilm	Hono	Total
Bosun .....	9	2	5	0	16
A.B. ....	28	6	12	7	53
A.B. Dayworkers .0	0	0	7	0	7
O.S. ....	4	0	0	0	4
Standby .....	41	8	84	23	156
<b>TOTALS .....</b>	<b>82</b>	<b>16</b>	<b>108</b>	<b>30</b>	<b>236</b>

IMPORTANT!

Get your STCW '95  
before  
February 1, 2002



# SUP President's Report

February 13, 2001

## STCW COMPLIANCE

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

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

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

Applications to attend STCW 95 classes at the SUP/Training Resources Ltd. site in San Diego are available at every SUP hall, the SUP Welfare Plan and the Andrew Furuseth School of Seamanship.

There is no cost to any SUP member who takes this necessary training: just his or her time. Tuition, transportation, lodging and subsistence expenses are borne by the SUP Welfare Plan's Training Fund.

Also those members interested in and **committed** to working in SUP-contracted Patriot Contract Services' LMSRs on deck are urged to enroll in the next class which begins on March 6. All costs are covered as in the STCW training program.

## CHEVRON SHIPPING COMPANY

As reported in last month's edition of the *West Coast Sailors*, the SUP and Chevron Shipping Company reached agreement on January 18, after a marathon bargaining session at Headquarters for those employed in the company's U.S.-flag fleet.

Accordingly, signed a Memorandum of Understanding on February 7, which is subject to membership approval.

The memorandum contains the following terms and conditions:

- Term of Agreement: 3 years (February 1, 2001 through January 31, 2004)

- Wage & Overtime Increases:

4% effective February 1, 2001

3.5% effective February 1, 2002

3.5% effective February 1, 2003

- Premium pay and rates and wage restructure:

Effective March 1, 2001, all references to Premium Pay and rates are eliminated from the agreement. The base wage shall be adjusted to account for the inclusion of equivalent Premium Pay for selected job classifications.

The following is an example of how the conversion of Premium Pay into monthly base wages will affect certain ratings:

	Eff. 2/1/01	Eff. 3/1/01
Boatswain*	\$2,834	\$3,044
Able Seaman	\$2,155	\$2,195
Ship's Utility	\$1,812	\$1,840
Steward/Cook	\$2,834	\$3,044
Messperson	\$1,665	\$1,815

\*The company agreed to the Union's proposal change the long-standing job title of Maintenance Foreman to Boatswain.

The inclusion of premium-time hours into base pay means that the "benefit bearing" value of those wages increases sharply. The effected benefits include: increased vacation pay in actual dollars; increased contributions to Chevron's 401(k) Profit Sharing plan; increased contributions to Chevron's short and long-term disability plan; and increased life insurance coverage. An explanation of how this works and how wages were significantly increased over and above the yearly percentage increases are covered in full in the January *West Coast Sailors*.

- Vacation: Effective February 1, 2001, vacation accrual increases to **18 days for each 30 days of work**. Effective February 1, 2002, vacation accrual increases

to **19 days for each 30 days of work**.

Also included in the vacation section (Article VI, Section B.1.) is new language that states: "Employees departing from a vessel for change in assignment or termination of employment **shall** accrue vacation for the day of departure from the vessel." The company also agreed to allow employees to withdraw all vacation monies earned when they take vacation if they so desire.

- Pensions: the company agreed to make the necessary contribution to the Chevron Marine Pension Plan to match the benefit increases to the SIU-Pacific District Pension Plan negotiated in 1998 and 1999. For an SUP member working for Chevron this means that he/she, depending on seetime, will receive the same level of benefits as those employed with other SUP-contracted companies.

The Chevron Marine Pension Plan has a reciprocal agreement with the Pacific District Plan so that Chevron seetime and non-Chevron seetime can be spliced for a pension benefit.

- Hiring Hall Fund: Increased to **\$2.50** per manday effective February 1, 2001.

- Non-Discrimination: Language was added to Article II, Section C, to include "**sexual orientation**."

- Quarters: New language (Article VII, Section G): "**While in the repair yard, all normal conditions of quarters shall be provided. If the Master or designated officer determines that living conditions are unsuitable due to a lack of plumbing, lighting, controlled room temperature, or excessive noise between 2200 hours and 0600 hours, arrangement for alternate lodging shall be made. In lieu of alternate lodging, and subject to the above conditions, all affected employees shall receive an allowance of \$40 per night. Such compensation shall not apply to any employee or employees designated for night watchman duties as outlines in Article XI, Section 4.G.**"

- Relieving for time ashore: New language (Article XI, Section D.5.) to include "...head of the department **or the officer in charge**..."

- Night meals when cleaning tanks on continuous overtime (Article XI, Section D, Subsection 8.d.): New language: If a hot meal is not served, crew members involved shall be paid one hour at the **overtime** rate. The old agreement called for payment at the premium rate.

- Meal hours: New language (Article XI, Section D, Subsection 10.b.). "**Unless there is a vessel/operational emergency such as a collision, grounding, fire, cargo spill, rescue operation, or the sounding of a general alarm**, one unbroken half (1/2) hour shall be allowed for each of the three meals per day (breakfast, lunch and dinner). If a crew member does not received an unbroken half (1/2) hour, one hour of **overtime** will be paid, which shall be in addition to overtime if overtime is being worked." The old agreement called for payment at the premium rate.

- Pumpman: New language (Article XI, Section F, Subsection 2). Substitutes **overtime** for premium pay for working on "soil piping" or associated apparatus, which cause contact with effluent during straight time hours. The old agreement called for payment at the premium rate.

The SUP Negotiating Committee (rank-and-file members Peter Bragg and Thor Erikson, Vice President Dave Connolly, San Francisco Business Agreement Bill Henneberry and your secretary) believes that this agreement with Chevron in terms of working conditions and total compensation is second to none in the U.S. tanker industry for unlicensed mariners. The reaction of the membership at sea and ashore that are employed by Chevron has been overwhelmingly favorable.

Therefore, the Committee recommends general membership ratification of the agreement with Chevron.

In addition to the wages, conditions and benefits bargained, SUP members employed by Chevron during the past year will receive a 7.75% bonus on gross wages earned in 2000 as part of Chevron's Success Sharing Program which the Union bargained with the company in 1995. Success Sharing is based on the return on capital

employed for Chevron USA, Inc. as a whole compared to its major oil company competitors (BP, Amoco, ARCO, ExxonMobil, Royal Dutch Shell and Texaco) and the performance of Chevron Shipping Company. It should be noted that none of the other unlicensed unions that have contracts with Chevron's competitors have anything similar to Chevron's Success Sharing Program — only the SUP.

## FOSS MARITIME COMPANY

During the past month, the SUP Negotiating Committee has met on January 12, January 30, and February 6, with representatives of Foss Maritime Company to bargain a new collective bargaining agreement.

Thus far the Committee and company have exchanged proposals and counter proposals without much headway being made. At least eight more negotiating sessions are scheduled up until and including March 2, when the current agreement expires. It appears that every one of them will be needed to achieve a contract.

The attendance and participation of rank-and-file committee members Mel Jackson, Mike Scotto, Tom Tynan, Mike Worth, Paul Wuestewald and alternates Mike Higa and Newell "Robbie" Robinson, has been outstanding particularly since all work a full schedule in the company's San Francisco Bay bunkering operation.

## READY RESERVE FLEET

The SUP and MFOW were informed last month that certain companies that have operated Ready Reserve Fleet vessels for the Maritime Administration since 1997 have received retroactive crew wage increases ("equitable adjustments" in government speak) for 1998, 1999, and 2000.

Contacted American Ship Management which stated that its subsidiary Patriot Contract Services had applied to MarAd for similar adjustments to RRF wages. However, although the agency agreed in principle to its requests for equitable adjustments, they have requested Patriot to supply more data.

Both Unions are pursuing this issue and will keep the membership informed.

## BUILDING CORPORATION LAWSUIT

On November 3, 2000, the SUP Building Corporation was served with a complaint filed with the United States District Court for the Northern District of California alleging that the Building Corporation violated the federal Americans with Disabilities Act and the California State Unruh Civil Rights Act.

Also named in the complaint, which calls for injunctive relief and damages, is a tenant at Headquarters, Systems XIX, Inc./Maritime Hall Productions. This outfit leases the auditorium level and basement level at 450 Harrison Street.

According to the complaint, the plaintiff William Lawson, a physically handicapped person who requires the use of a wheelchair for mobility, attended a concert in the auditorium on October 21, 1999. After waiting a half-hour, Mr. Lawson was taken to the auditorium by means of a steel cage elevator attached to the exterior east wall of the building. Once in the auditorium, Mr. Lawson needed to use the restroom, and although he made it through the restroom doorway with some difficulty, he found the restroom toilet stalls too small for entry in his wheelchair. He then left the building and used the restroom at a local gas station.

The suit against the Building Corporation and Systems XIX, Inc. alleges that handicap accessibility laws were violated, resulting in discrimination against him based on his disability, which also caused him to sustain physical injury, psychological pain, emotional distress and general statutory damages.

## SUP President's Report continued

Upon receiving the complaint, it was referred to the Building Corporation's insurance company as well as submitting the matter to Systems XIX, Inc. to have their insurance company handle the complaint consistent with the terms of the lease with the Building Corporation. That lease states that Systems XIX, Inc. shall "comply with all laws, ordinances, rules and regulations of federal, state, county and municipal authority in the use and occupation and repair" of the leased premises. The leases provides that Systems XIX, Inc. maintain commercial general liability insurance with a million dollar policy limit, naming the SUP Building Corporation as an additional insured. The lease also requires that Systems XIX, Inc. indemnify and hold harmless the Building Corporation from any injury caused by its negligence or any penalties caused by its violation of a law or regulation.

In what seemed like a cut-and-dried matter, given the fact that Systems XIX, Inc. leases the auditorium and it is assumed to be bound by the provisions of the lease, we were notified by attorneys for Systems XIX, Inc. on November 16, 2000, that they were not going to defend the case and that they believed that the Building Corporation should defend it.

At the same time, exhaustive efforts were made to have the Building Corporation's insurance company and System XIX's carrier defend the Building Corporation against the complaint. Both carriers declined. When that occurred, the Building Corporation Trustees were polled on January 9, and it was agreed to hire a law firm with expertise in ADA matters to defend the interests of the Building Corporation.

The San Francisco-based law firm of Lynch, Gilardi & Grummer were retained on January 16, and filed an answer to the complaint as well as a cross complaint against Systems XIX, Inc. seeking full reimbursement of any and all damages that the Building Corporation might incur.

In addition, our attorneys have recommended and the Building Corporation has agreed to continue to exert pressure and to employ any and all remedies that might be available against the Building Corporation's insurance company for its failure to defend the Building Corporation under the provisions of the insurance policy.

The parties involved in this matter are currently exchanging documents and witness information in anticipation of a case management conference currently scheduled for February 26, before U.S. Magistrate Judge Bernard Zimmerman in San Francisco.

Every effort is being made to bring this matter to a quick resolution in federal court to minimize costs.

The Building Corporation will meet on February 16, to discuss this matter.

Will keep the membership fully informed.

### MARITIME ADMINISTRATION

This month the Union received a request from MarAd asking for help in encouraging the membership to reply to a questionnaire being sent to a random sample of U.S. mariners to survey the accuracy of key information in the government's merchant marine personnel database system.

The survey is being administered by

the U.S. Department of Transportation's Bureau of Transportation Statistics and coordinated by MarAd and will assist in assuring that information on mariner's documents and sea service records are complete. In addition, the survey will measure the progress of U.S. merchant mariners towards meeting the 1995 amendments to the International Convention of Standards of Training, Certification, and Watchkeeping (STCW 95). Finally, information provided regarding experience, understanding of reemployment rights, and willingness to serve on sealift ships, will provide a measure of the U.S. merchant marine's capability to respond to sealift needs.

Mariners will receive this short questionnaire of less than 20 questions by mail starting in late February. The form is designed to be completed in less than 10 minutes. The summary results will be made public. However, as provided by the Privacy Act of 1974, the respondents' names will not be released or related to their responses. A special e-mail and 800-phone number will be provided to the survey recipients, to answer questions that they may have concerning the survey.

After receiving the request, MFOW President Whitey Disley and your secretary contacted MarAd and reviewed the survey. In our opinion, the questions asked are generic, but will be useful in gauging manpower needs of the merchant marine.

If you receive a questionnaire you are encouraged to fill it out.

### MARITIME TRADES DEPARTMENT

Along with MFOW President Whitey Disley, attended the Executive Board meeting of the Maritime Trades Department, AFL-CIO in Los Angeles on February 8, and 9, at the invitation of SIUNA and MTD President Michael Sacco.

In addition to acting on policy statements that affect maritime labor, and the labor movement as a whole, those in attendance heard speeches from AFL-CIO President John Sweeney, Vice Admiral James Perkins, former commander of the Military Sealift Command, Congressmen Neil Abercrombie (D-HI), Xavier Becerra (D-CA), Ed Pastor (D-AZ) and Norm Dicks (D-WA). Others who addressed the gathering were Federal Maritime Commissioner John Moran, Kvaerner-Philadelphia Shipyard President Ron McAlear and Edward Sullivan, president of the AFL-CIO's Building and Construction Trades Department.

### ACTION TAKEN

M/S to accept Chevron Agreement. Carried unanimously.

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

*Gunnar Lundeberg*

### Connolly elected to Alameda Labor Council Executive Committee

SUP Vice President Dave Connolly was elected to the Executive Committee of the Central Labor Council of Alameda County in February.

The Executive Committee in conjunction with the delegates sets the policy of the Council which represents over 70,000 East Bay workers.

## Vice President's Report

February 2001

Fielded numerous calls from the membership working for Chevron prior to the ratification vote of the newly bargained contract—all in strong support. Also explained the agreement to John Straley, Vice-President of Exxon Seamen's Union, and Gene Castano, Vice-Chairman of the Atlantic Maritime Employees Union. Both men send their regards and commendations to the SUP Negotiating Committee.

The Union's new website ([www.sailors.org](http://www.sailors.org)) was launched this week and there are a number of new features that are worth checking out. The site will provide immediate benefits to the membership in a number of ways. First, there is large emphasis on membership participation with both a Bulletin Board and an email feedback section on the "Contact Us" page. Besides providing a platform for the free and open discussion of Union issues, the site will also benefit the membership as a tool to research legal questions, track maritime legislation, and access the *West Coast Sailors*. The "History" page contains the entire abridged history of the Union from 1885-1985 commissioned by the SUP several years ago, as well as a small historical photo album from SUP archives. The "SUP Welfare Plan" page contains the newly established Welfare Notes of

the Welfare Representative, and the entire Summary Plan Description of the Plan can be downloaded to answer specific eligibility and claims questions. Finally, members can order SUP gear through the "Apparel" page, access the entire Constitution, and check out the latest training schedule. For non-members there is a detailed explanation of what it takes to join the SUP and the documentation and training required to ship out in the U.S. Merchant Marine. Thanks to the many volunteers that assisted with this important project.

I want to continue to urge the active membership to upgrade documents and obtain the required certification. The STCW deadline is nearly here. This era of increased regulation can benefit us by making competition from the bottom-feeding, cut-rate outfits more difficult—but only if we've outflanked them by consistently shipping trained, qualified and competent sailors for all our contracts. Do it for yourself and do it for your Union. In addition to the professional full-time assistance provided by Rich Reed, SUP Welfare Representative, and Jack Mannering, Director of the Andrew Furuseth School of Seamanship, I will help with individual counseling, enrollment, and logistics.

*Dave Connolly*

## Welfare Notes

February 2001

### Active members

The SUP Welfare Plan offers to its members an "Employee Assistance Program." This program can offer confidential assistance if you feel you have a drug or alcohol problem.

The program enables participants who encounter drug or alcohol abuse problems to call 24 hours a day, seven days a week on a toll free confidential phone line for counseling and assistance.

This benefit is administered by Health Management Center Inc. and is completely confidential. The Sailors' Union or the Coast Guard will not be notified.

Brochures and telephone information cards are available at the branch offices, and will soon be mailed to all SUP-contracted vessels. If you wish any further information on this employee-assistance program, please call the Welfare Plan Office.

### Retirees

The Welfare Plan has received many questions regarding the increase in Medicare premiums. If you are a pensioner and receiving your Annual Allowance (maximum \$1850 a year) you can have your Medicare premium reimbursed to you on your monthly pension check.

The Medicare reimbursement is available for the retired member and his spouse. In order to participate, and take advantage of this benefit, you must write to the Welfare Plan and include a copy of your Medicare "Part B" card. You must also include a copy of your spouses Medicare card if you wish reimbursement for your spouse.

Please keep in mind that this Medicare reimbursement is deducted from your annual allowance.

If you have any questions, please call the Welfare Plan Office.

Rich Reed

SUP Welfare Plan Representative  
supwelfarerep@hotmail.com

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**

# SUP Branch Reports

## San Francisco Business Agent

February 13, 2001

Attended a presentation by ITF inspector Barry Binsky covering the Total Crew cost agreement and how it is negotiated between the FOC operators and the various manning agencies and the International Transport Workers' Federation. The new total cost benchmarked for an AB in these ships is \$1,250 and often in reality the seaman receives much less. We in the SUP have a lot to be grateful for.

Also attended the California State Labor Federation Centennial (AFL-CIO) celebration at Moscone Center along with Dave Connolly, John Straley of the Exxon Seamen's Union and other members of the Sailors' Union. Enjoyed an evening of political speeches by Barbara Boxer, Jerry Brown ("Welcome to the Oakland Bay Area"), and Willie Brown — as well as an address by John Henning, Sr.

As far as trip-off procedures: A "Class A" seniority member with a regular job on a ship which is making 35 day trips may take a trip off after the first, second or third trip, and must either take a trip off after the fourth trip or give up the job.

During the past month, made the following ships:

**Chief Gadao** - Ian McLeod took over the delegate's duties from Trev Motlow. Frank Portanier returns to a smooth running ship as bosun.

**Ewa** - In lay up.

**Kauai** - Mike Dirksen, delegate; no problems on this one. Very short stay in Oakland. Sid Idris relieved Remoni Tufono as bosun.

**Mahimahi** - John McNeill, delegate: Joe Moniz relieved Joe Piscopo as bosun. A few clarifications, otherwise all in good order. Sailors required to patrol deck during bunkering operations, etc. are paid as per Section 55 of the Work Rules.

**Manoa** - Tony Montoya, delegate: New bosun is Chris Bright. All in good order. Discussed clearing decks with the mate. Differences apparently resolved to gang's satisfaction.

**Maui** - David Gillis, delegate: Came in on a weekend. All in good order.

**Matsonia** - John Morrell, delegate; in with no problem. Apparently this vessel is also having a sailor rove on deck during bunkering operations. This work is covered under Section 55 and is payable at the deck port watch rate.

**Mokihana** - Dean Smith, delegate: Good gang on this ship.

**Moku Pahu** - In lay up.

**R.J. Pfeiffer** - Jim Clay, delegate: Smooth.

**Chevron Colorado** - Peter Bragg relieved Bert Burris as the delegate. Chris Bujnowski is the new bosun. A reminder to all hands: leave your room in a clean and stocked (clean linen) condition. This has always been a tradition in the SUP and is just being a good shipmate. Don't leave a mess for the next guy or for someone else to clean up!

**Chevron Washington** - Mike Fox back as bosun. Went over the new proposed agreement with the gang that was aboard. Give Sipin, delegate. Running to El Segundo and Long Beach.

**Chevron Dock Gang** - Rick Wilson, bosun: Chevron sailors are encouraged to take this work of helping Rick store the ships. Discussed the new proposed Chevron agreement with the gang.

**Ready Reserve Fleet-Alameda** - A top deck gang on the *Cape Girardeau*: some LMSR trained and all experienced stick ship sailors. Also the *Cape Breton* has been relocated from Suisun Bay, and partially manned in anticipation of sea trials and possible yard period.

**Cape Girardeau** - Tio Rojas, delegate, Danny Foster bosun: Vessel is doing underway replenishment exercises with the U.S. Navy. Reports from Honolulu Branch Agent Mike Duvall are that the gang is very busy with cargo operations and shoring up cargo in the holds.

**ASM Shore Gang** - Checked out fine with Norman Kwak, delegate. ASM has hired a new management person for the Middle Harbor operation: Wayne Johnston.

**President Adams** - Phillip Howell took over the delegate responsibilities from Bill Remoto. Gang reports good trip on this excellent ship from the top down. Holiday meals and celebration enjoyed by all hands.

**President Grant** - The delegate in her is Joseph Wolff, just back from a long hitch with ARCO/Polar Marine. Joe did a good job and the only crew change was a new bosun, Dave Heibert, due to the fact that Jimmy Rexford missed the ship in Los Angeles.

**President Jackson** - Dennis Tinsley, delegate: Clean payoff, no beefs.

**President Kennedy** - John Gabourel, delegate: Making a long trip with a yard period in Singapore; good ship.

**President Polk** - Charles Duke, delegate: Problems with the food budget/ordering taken up with the Master. Also discussed the need for a new stool for the helmsman while steering by automatic equipment.

**President Truman** - Mike Henneman, delegate: Roland Gerbacio relieved Joe Moniz, Jr., bosun. Latest trip was quiet. All hands taking care of business; hope the trend continues.

**President Wilson** - James Sparks, delegate: Question about Fire and Boat drill that lasts more than one hour. Minor problems with running out of condiments and soft drinks. MFOW Vice President Bobby Iwata and I spoke to the steward on the problem. Dave Kaupiko bosun.

**Foss Maritime** - Tom Tynan, delegate: Back in negotiations with a full committee present and ready to bargain.

**San Francisco Bar Pilots** - Leo Moore, bosun, Roy Tufono, delegate: The new pilot boat *San Francisco* is now officially the property of the San Francisco Bar Pilots and training begins in earnest for all the station boat operators.

Bill Henneberry

Attend your  
Union  
meetings!

## Seattle

January 16, 2001

Shipped the following for the period: 1 Bosun, 3 Bosun returns, all filled by A cards; three steady AB jobs and one return filled by A members, and one relief taken by a B member.

Registration for the period: 11 A cards for a total of 26; 10 B cards for a total of 24; and 5 C cards for a total of 15.

### Ships checked

*APL Korea*, *APL Thailand*, *APL Philippines* with little or no trouble. *R.J. Pfeiffer* and *Kauai* checked out OK.

Went south for the holidays and would like to thank Mike Dirksen and Bill Mahwhinney for watching the office and MFOW Agent Mike Carr for overseeing the whole operation while I was away.

I attended the King County Labor Council and the Puget Sound Maritime Trades meetings. Met with Congressman Adam Smith at which economic and environmental issues directly relating to the marine industry were discussed, as well as the importance of continued funding for the Maritime Security Program.

The Pacific Northwest Newspaper Guild returned to work after seven weeks on the picket lines. We have been thanked heartily by the Guild for our support on the lines and with their union paper.

If you have not registered for STCW classes, give Rich Reed a phone call at (800) 796-8003 as classes towards the end of the year are filling fast.

Vince O'Halloran  
Branch Agent

## Wilmington

January 16, 2001

Shipped the following during the period: 1 bosun, 16 AB, 1 AB Maint., and 90 standbys, for a total of 113.

Registration stands at 47 A cards, 21 B cards, 10 C cards, and 9 registrants.

### Ships checked

*President Adams*, *Mokihana*, *Manulani*, *Lihue*, *Lurline*, *President Truman*, *Maui*, *President Jackson*, *Mahimahi*, *President Kennedy*, *APL Philippines* and *President Wilson*.

President Gunnar Lundeberg visited the Wilmington Branch on Tuesday, January 16. While here, he visited with many of the members and participated at our meeting. The President answered questions after reading his report. It is always a pleasure to have Lundeberg visit the port.

During discussions with President Lundeberg, I mentioned that I would like Mark Hurley to relieve me as Port Agent in March. The Wilmington Branch voted unanimously for the approval of Brother Hurley.

William Berger  
Branch Agent

## Honolulu

January 16, 2001

During the month of December, dispatched the following jobs: 1 bosun, 10 ABs, 1 AB relief, 2 OSs. These jobs were filled by 6 A members and 8 B members.

Also shipped 29 casual standby jobs filled by 2 B members, 8 C members, 18 D registrants, and 1 MFOW member, for a total of 43 jobs shipped..

Registration during the month of December is 6 A member, 7 B members, 2 C members, and 2 D registrants. To date we have registered 14 A member, 8 B members, 4 C members and 11 D registrants for a total of 37.

### Ships checked

*Lihue*, *Maui*, *Chief Gadao*, *Lurline*, *R.J. Pfeiffer*, *Manulani*, *Matsonia* and *Kauai*, with few or no beefs. Matson Paint and Rigging gang running smoothly with George Lua as bosun.

On December 17, we had our SUP/MFOW Christmas party at the union hall. It was well attended and fun was had by all. On December 20, attended the Honolulu Port Council meeting. Took the week off between the holidays and was relieved by Bonny Coloma, Honolulu MFOW agent, who did the usual perfect job with the ship patrol and office business.

Mike Duvall  
Branch Agent

## Norfolk Office

February 10, 2001

Since my last report, the USNS fleet in the port of Norfolk is "Steady as she goes." All ships are in good shape and I'm proud to report that all hands, SUP and MFOW, are doing an excellent job.

The *USNS Mendoca* is still in New Orleans, and it will sail to Honolulu in early March; very good reports on the gang.

The *USNS Fisher* lays quietly berthed at Pier 1 in Baltimore with bosun Mike Binsky and Liam Flynn, deck delegate.

On Saturday, February 10, I paid off the *USNS Yano* at CSX terminal Newport News, after a seven-day seatrial. Bosun Jim Bailey and gang did a first-class job SUP style.

I had a two-hour meeting with ASM COO Sandy Jones while he was in Norfolk this month. We discussed some problems that surface on the LMSR ships. He was pleased to hear that keeping the ships crewed was going smooth.

My thanks to Andy Andersen and Seattle Agent Vince O'Halloran for giving me a hand as the turnovers occur: ROS to FOS.

Jack Stasko  
SUP/MFOW Representative

## Dispatcher's Report

Headquarters—Jan. 2001

<b>Deck</b>	
<b>Bosun</b> .....	9
<b>Carpenter</b> .....	0
<b>MM</b> .....	0
<b>AB</b> .....	28
<b>OS</b> .....	4
<b>Standby</b> .....	41
<b>Total Deck Jobs Shipped</b> .....	82
<b>Total Deck B, C, D Shipped</b> .....	17
<b>Engine/Steward</b>	
<b>QMED</b> .....	0
<b>Pumpman</b> .....	0
<b>Oiler</b> .....	0
<b>Wiper</b> .....	0
<b>Steward</b> .....	0
<b>Cook</b> .....	0
<b>Messman</b> .....	0
<b>Total E&amp;S Jobs Shipped</b> .....	0
<b>Total E&amp;S B, C, D Shipped</b> .....	0
<b>Total Jobs Shipped - All Depts. ...</b>	82
<b>Total B, C, D Shipped-All Depts. ..</b>	17
<b>Total Registered "A"</b> .....	83
<b>Total Registered "B"</b> .....	77
<b>Total Registered "C"</b> .....	12
<b>Total Registered "D"</b> .....	10