




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIII No. 1  583

SAN FRANCISCO, CALIFORNIA

Friday, January 21, 2000

Former SUP President Paul Dempster dies at 71

Paul Dempster, former president of the Sailors' Union, passed away at the Mt. Diablo Medical Center, Concord, California on December 17.



Born on October 12, 1928 in Honolulu, Brother Dempster resided in Concord for many years.

After serving in the U.S. Marine Corp, he joined the Sailors' Union in 1949. He sailed for several years until being elected to the office of Tanker Patrolman in 1965, a position he held until 1978. In 1977, Morris Weisberger, who then president decided to retire, Paul ran for the office and was elected.

Assuming the office of president in February 1978, he held that position until February 1990.

Following his service to the Sailors' Union, Paul worked for the San Francisco Labor Council, of which he was president. He was named President Emeritus of that body upon his retirement.

He is survived by his wife Patricia, daughter Julie Hartley-Dempster, three grandchildren, sisters Charmaine Campedel and Camille Crouse.

His funeral was held on December 23 at St. Agnes Church in Concord. The pallbearers were his nephews Gene Campedel and Mark Campedel, cousins Eric Partika and Leonard Partika, longtime friend Chester Hazel, who is the administrator of the Pacific District Pension Plan and George McCartney retired SIU-A&G West Coast vice president.

According to Paul's wishes, his ashes were scattered at sea from the SUP-contracted vessel *s/s Matsonia*.

Floating sweatshops

Foreign-flag cruiseship working conditions exposed

The booming cruise ship industry engages in systematic exploitation of seamen in a variety of insidious ways, a December 24 article in the *New York Times* declared. In the latest in a continuing series exposing the crimes and injustices aboard flag-of-convenience (FOC) ships, *Times* reporter Douglas Frantz outlined the miserable sweatshop conditions of cruise ship workers, the inhumane hours, the horrible pay, and especially the retaliatory blacklisting of sick or injured mariners. Moreover, Frantz described how the unions claiming to protect these workers cynically aided in their exploitation by negotiating benefits lower than those required by law.

Foreign-flag cruise ship galley workers, for example, start work before 0600 and some days do not finish until after the midnight buffet. Workdays in excess of 18 hours continue seven days a week for months at a time. For their trouble they are paid from \$400.00 to \$450.00 a month, or about \$13 a day, or about \$0.74 an hour. These are astonishingly low wages: roughly 60% lower than the International Transport Workers' Federation (ITF) recommended

base wage of \$1204.00. The ITF represents seamen on some FOC vessels and monitors the wages of the industry. Similarly, the International Labor Organization, an affiliate of the United Nations, proscribes 70 hours as the maximum allowable workweek at sea. Cruise ship workers routinely work 80 to 90 or more hours a week without overtime or extra pay of any kind, the article said.

International Crimps

The conditions described by Frantz are reminiscent of the exploitation suffered by American seamen more than 100 years ago. But on today's flag-of-convenience cruise ships, thousands of dishwashers, assistant cooks, cabin cleaners and brass polishers struggle in demeaning sub-human conditions. Told not to speak to passengers, they have limited or no access to the public spaces of the ship. They are crammed into tiny cabins that they share with four or more shipmates, and they work for many months without a day off. But despite the subsistence wages and sweatshop conditions, despite the threat of being fired without notice or cause, many workers from third-world countries are eager to escape severe economic hardship at home, and sign on dreaming of financial independence. So powerful is that dream that many workers will pay a manning agency middleman, once known as a "crimp," a month's wages or more to qualify for employment. These fees, sometimes deceitfully labeled as "administrative" costs, violate international law. If they are repaid by garnishing wages, and they often are, the illegal fees recreate a seagoing indentured servitude not seen in American waters since it was fought by the Sailors Union of the Pacific throughout the late 19th century and defeated finally by the passage of the Seaman's Act of 1915.

"I had to pay \$400 for my job," said Del Ray Miller, who started out earning \$415 a month

cleaning kitchens on Norwegian Cruise Line ships. "I bought it from a cruise agent in Jamaica, and I had to borrow the money for my job and air fare. I did this to help my family." Mr. Miller has been unable to work for more than a year because of a back injury sustained on the job, the article said.

Julio Castillo was actually given a receipt marked "job placement fee" for \$500 cash for a job on a Norwegian Cruise Line ship. Frantz also said "the stories and the sums" for these illegal recruiting fees "were similar in interviews with many workers for other cruise lines."

Seamen Pay for Plates They Break

But most employees never complain for fear of being blacklisted by the manning agencies, the article said. Santos Alfredo Henriquez, an El Salvadoran galley worker in a Carnival cruise line ship, fell down a flight of stairs while carrying a load of plates. He hurt his back in the fall, but did not report the injury until the pain became too much to bear. Eventually he was forced to file suit against Carnival. The complaint said that "because of Carnival's inhumane policy of requiring the seamen to pay for the plates that they break, the plaintiff was afraid to report his accident, and also thought that he would be fired because Carnival is well known to send men who are injured home and not to rehire them." A spokesman for Carnival said the line does not charge seaman for broken plates. In March of 1999 the case was settled when Carnival paid Henriquez \$100,000.

Frantz also wrote that four Filipino waiters sued in Florida court claiming that they had been blacklisted after fighting for the return of part of their tips to the cruise line and hiring a lawyer. Company lawyers for Majesty Cruise Lines denied retaliating

Floating sweatshops

continued on Page 3

WTO: Maritime still on European agenda; U.S. continues to resist; Jones Act, cargo preference at stake

Despite the collapse of December's World Trade Organization meeting in Seattle, European shipping interests, backed by their governments, are pressing the United States to negotiate an agreement on maritime services which the American has so far resisted.

The global deal envisioned by the Brussels-based European Community Shipowners Association would among other things, phase out cargo preference laws for national-flag carriers, curtail subsidy programs for carriers, and allow more foreign investment in port services such as towing and pilotage.

The main concern of U.S. maritime interests, including American labor, is that the Jones Act, which mandates that vessels operating in the domestic trades must be U.S.-built, U.S.-owned, U.S.-flagged and U.S.-crewed, could be placed in jeopardy if the WTO got the opportunity to discuss the issue. The Europeans and their allies in the U.S. Congress have long sought to "reform" (repeal) this key cabotage statute as a way to promote so-called "free trade."



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

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Pio Aujero	20.00
Douglas Gibson	20.00
Marvin Glasgow	35.00
Daniel Gonzales	100.00
Robert Greene	100.00
Gunnar Lundeberg	50.00
Jerry Napier in memory of Ken Longacre and Sal Sallani	100.00
Julio Nunez	10.00
Mike Orosz, Sr.	20.00
Ricky Pangan	30.00
Richard Pedersen	50.00
Michael Pfleegor	50.00
Charley Supple in memory of Richard Supple	100.00

Political Fund

Joseph Andre	100.00
Pio Aujero	20.00
Keoni Bulawan	20.00
Randy Coady	100.00
Marty Davies	30.00
Thomas Gustin	40.00
G. Hatton	10.00
Art Kardinal	20.00
Norman Kwak	50.00
Volkert Lokies	10.00
George Lua	20.00
Gunnar Lundeberg	25.00
Rodolfo Menchaca	100.00
Fritz Minder	30.00
Jerry Napier in memory of Bob Hostettler	50.00
Don Ngo	20.00
Ben Niles	10.00
Vince O'Halloran	100.00
Mike Orosz	20.00
Ricky Pangan	30.00
Richard Pedersen	50.00
Knut Rasmussen	25.00
Roy Rigutto	25.00
Teo Rojas	20.00
Steven Ross	100.00
Stephen Rydberg	75.00
Greg Schauf	45.00
Peter Selivanoff	100.00
Ralph Senter	100.00
Charley Supple in memory of Gus Benz	100.00
Douglas Taylor	20.00
Ivar Thorbjornsen	20.00
Dolan Tomisato	20.00
Richard Tracy	40.00
Peter Villanueva	25.00
Elroy Wong	20.00
Johnny Yee	75.00

West Coast Sailors

Pio Aujero	30.00
Brian Burns	20.00
James Carter	20.00
Thomas Dolan	50.00
Thomas Dougherty	10.00
Frank Enright	25.00
James Fernandes	25.00
Douglas Gibson	20.00
Marvin Glasgow	35.00
Robert Greene	20.00
Melrae Hanly	10.00
Jon Jennings	10.00
Eric Kelm	20.00
Edward Merchant	20.00
Jerry Napier in memory of Robert Esteve	50.00
Mike Orosz, Sr.	20.00
John Perez	25.00
Roy Rigutto	25.00
Ted Rojas	20.00
John Rushing	50.00
Lloyd Rust	40.00
Stephen Rydberg	25.00
Singthong Sdiwath	10.00
Chester Sherry	10.00
Joe Suire	25.00
Peter Villanueva	25.00
Richard Walsh	10.00
Patrick Weisbarth	20.00
Johnny Yee	75.00

Wall of Honor (San Pedro Merchant Marine Memorial)

Ron Kram	30.00
Miguel Palacios	40.00
Richard Pedersen	50.00
Douglas Gibson	30.00
Charley Supple in memory of Charlie Johnson	100.00
Thomas Dougherty	10.00

Dues-Paying Pensioners

Archie Aki	Book #3791
John Battles	book #5512
Richard Cummings	Book #4666
George Hennessey	Book #5495
Knud Jensen	Book #3940
Alfred Kerns	Book #3167
Frank Parks	Book #3798
Peter Paul Liptay	Book #3725
John Perez	Book #3810
Charles Rafael	Book #3141
Kai Sorensen	Book #7479
William Tice	Book #3239

Timely Reminder
First quarter 2000 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's 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.

SUP member joins pension ranks

The following SUP member joins the rank of pensioner, bringing the total number of SUP members now receiving a pension to 1,160:

Douglas H. Palmer, 67, Book No. 3851, joined SUP in 1981, 16 years of seetime.

SUP pensioners in 1999

Name	Book No.
Donald E. Arnold	#3794
Christopher Awa	#3793
Lloyd A. Bodden	#5708
James E. Cook	#4428
Edward P. Ferreira	#2224
Kay M. House	#5812
Evert R. Johansson	#4100
Alfred P. Kerns	#3167
Edward J. King	#3163
Donald F. Klos	#3170
Demetrio M. Ledesma	#4039
Angel Lopez, Jr.	#4069
Jon P. Nelson	#2458
Frank F. Parks	#3798
Charles M. Rafael	#3141
Wallace Rivers	#3135
Manuel D. Rodriguez	#3130
Kenneth D. Sharp	#7426
Melvin G. Silva	#7437
Dennis Sullivan	#17561
William D. Timmerman	#3267
Joseph L. Wright	#3611

Halls to close for February holidays

All SUP halls will be closed on Monday, February 14, 2000, and on Monday, February 21, 2000 in observance of Lincoln's and Washington's birthdays, both of which are contract holidays.

Final Departures

John Rodriques Garcia, Book No. 2871. Born in Hawaii in 1919. Joined SUP in 1951. Died in December. (Pensioner)

Douglas C. Newell, Book No. 2153. Born in Rhode Island in 1923. Joined SUP in 1943. Died in Las Vegas, Nevada, December 6, 1999. (Pensioner)

William Joyce, Book No. 3694. Born in Washington in 1912. Joined SUP in 1936. Died in Seattle, Washington, December 7, 1999. (Pensioner)

John Tarantino, Book No. 3184. Born in California in 1927. Joined SUP in 1949. Died in December. (Pensioner)

Francis Castige, Book No. 4620. Born in Utah in 1923. Joined SUP in 1953. Died in San Jose, California, December 11, 1999. (Pensioner)

Will L. Omley, Book No. 1969. Born in Washington in 1909. Joined SUP in 1934. Died in San Francisco, California, December 17, 1999. (Pensioner)

Kosuka Hongo, Book No. 5811. Born in Hawaii in 1927. Joined SUP in 1966. Died in Hawaii, December 16, 1999. (Pensioner)

Paul E. Dempster, Book No. 2641. Born in Hawaii in 1928. Joined SUP in 1949. Died in Concord, California, December 17, 1999. (Pensioner)

Ray H. Aiken, Book No. 3768. Born in California in 1923. Joined SUP in 1946. Died in San Francisco, California, December 24, 1999. (Pensioner)

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. Unofficial website: www.sailors.org. Second class postage paid at San Francisco. (USPS 675-180). Printed by Howard Quinn Co., a Union shop.

Gunnar Lundeberg,
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

WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 495-5949

Increase in SUP 401(k) Plan Increase in maximum contribution

Participants in the SUP 401(k) Plan are reminded that effective January 1, 2000, \$10,500 in wages can be deferred into the Plan. The previous limit was \$10,000.

For more information on the SUP 401(k) Plan, contact the Plan Office at 450 Harrison Street, San Francisco Calif. 94105: Telephone 415-778-5490; Fax 415-495-0684.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2000:

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

*Tuesday

Floating sweatshops

continued from Page 1

and said the lawsuit was the result of a misunderstanding. In another case, Prem Sukram broke his ankle in the engine room of a cruise ship in the fall of 1998. He said his supervisor first ordered him back to work, and when it was obvious he couldn't work, to the infirmary. The ship's doctor finally sent him home to Guyana for medical care. Sukram was reluctant to leave the ship because, in addition to worrying about paying the medical bills, he thought he'd never be allowed to return to work. "They said they would pay. I went home for six months and I sent the bill to the company. There was no reply. I called and they hung up the phone." He went back to Miami, eventually filing suit. The company denied wrongdoing, but in December of 1999 Sukram received money for his bills and back wages and returned home, the article said.

The Union Bargained Away Benefits

In the outlaw and unregulated world of flag-of-convenience shipping, one of the few American laws that still has some jurisdiction is the law that requires the shipowners to pay injured and ill workers. If a shipowner has substantial business interests in the U.S., as do all of the major foreign-flag cruise lines, they are required to pay out sick pay equal to the full working pay of the seaman, including overtime and tips, until the end of their contract. The cruise lines have fought some aspects of the law, calculating sick pay on base salary only, for example, and cutting off sick pay at the end of a voyage. At such times it is ordinarily the duty of the seaman's union representative to step in and inform the company of its lawful obligations and to hold it accountable. But like a virus that contaminates all it touches, the evasive, dishonest, and habitually irresponsible flag-of-convenience cruise lines have spawned grotesque unions claiming to represent cruise ship workers.

When Christine Georghita, a cabin stewardess, got sick in the Royal Caribbean ship *Enchantment of the Seas* she was making \$2500 a month in tips or roughly \$80 a day. On the beach, she learned her sick pay was \$12.50 a day. She discovered that figure was set by a collective bargaining agreement between the company and the Norwegian Seaman's Union (NSU). The agreement also allowed Royal Caribbean to stop the sick pay after the end of a seven-day voyage rather than at the end of her six-month contract as provided for under American maritime law, the article said. In this way, the NSU has bargained away benefits that seafarers are entitled to, and settled for less than what is required by law. Georghita sued.

Dues Paid by the Company

Court papers state that Ms. Georghita, like most other cruise workers, did not know she was a member of the NSU. She did not know she was working under a collective bargaining agreement. She had not voted either for or against the terms of the agreement, nor had she voted in any union election, nor had she ever heard about or attended a union meeting. Frantz wrote that the court records indicated that most workers at Royal Caribbean were likewise ignorant of their membership in the NSU, "partly because

Royal Caribbean paid the \$300,000 a year in dues directly to the union, rather than deduct them from paychecks."

By forming "offshore" affiliates with radically lower wages and conditions than the "home" union, the NSU and other Unions with tacit approval from the International Transport Workers' Federation, have perverted the foundations of trade unionism by colluding with the FOC shipowner. As evidenced by their agreements accepting benefits lower than those required by law, and by shunning even the most basic democratic processes, they have convincingly demonstrated that their strongest allegiances lie with the company rather than with the sailors that they purportedly represent.

Inside Our Waters; Outside Our Laws

In the U.S. Justice Department's lawsuit against Royal Caribbean for systematic and surreptitious dumping of oil in Alaska's Inside Passage, Frantz wrote that court records indicate that "the disparity in work, pay and opportunities for advancement on ships made employees less likely to call attention to crimes like the cruise line's years-long dumping of contaminated waste water." The article also quoted the prosecution's condemnation of the rules of silence within the oppressive shipboard hierarchy. "The work practices hardly empower the lowest levels to challenge pollution practices or provide such employees a direct route of communication with senior ship or shore-side managers, as good corporate compliance practices would dictate."

The major cruise lines fly flags-of-convenience aboard their ships, which puts the ship under the jurisdiction of the flag state. But most flag-of-convenience registers like Panama, Liberia, and the Bahamas, are renowned for lax enforcement of permissive laws. The cruise lines are headquartered in the U.S. and 90% of their customers are Americans, yet they pay no U.S. corporate income tax. They provide limited, inconsistent, and sometimes incompetent medical care. They accept little or no responsibility for criminal acts performed aboard ship, and their decks generally fall outside U.S. law enforcement's jurisdiction. They have been convicted of illegally dumping oil into sensitive marine environments and then trying to cover it up. The flag-of-convenience makes it all possible.

The cruise industry is growing at a record pace. Shipyards are churning out ships of ever larger and grander designs. But far from the grand ballrooms and theaters, the gourmet restaurants and internet cafes, thousands of unseen seafarers support that growth by working inhumane hours for incredibly low pay. They are crammed into ridiculously narrow quarters for months at a time. When they get sick or injured they are quickly dumped. When they complain they are blacklisted. When they sue they are forced to wait for years without pay until they can be enticed into out-of-court settlements. And the unions whose ostensible purpose is to represent these seamen collect their dues directly from the company and keep their "second-class" membership in the dark about everything—even their own membership. Things can only get better for the cruise ship sailor.

California Labor Federation mobilizes for March election

It was standing room only at the California Labor Federation Pre-Primary Conventions as delegates debated candidates and issues for the states' March 7 Primary Election.

Over six hundred delegates packed the Oakland Marriott ballroom on January 6, twice the number of delegates who usually attend.

A complete list of the Federation's endorsements and ballot proposition recommendations will be published in the February issue of the *West Coast Sailors*.

A parade of local dignitaries and worker-friendly politicians greeted the delegates. Alameda Labor Council president Judy Goff welcomed delegates to Oakland, joined by Mayor Jerry Brown and Vice Mayor Ignacio de la Fuente. U.S. Representatives Barbara Lee and Maxine Waters inspired labor activists to reach every member in the state and get out labor's vote.

AFSCME president Gerald McEntee praised California for its "flagship state federation," and reminded union members of the hardships for working families under Republican administrations. McEntee challenged delegates to find a candidate for national office who speaks about organizing and workers' right to join a union as frequently as vice president Al Gore.

Gore was unable to attend because of New Hampshire debate schedules, but called in from Air Force Two. He thanked union activists for their support in the past and asked for an all-out effort for March 7. State Federation's Executive Secretary-Treasurer Art Pulaski thanked Gore for his support in labor's struggle against Prop 226, and assured him that union members would remember.

In preparing for the 2000 primary and general elections, the California Labor Federation has prepared an aggressive member-based campaign that will win elections and build power for working people.

The 10-5-1 Plan for California Labor 2000 means the commitment and mobilization of all labor resources in the state meet these numerical goals:

- Increase voter registration by 10%
- Increase union voter turnout by 5%
- Mobilize 1% of union members in significant campaign activity, beginning with Worksite Blitzes

Achieving these benchmarks will allow us to meet our electoral goals:

- Contribute to the election of a pro-worker U.S. President
- Retain a pro-worker U.S. Senator (Dianne Feinstein)
- Help retake the U.S. Congress by gaining three seats
- Expand the pro-worker majority in the State Senate and Assembly
- Strengthen Labor/Neighbor & worksite programs to communicate with union members
- Build capacity for coalition work with allies
- Insert working families' issues into candidates' campaigns
- Elect union members to office

As Pulaski stated to the Convention: "We can defeat the enemies of working families if we demonstrate the solidarity, purposefulness, and planning that led to our success in 1998. The defeat of Proposition 226 in the primary, the victory of pro-worker candidates in the general election and the mobilization of thousands of union members two-years ago, built a strong foundation for our success this year.

California unions are setting the pace for organizing new members, challenging legislators to stand up for working families and holding elected officials accountable for their promises and their actions. However, right-wing forces and our enemies stand ready to capitalize if labor fails to move forward."

SUP delegates to the convention were rank-and-file members Paul Calais, Dave Connolly, Bill Henneberry, Rich Reed, Charley Supple, and Secretary-Treasurer Gunnar Lundeborg, who is a Federation Vice President.

San Francisco Bar Pilots to build new vessels

The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun this month approved a proposal by the San Francisco Bar Pilots to build two new pilot boats.

The new vessels will be constructed at Manco Shipyard in Seattle for approximately \$10.5 million. Delivery of the first boat is expected some time in October of this year.

The vessels will replace the station boats (11 miles outside the Golden Gate) *p/v San Francisco* and *p/v California* which are nearing the end of their projected working life. The *San Francisco* is 27 years old and the *California* is nearly 24 years old.

The SUP represents all pilot boat operators, cooks, and dispatchers employed by the San Francisco Bar Pilots.

APL adds U.S.-flag calls at new Korean port

American President Lines announced this month that it will begin calling at the Port of Kwangyang using U.S.-flag ships operated by SUP-contracted American Ship Management.

APL, which is a unit of Neptune Orient Lines, already calls at Kwangyang with foreign-flag vessels. APL which is part of the New World Alliance, which includes Hyundai Merchant Marine Co., and Mitsui O.S.K. Line said that because it will use ASM's U.S.-flagged ships it will be able to carry U.S. military cargo.

Kwangyang is located in southwest Korea and one of that country's newest and fastest growing ports having opened in 1999.

Support the SUP Political Fund

Maritime bills pending before the 2nd session of the 106th Congress

U.S. Senate bills and House bills

Bill No. Sponsor—Description

Senate Bills

S.1858	Senator John Breaux (D-LA) — “National Security Sealift Enhancement Act of 1999” — A bill to revitalize international competitiveness of U.S. flag industry through tax relief.
S.1510	Senators John McCain (R-AZ) and Dianne Feinstein (D-CA) — “U.S. Cruise ship Tourism Development Act of 1999” A bill to revise the laws of the United States appertaining to U.S. cruise vessels, and for other purposes.
S.1234	Senator Mitch McConnell (R-KY) — “Foreign Operations, Export Financing, and Related Programs Appropriations Act, 2000” \$12.6 billion Foreign Operations bill with provision slotting \$200 million for setup of fund at Overseas Private Investment Corp (OPIC) in support of international maritime projects.
S.1217	Senator Judd Gregg (R-NH) — “Departments of commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act, 2000” A bill making appropriations for the Departments of Commerce, Justice, and State, the Judiciary, and related agencies for the fiscal year ending September 30, 2000, and for other purposes. Contains money for Maritime Administration & Federal Maritime Commission.
S.1186	Senator Pete Domenici (R-NM) — “FY2000 Energy Water Development Appropriations bill” Includes Corps of Engineers money.
S.1143	Senator Richard Shelby (R-AL) — “Department of Transportation and Related Agencies Appropriations Act, 2000” Coast Guard, St. Lawrence Seaway money.
S.1089	Senator Olympia Snowe (R-ME) — “Coast Guard Authorization Act of 1999” Authorizes appropriations for Coast Guard for Fiscal years 2000 and 2001.
S.1032	Senator Sam Brownback (R-KS) — “Freedom to Transport Act” Modifies Jones Act allowing certain foreign-built vessels to participate in U.S. coastwise trade.
S.937	Senator Kay Bailey Hutchison (R-TX) — “Maritime Administration Authorization Act for Fiscal Years 2000 & 2001”
S.920	Senator Kay Bailey Hutchison (R-TX) — “Federal Maritime Commission Authorization act of 1999” Authorizes \$15.6 million for FY 2000 and \$16.3 million for FY 2001.
S.893	Senator Slade Gorton (R-WA) — “The Transportation Worker Tax Fairness Act” Provides equitable state and local tax treatment for certain individuals performing duties on vessels.
S.711	Senator Frank Murkowski (R-AK) — A bill to allow for investment of joint Federal and State funds from the civil settlement of damages from the Exxon Valdez oil spill, and for other purposes.
S.507	Senator John Warner (R-VA) — “Water Resources Development Act of 1999” Provides for conservation and development of water and related resources, to authorize Army Secretary to construct various projects for improvements to rivers and harbors of the U.S., and other purposes. Authorizes about \$2.3 billion over 2000-2009 period for studies projects and programs.
S.498	Senator Ron Wyden (D-OR) — “The Coastal Protection and Vessel Control Improvement Act” Requires vessels to notify Coast Guard when entering U.S. waters, allows Coast Guard to bar entry when safety concerns exist and other purposes.
S.Res.32	Senator Daniel K. Inouye (D-HI) — Resolution expressing the sense of the Senate reaffirming the cargo preference policy of the United States.
S.259	Senator Daniel K. Inouye (D-HI) — Increased DOT Secretary authority to administer cargo preference laws.
S.151	Senator Paul Sarbanes (D-MD) — Ensures U.S. participation in Inmarsat after restructuring (IMSO).
S.5	Senator Mike DeWine (R-OH) — “Drug-free Century Act” To reduce transportation and distribution of illegal drugs with provision affecting maritime sector.

House Bills

HR3446	Rep. James L. Oberstar (D-MN) — “Surface Transportation Board Reform Act of 1999 } To authorize appropriations for the Surface Transportation Board, to enhance railroad competition, to protect collective bargaining agreements, and for other purposes.
HR3419	Rep. Bud Shuster (R-PA) — “Motor Carrier Safety Improvement Act of 1999” To amend Title 49, USC, to establish the Federal Motor Carrier Safety Administration, and for other purposes.
HR3398	Rep. Jerrold Nadler (D-NY) — “Surface Transportation Board Modernization Act” To ensure that a national railroad system is maintained or created which is adequate to provide the transportation services needed for the U.S. economy, and for other purposes.
HR3392	Rep. Duncan Hunter (R-CA) — “All American Cruise Act of 1999” To provide tax incentives for the construction of seagoing cruise ships in the United States, and to facilitate the development of U.S.-flag, U.S.-built cruise industry, and for other purposes.
HJRes77	Rep. Helen Chenoweth-Hage (R-ID) — Notifying the government of Panama of the nullity of the Carter-Torrijos treaties.
HR3225	Rep. Jim McCrery (R-LA) — “National Security Sealift Enhancement Act of 1999” To revitalize the international competitiveness of the U.S.-flag maritime industry.
HR3194	Rep. Ernest J. Istook Jr. (R-OK) — D.C. Appropriations Bill FMC, MarAd, other maritime funds included.
HR3163	Rep. Bud Shuster (R-PA) — “Surface Transportation board Reauthorization Act of 1999” To authorize appropriations for the surface Transportation Board for Fiscal years 2000 and 2001.

Bill No. Sponsor—Description

HR3162	Rep. Steven T. Kuykendall (R-CA) — To amend the Internal Revenue Code of 1986 to allow merchant mariners to be treated as citizens or residents of the United States living abroad.
HR3138	Rep. Henry Hyde (R-IL) — “Free Market Antitrust Immunity Reform (FAIR) Act of 1999” To amend the Shipping Act of 1984 to restore the application of the antitrust laws to certain agreements and conduct to which the Act applies.
HR3085	Rep. Lee Terry (R-NE) — “Discretionary Spending Offsets for FY 2000” Administration’s budgeted taxes (including Harbor Maintenance Tax) drafted to be voted down to emphasize ludicrous amount of taxes.
HR2910	Rep. Bud Shuster (R-PA) — “National Transportation Safety board Amendments Act of 1999” To amend title 49, USC, to authorize appropriations for the NTSB for Fiscal Years 2000-2002.
HR2685	Rep. Henry Bonilla (R-TX) — “Military Voting Rights Act of 1999” Guarantees right of all active duty military personnel, merchant mariners, and dependents to vote in Federal, State, and local elections.
HR2670	Rep. Harold Rogers (R-KY) — “Departments of commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 2000” Contains MarAd, FMC money.
HR2605	Rep. Ron Packard (R-CA) — “Energy and Water Development Appropriations Act” \$20.2 billion bill which slots \$4.19 billion for the Army Corps of Engineers.
HR2332	Rep. James Oberstar (D-MN) — “Binational Great Lakes-Seaway Enhancement Act of 1999” Merges Canadian and U.S. Seaway groups.
HR2159	Rep. Jim McCrery (R-LA) — “United States-Flag Merchant marine Revitalization Act of 1999” A bill to amend the Merchant Marine Act, 1936 and the Internal Revenue Code of 1986 to revitalize the international competitiveness of the U.S.-flag merchant marine.
HR2084	Rep. Frank Wolf (R-VA) — “Department of Transportation and Related Agencies Appropriations Act, 2000.” Over 44 billion appropriated for coast Guard.
HR1947	Rep. Bud Shuster (R-PA) — “Harbor Services Fund Act of 1999” Provides for the development, operation, and maintenance of the nation's harbors. Sets up Harbor Services User Fee (HSUF).
HR1908	Rep. Benjamin Gilman (R-NY) — Authorizes transfer of naval vessels to certain foreign countries. A condition stipulates that country to which ship is transferred must make repairs to that ship, as needed, in U.S. yard before that vessel can enter the country's naval force.
HR1865	Rep. Steve Horn (R-CA) — “American Merchant Marine Memorial Wall of Honor Expansion Act of 1999” Authorizes Secretary of Transportation to make grants for construction of an addition to the American Merchant marine Memorial Wall of Honor located in San Pedro, California.
HR1801	Rep. Henry J. Hyde (R-IL) — “Antitrust Technical Corrections Act of 1999” To make technical corrections to various antitrust laws and to references to such laws.
HR1558	Rep. Herbert Bateman (R-VA) — “Panama Canal Commission Authorization Act for Fiscal Year 2000” Authorizes Canal expenditures for FY 2000.
HR1557	Rep. Herbert Bateman (R-VA) — “Maritime Administration Authorization Act for Fiscal Years 2000 and 2001”
HR1480	Rep. Bud Shuster (R-PA) — “Water Resources Development Act of 1999” A bill to provide for the conservation and development of water and related resources, to authorize the United States Army corps of Engineers to construct various projects for improvements to rivers and harbors of the United States, and for other purposes.
HR1260	Rep. Robert Borski (D-PA) — “Support for Harbor Investment Program Act” Repeals harbor maintenance tax and authorizes general revenue to pay federal costs of harbor programs.
HR1001	Rep. Kenny Hulshof (R-MO) — “Transportation Tax Equity and Fairness Act” To amend Internal Revenue Code to repeal 4.3-cent fuel excise taxes on railroads and inland waterway transportation which remain in general fund of Treasury.
HR975	Rep. Peter Visclosky (D-IN) — “Steel Import Limitation Bill” To provide for reduction in the volume of steel imports, and to establish a steel import notification and monitory program.
HR820	Rep. Bud Shuster (R-PA) — “Coast Guard Authorization Act of 1999” To authorize Coast Guard Appropriations for FY 2000 and 2001.
HR819	Rep. Bud Shuster (R-PA) — “Federal Maritime Commission Authorization Act of 1999” Authorizes Appropriations for FMC for FY 2000 and 2001.
HR714	Rep. Leonard Boswell (D-IA) — “Protection of Seamen Against Economic Reprisal Act of 1999” To protect seamen against economic reprisal.
HR318	Rep. E. Clay Shaw (R-FL) — “Drug Free Ports of 1999” Allows state and local government to conduct federal background checks on seaport employees.
HR316	Rep. Frank Wolf (R-VA) — “Cruises-to-Nowhere Act” Restores effectiveness of State laws over gambling cruises-to-nowhere.
HR265	Rep. E. Clay Shaw (R-FL) — “Shipping Income Reform Act” Allows U.S. owners of non-U.S.-flag ships to defer taxes on profits that were reinvested in the business.
HR248	Rep. Mark Sanford (R-SC) — “U.S. Cruise Tourism Act” Permits certain foreign-flag cruise ships to operate between U.S. ports.
HR111	Rep. Bud Shuster (R-PA) — “Truth in Budgeting Act” Takes Inland Waterways and Harbor Maintenance Trust Funds off budget.
HR93	Rep. Howard Coble (R-NC) — “Excellence in Military Service Act” Would increase period of service obligation for Coast Guard and Merchant Marine Academy graduates.



"Personally, I don't see that management got anything out of those sensitivity training workshops."

Foreign-flag millennium cruises plagued by problems

Miami-based, but foreign-flagged Carnival Cruise Line, had difficulty in both the Caribbean Sea and Pacific Ocean in meeting passenger expectations over the recent holidays.

According to *Lloyds List*, Carnival's vessel *Paradise* began developing engine problems when she departed Miami on December 26. These problems forced the company to cancel scheduled calls to islands in the Eastern Caribbean, including the Virgin Islands. The *Paradise* instead stopped in the Bahamas and Cozumel, Mexico. Dissatisfied passengers who got off in Nassau were offered only a pro-rata refund for the unused part of their fare.

"This is a millennium cruise and its becoming a millennium nightmare," said Miami attorney Richard Counts in an interview with *Lloyds*.

Other passengers interviewed by *Lloyds* claimed that the company knew about the engine problems before the vessel departed Florida.

On the Pacific side, the cruise of Carnival's *Holiday* trip to Mexico was according to an article in the *Los Angeles Times* by Dan Weikel, "plagued from the start by an array of problems, including long delays, abbreviated or missed port calls, dirty water, rude staff members and plumbing problems that filled cabins with foul odors."

Report Weikel interviewed passenger Sue Lim from Orange County who said: "This is my first Carnival trip, and it will be my last. I want my money back."

MEBA request to delay reflagging denied by MarAd

Despite the strong support of the Marine Engineers Beneficial Associations position by the SUP and most of American labor, Maritime Administrator, Clyde Hart Jr., denied a request last month for stay of MarAd's decision to conditionally grant approval to reflag eight LNG vessels from U.S. to Marshall Islands registry.

MarAd said its order is lawful and a stay is not warranted.

San Diego shipyard awarded LMSR conversion contract

National Steel and Shipbuilding Company (NASSCO) announced this month that it has received \$2 million for the first phase of an estimated \$25 million contract to convert a Large Medium-Speed Roll-On/Roll-Off (LMSR) vessel to meet the readiness capabilities of the U.S. Marine Corps.

The *USNS Soderman*, currently a U.S. Navy Strategic Sealift Program ship, is scheduled to be operated by Patriot Contract Services, a unit of SUP-contracted American Ship Management in early 2001.

The conversion of the *Soderman* includes adding living quarters for 50 additional personnel, changing the stern ramp to an in-water ramp, and upgrading the helicopter landing deck to an all-weather flight deck, among other changes.

The *Soderman* is named for Army Private First Class William A. Soderman, a World War II recipient of the Medal of Honor.

Hijacked freighter found; captain commits suicide

A five-month search for the mission Panamanian-flag ship *Kobe Queen I*, ended late last month when the Indian Coast guard seized the vessel 25 miles south of Chennai (Madras). Shortly after being captured, the Ukrainian master Yurly Levkovsky, hung himself on Christmas Eve.

The odyssey of the 18,000 dwt *Kobe Queen I* began last June when she vanished after loading steel in Turkey for Jamaica. According to *Lloyds List* and the *Journal of Commerce*, after the cargo was loaded the owner of the vessel was jailed in Greece for drug smuggling. Management of the vessel was then turned over to the Odessa-based company Babush Marine.

Babush booked the vessel for additional cargo in Greece, stopped in Dakar, Senegal and then proceeded to Jamaica. However, in light of the drug arrest, Babush decided to have the vessel proceed directly from Turkey to Dakar.

When the chartering company, Radiant, discovered that the vessel had broken the charter by not stopping in Greece, it withheld \$123,000 due to Babush. Babush then ordered the *Kobe Queen I* to stop somewhere near the Cape Verde Islands where she disappeared.

Intercargo Insurance Company of Schaumburg, Illinois, alleges that those behind Babush are criminals and that the company apparently stole \$4.5 million in steel from five companies in the United States, Europe, and the Caribbean. Intercargo believes it was the intent of Babush to sell the cargo and scrap the ship in Pakistan.

When captured by Indian authorities, the *Kobe Queen I* had changed her name to the *Gloria Kopp* and had altered her appearance.

This is the second hijacked vessel recovered off India in the past two months. In November, the 7,000 dwt Japanese-flagged vessel *Alondra Rainbow* was recaptured after being hijacked by Indonesian pirates in the Malacca Strait.

To guard against invasive species, California begins ballast water exchange program

California has implemented regulations mandating adoption by vessels of a ballast water management program effective January 1, 2000. With limited exceptions, the program applies to all foreign and domestic vessels carrying ballast water into State waters after operating outside the Exclusive Economic zone. Permitted ballast water management procedures include the exchange of ballast water more than 200 miles from shore and more than 2,000 meters deep; the retention of ballast water onboard while within State waters; use of an alternative environmentally sound method of ballast water management that has been approved by the State Lands Commission; discharge of the ballast water to an approved reception facility; or, an exchange of ballast water within an area agreed to by the State. A copy of the U.S. Coast Guard's Ballast Water Report Form must be submitted to the State Lands Commission and a vessel's Ballast Water Management Plan, developed in accordance with International Maritime Organization guidelines, must be available for inspection. A fee of \$600 per voyage for each vessel subject to the program will be assessed. State personnel may board vessels subject to the ballast water management regulations on a random basis to ensure compliance. In addition, civil penalties may be assessed for failure to comply with the program.

Foreign-flag cruise workers plead guilty to discharging oil in Alaskan waters

Three former crew members of the foreign-flag cruise ship *Rotterdam* pleaded guilty in Federal Court in December to violating the Clean Water Act by illegally discharging oily bilge water in Alaskan waters.

The illegal discharge occurred in 1994 when the defendants failed to maintain and properly operate the oil-water separator in the *Rotterdam*.

Illegally discharging oil in U.S. waters carries a penalty of up to three years in jail and/or a fine of up to \$250,000 per violation.

Pirates sentenced to be executed by Chinese

The Shanwei Intermediate People's Court in China last month sentenced one Indonesian and 12 mainland Chinese pirates to death for their role in the hijacking of the 16,785 dwt *Cheung Son* and the subsequent murder of the 23-strong crew last year.

Eighteen other pirates were given prison sentences and fines in what was billed as the largest piracy case in the last 50 years.

The condemned men will face execution with a single bullet to the back of the head.

During the court proceedings it was learned that the *Cheung Son* was one of three vessels attacked by the pirate gang, between September and November 1998. In the two previous incidents, the pirates were either scared off or stole ship stores and personal belongings without harming the crew.

The gang turned violent when it boarded the *Cheung Son* in the Taiwan Strait, posing as anti-smuggling officers on November 16. Ten days after the pirates took control of the ship, originally bound from Shanghai to Malaysia with a load of furnace slag, they bludgeoned the mainland Chinese crew to death, weighed their bodies with rocks and threw them overboard.

The convictions have renewed calls for the Chinese navy to step-up anti-piracy patrols in the South China Sea.

Seamen take action over crimping swindle in the Philippines

Last month over a hundred seafarers stormed a police headquarters in the Philippines demanding the detention of crewing agency president (crimp) who had swindled them

According to *Lloyds List*, the sailors dragged Eugene Huang, president of Triple Star International Shipping Lines, to the Philippine National Police Headquarters in Quezon City.

The seafarers, who had been recruited between January and December 1999, said that Huang's agency had promised them immediate employment on international vessels according to *Lloyds*. They said they had paid from 10,000 pesos (\$250) to 35,000 pesos for the processing of their travel documents.

When Huang's company failed to employ them the sailors asked for a refund of their money. Refunds were issued but banks would not honor the checks because of lack of funds.

After the checks bounced the seamen organized and brought Huang to police headquarters who charged him with illegal recruitment.

The *Lloyds* article states: "The large number of unemployed ratings in the Philippines has led to many cases of swindling by illegal crewing agencies. The Philippines has about 250,000 deck and engine ratings of which only 30% find employment on overseas foreign vessels because of low demand and poor training."

IMO focus on cruiseship safety

In the wake of recent emergency situations in large foreign-flag cruiseships, the International Maritime Organization (IMO), plans to establish a working group to develop a plan that could enhance safety in these vessels.

Although the IMO has a Maritime Safety Committee which is already examining aspects of cruiseship safety, including life-saving and fire protection, IMO secretary-general Brian O'Neil believes there would be virtue in a single working group focusing on the operational safety aspects of very large cruiseships.

Currently there are 47 cruiseships operating worldwide of 50,000 gross tons and above, built between 1961 and 1999.

Of these, 42 were built since 1990 with an average gross tonnage of 71,140. The average capacity of these vessels is 2,287 passengers and 819 crew members. The recently launched *Voyager of the Seas* is 142,000 gross tons and can carry approximately 5,000 passengers. The number of crew members has not been disclosed.



SUP President's Report

January 10, 2000

PAUL DEMPSTER

Regret to report that former SUP President/Secretary-Treasurer, Paul Dempster, passed away on December 17.

Brother Dempster joined the Union in 1949 and after sailing for several years was elected Tanker Patrolman in 1965. When then President/Secretary-Treasurer Morris Weisberger retired in 1977, Brother Dempster was elected to the Union's top office and held the job until 1990.

Funeral services for Brother Dempster were held in Concord, California, on December 23, and was well attended by Paul's family, friends, and SUP members.

On behalf of the Union, conveyed condolences to his widow and family.

MATSON NAVIGATION COMPANY

As reported in November and December, Matson is in the process of bidding on the operation of eight Fast Sealift Ships (formerly SL-7 type vessels) for the Military Sealift Command.

The SUP and the MFOW have long held that this perverted system and the cut-throat process it entails has driven down wages in the privatized U.S. government fleet to the point where American seafarers, regardless of union affiliation, are taking it on the chin and in the pocket book just to hold a job.

A milestone to reverse this process was reached last month when the Masters, Mates and Pilots, Marine Engineers Beneficial Association, and the American Maritime Officers announced that they had agreed to submit exactly the same total labor costs to their respective contracted companies for bidding purposes for government work, including Matson's Fast Sealift Ship bid.

In simple terms, wage and fringe benefits would be determined by each union but the total labor costs would be the same: in essence a national contract for licensed personnel for government work.

With the licensed unions leading the way, MFOW president Whitey Disley and your secretary wrote the SIUNA and SIU-A&G president Michael Sacco suggesting that the unlicensed unions do the same.

That landmark goal was achieved on January 7, when the SUP, MFOW, SIU-A&G and the NMU agreed to submit identical total labor costs to each company planning to respond to the governments solicitation for the Fast Sealift Ships and for vessels in MarAd's Ready Reserve Fleet (RRF). The methodology used to allocate the costs of wages, fringe benefits, etc. was different for each Union but the end result was the same: A national standard for unlicensed mariners for government work based on total labor costs.

Therefore, on January 10, signed a Memorandum of Understanding, subject to membership approval, covering the Fast Sealift Ships.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is made as of January 10, 2000 between **Matson Navigation Company, INC.** ("Company") and **Seafarers' International Union - Pacific District**, (SIU-PD) comprising the Sailors' Union of the Pacific (SUP), Marine Fireman's Union (MFOW) and the Seafarers' International Union of North America, Atlantic, Gulf, Lakes and Inland Waters' District (SIU-AGLIWD) ("Union") regarding the terms and conditions of employment for the operation and maintenance of up to eight (8) Fast Sealift Ships (FSS) ships on the East and Gulf Coasts of the United States under MSC RFP N00033-99-R-5301.

WHEREAS, the parties have collective bargaining agreements covering the Company's vessels and

WHEREAS, the Company desires to operate and maintain the above referenced ships and the Union desires additional job opportunities;

THEREFORE the parties agree to all terms and conditions of the RFP, and except as specifically provided for herein, the work rules and conditions provided in the Collective Bargaining Agreement (SIU-PD) shall apply.

This Agreement applies to all unlicensed personnel hereinafter employed aboard The Vessel(s).

The Company has the right to selection of any and all applicants for assignment or continuing assignment to its vessels whenever the Company determines their record makes them suitable and that they have adequate experience for the type of vessel involved. The Company has the right to promote and/or transfer all Unlicensed Personnel serving on board The Vessel(s).

GENERAL RULES

Section 1. Assignment

(a) The SIU-PD, recognizing the importance of supplying qualified trained seamen capable of meeting the requirements of The Vessel's mission, agrees to the selection of applicants for Unlicensed positions from the registration lists maintained by the respective unions. The SIU-PD agrees to provide the seamen in a manner that provides the most timely crewing or assignment to The Vessel consistent with the terms of the contract.

(b) No seaman referred for employment shall be discriminated against because of race, creed, color, sex, age, national or geographic origin and status as a Vietnam veteran, when the same is required by Federal regulation. The employer agrees that it shall not discriminate against employees on the basis of a physical or mental disability. The Union agrees that employees dispatched from the hiring halls will be qualified to perform shipboard duties in accordance with the MSC FSS RFP N00033-99-R-5301.

Section 2. Return to Work

(a) Unlicensed Personnel shall be permitted to return to work after periods of vacation, sick leave, or other authorized leaves, mutually agreed to by the Union and the Company, including time spent in training.

(b) Due to the unique characteristics of the Vessels' operations, retention of trained personnel is of prime importance.

Section 3. Other Sources

If the Union is unable to provide personnel required within a reasonable time, the Company may obtain the required ratings from whatever source available.

Section 4. Clearance

(a) No one is to be employed or reassigned without proper clearance from a jointly operated Labor-Management hiring hall.

(b) All personnel being assigned to The Vessel(s) shall be screened utilizing the Marine Index Bureau (MIB). Also before being assigned to a vessel, the Company shall complete a DD Form 398-2 and submit it to the PIC Center in Baltimore, MD, for a National Agency Check (NAC). The completed NAC will be forwarded to MSC who will determine if the individual is suitable for continued assignment. If the individual is determined unsuitable for employment aboard these vessels, he will be debriefed, and dismissed and replaced at the first available opportunity.

Section 5. Work Stoppage

(a) Because the Union recognizes that it may cause irreparable harm to the United States if The Vessel(s) is delayed, hindered or prevented from performing its mission, the Union agrees that there shall be no work stoppages of any type including but not limited to: strikes, sympathy strikes, boycotts, slowdowns, sick-outs, picketing, protest against unfair labor practices or contract violations, social or political protest or any other protest even though the underlying dispute does not concern the parties herein, or any other interruption or interference with work aboard The Vessel(s) for any cause or reason whatsoever even though not expressly included herein; the Company agrees that there shall be no lockouts due to any dispute with the Union.

(b) The Company will notify the Union, and the Union shall notify the Company of any such occurrence mentioned above by any form of communication whatsoever.

(c) Upon notification of an attempt to induce a violation or of an actual violation of the provisions of this section by any one or more of the Unlicensed Person-

nel, the Union shall publicly disavow such action and instruct the Unlicensed Personnel engaged in such activity to forthwith end such attempt or actual violation and return to work immediately, failing which the Company shall discharge forthwith the Unlicensed Personnel engaged in inducing or participating in any such violation and replacing same. Any member of the Unlicensed Personnel so discharged shall have no recourse against the Company.

(d) Any labor dispute that cannot be resolved through the normal grievance procedure shall be subject to final and binding arbitration.

Section 6. Training

(a) Crewmembers shall participate as directed to attend orientation sessions, conference, drills and training programs sponsored and/or required by the Government. Before any Unlicensed crewmember begins to serve on one of The Vessels, the Company shall have the right to require that such crewmember undergo training. The training may include instructional courses, information and instructional advice from The Vessel's crew, following The Vessel's crewmembers through their normal routines, performing work on The Vessel as directed, or serving as supernumeraries.

(b) Crewmembers may be required to attend training courses in order to reestablish compliance with the requirements of the contract prior to reassignment to the vessel. The Company shall provide transportation to the school and from the school to the vessel upon successful completion of the course.

Section 7. Bonuses

(a) Unlicensed Personnel shall be entitled to War Risk Second-Seaman's coverage and any bonuses provided to MSC civilian mariners.

(b) On vessels carrying explosives in excess of fifty (50) long tons as permitted by law, the Company agrees to pay each member of the Unlicensed Personnel, in addition to their regular monthly wage, ten percent (10%) per month of such wages from the time the loading of the explosive cargo is started until the explosive cargo is completely discharged.

When the Unlicensed Personnel are required to work explosives at any time they shall be paid for such work in addition to their regular wages at the rate of ten dollars (\$10.00) per hour.

For the purpose of this Agreement, explosives shall consist of the following items: Nitroglycerine, dynamite, loaded bombs, T. N. T., poison gases, loaded shells of one pound or over but not small ammunition, blasting caps, and detonating caps.

(c) The parties agree to develop a program whereby the crew will receive direct remuneration through any performance bonus earned by the vessel. The bonus shall be awarded to the crew based on a formula that rewards continuity of employment and safe and effective performance of duties. The percentage to be paid to the Unlicensed crew, when applicable, shall be negotiated by the Parties at the time the bonus is awarded to the Company.

Section 8. Safety Program

The Union and the Company will cooperate in instituting an effective Safety Program designed to eliminate the incident of shipboard injuries. All crewmembers shall participate in such programs which may include instructional seminars, training, indoctrination courses and instruction in the proper utilization of equipment and safety gear, in order to be in compliance with the ISM codes.

Section 9. Tour of Duty

(a) Unlicensed Personnel accepting employment on The Vessel(s) will be expected to serve on those vessels for a period of at least four (4) months and a maximum of six (6) months, or as scheduled by the Company, unless they are reassigned or their services terminated at an earlier date by the Company. Except in a case of emergency, the company shall not be required to pay travel expenses for a crewmember leaving the Vessel prior to the expiration of the scheduled tour of duty. The Company shall advise the SIU-PD of all such assignments and scheduled tour of duty.

(b) Crewmembers who complete their designated tour of duty shall be provided transportation in accordance with Section 32.

President's Report continued

Section 10. Medical

Each crewmember shall be certified by a designated maritime licensed physician to be fit for duty in accordance with the requirements of the MSC FSS RFP N00033-99-5301.

Section 11. Customary Duties

(a) Each Unlicensed crewmember shall perform the necessary duties for the continuance of The Vessel(s) operations and shall perform the recognized and customary duties of his/her particular rating.

(b) Necessary work shall include operating equipment required to perform the mission as required by the MSC contract. Necessary work shall also include the maintenance of vessel equipment and machinery under direction of the officer in charge.

(c) When it is necessary to shift a man to fill a vacancy the man so shifted shall perform the duties of the rating to which he is assigned.

Section 12. Mission

(a) The vessel will be employed in worldwide trades for the transportation or storage of cargoes in accordance with the terms of the MSC contract.

(b) Work duties and schedules for each crewmember shall be consistent with the vessel's mission.

Section 13. Hours of Labor and Wages

Wages, wage related items, and benefit contributions shall be as set forth in Appendix "A" pages one thru six.

Section 14. Vacation Pay

Effective the first day of operation, whether in ROS or RAV a crewmember shall receive ten (10) days vacation pay for every thirty (30) days employed or pro rata thereof based on the respective base wage for each rating. While in FOS a crewmember shall receive (15) days vacation pay for every thirty (30) days employed or pro rata thereof based on the respective base wage for each rating.

Section 15. Benefit Plans

The Company agrees to become and remain a party to the respective SIU-PD plans and further agrees to sign the appropriate Agreement and Declarations of Trust for the aforementioned Plans and Entities.

Section 16. Shipping Articles

The Parties agree that the provisions of this Agreement shall be, and be deemed to be, incorporated and part of the Shipping Articles covering voyages of The Vessel(s) covered by this Agreement and further agree that appropriate notation thereof be made on the Shipping Articles. No Articles shall be for a duration in excess of twelve (12) months without prior written consent of the Union.

Section 17. Passes

The Company agrees to issue passes to Union Representatives for the purpose of contacting its members aboard The Vessel(s) of the Company covered by this Agreement.

Section 18. Grievance Committee

For the adjustment of any grievances arising in connection with performance of this Agreement which cannot be satisfactorily adjusted on board The Vessel there shall be established a Grievance Committee, which shall meet in San Francisco, California, unless otherwise mutually agreed.

Section 19. No Strikes or Lockouts

(a) There shall be no strikes, lockouts, slowdowns, refusal to perform assigned duties, in whole or in part, picketing or other job actions during the term of this Agreement. This obligation shall extend to all disputes, differences and controversies between the parties.

(b) The Union agrees to support the Company fully in its efforts to maintain continuous operations. Direct participation by any crewmember in any act violating this section or in the inducement of any crewmember to engage in a contractually prohibited strike or job action, is recognized as a cause for discharge.

(c) In the event that a crewmember engages, or threatens to engage, in conduct prohibited by this section the Union will take immediate affirmative action to prevent or terminate such conduct as the case may be including but not limited to, immediately instructing the crewmember engaged in such activity to forthwith cease and desist from the same and to return immediately to work.

(d) Whenever it is claimed that the Company or the Union has violated this section, either party may notify

the Impartial Arbitrator in writing, by mail or by hand-delivery. A copy of such notice shall be sent or delivered simultaneously to the party who is alleged to have violated this section. The claim shall be submitted to arbitration no later than twenty-four (24) hours after receipt by the Impartial Arbitrator, and his award shall be issued no later than twelve (12) hours after conclusion of the hearing. If the Impartial Arbitrator cannot, for any reason, conduct the hearing within the aforementioned twenty-four (24) hour period, the parties shall designate another person to act as arbitrator.

Section 20. Commencement of Employment

Wages shall commence on the day the Unlicensed Personnel actually report aboard the ship and turn to for work. Crewmembers shipped foreign, as a "fly-out," shall receive travel pay equivalent to a day's wages for the day traveling to join The Vessel. Daily wages shall be equal to the monthly rate divided by thirty (30). No fringe contributions are required for the travel day.

Section 21. Vessels In Reduced Operating Status

(a) When a vessel is in a reduced operating status for any reason and crewmembers are laid off, such crewmembers shall receive transportation back to their home. In the event a crewmember returns to The Vessel at the Company's request, after the layoff he shall receive transportation back to The Vessel.

(b) Transportation shall be provided in accordance with Section 32 of this Agreement.

Section 22. War Zone

In case any vessel of the Company traverses waters adjacent to or in the proximity of a declared or undeclared war or state of hostilities, it is hereby agreed that a petition on the part of the Union for the opening of negotiations for added remuneration, bonuses, and/or insurance shall in no way be deemed cause that no sailing shall be delayed because of failure to reach a prompt agreement.

Section 23. Crew Size

(a) The Vessel(s) shall be manned to meet requirements of the missions and be manned at all times in accordance with U.S. Coast Guard rules and regulations. The entire crew shall be U.S. citizens and possess valid and current certificates. The vessel shall be continuously crewed with sufficient personnel to perform self-sustaining cargo operations specified in MSC's Minimum Manning requirements contained in the RFP.

(b) During ROS/RAV status The Vessel(s) manning will be no less than required by MSC.

(c) The Company reserves the right to increase, decrease or reclassify the manning as it deems necessary, except that the manning scale will comply with the requirements of the MSC Contract and The Vessel's U.S. Coast Guard Certificate of Inspection.

Section 24. Medical Documentation

Crewmembers shall not be accepted for employment if previously repatriated for a medical condition, unless a complete report from a physician provides verification that the predisposing condition has been corrected or cured, and such report has been approved by the Union's designated licensed physician. The Union shall not supply crewmembers who have any existing health conditions which constitute a hazard to that person or others onboard ship, notwithstanding that the health condition is being effectively controlled by medication. A high-risk medical condition shall subject the individual to immediate repatriation. Prior to assignment crewmembers; shall be screened through the casualty report service offered by the Marine Index Bureau (MIB). All crewmembers shall be screened during pre-employment multiphasic physical examinations to ensure that they are in good physical condition, do not have a history of injuries onboard ship, and do not have a history of inability to perform the physical requirements for which they are applying.

Seamen travelling to Diego Garcia on Government arranged flights shall comply with all medical requirements of the MSC Contract and must present or show evidence of the following prior to boarding the aircraft.

(a) Documentation of current physical examination with a statement certifying fitness for duty in accordance with the requirements of the MSC Contract.

(b) Immunization record.

(c) Sufficient prescribed medications and prescription spectacles.

(d) Any other documentation required by MSC.

Personnel not in possession of the above items will not be permitted to board the aircraft.

Section 25. Immunizations

(a) All unlicensed crew will be advised of any and all immunization requirements prior to being assigned to a vessel.

(b) All unlicensed crew shall receive the required current immunizations prior to embarking the vessels.

(c) In addition to the foregoing, at any time during the period of this contract and other options or extensions thereto, the U.S. Government may establish, through written policies or directives, immunization programs for civil service mariners which shall apply to all crew, licensed or unlicensed, assigned to vessels under this contract.

(d) Any crewmember who refuses to comply with such supplemental immunization directive(s) shall be removed from the vessel at his own expense as soon as possible, but not later than the next port unless otherwise authorized by MSC, and shall be replaced with personnel who either have the required immunization or will comply with the policy/directive(s).

(e) Any crewmember declared ineligible for a particular immunization shall be repatriated in accordance with Section 32, Transportation.

(f) The above shall apply in cases where there is reasonable justification to require said immunization, and in any case where the vaccine used is an established immunization and in no way part of an experimental immunization program.

Section 26. Standards of Appearance

(a) The ships to be operated under this contract are public vessels of the United States. Materials conditions, personal appearance, discipline, customs and usage should all be maintained at a sufficiently high standard that the conduct of the operation of these ships will not bring criticism or discredit upon the United States.

(b) At all times, The Vessel shall meet the highest possible standards of appearance and vessel smartness through a continuous program of vessel maintenance.

Section 27. Crew Discipline

(a) A crewmember discharged for cause shall be given, on the date of discharge, a written statement advising of the discharge, and a detailed explanation of the reason for the discharge. Failure to furnish such a written statement will presumptively establish that the crewmember has been discharged without just cause. Such statement must be furnished to Union headquarters if the crewmember is not available.

(b) If the Government has reason to be dissatisfied with the performance or conduct by any person employed by the Company, the Company shall, on receiving particulars on the complaint, investigate the matter and take immediate corrective action. The Company shall immediately notify the Union and appropriate government agencies.

(c) The Ship's Master shall post on the Unlicensed crews bulletin board a list of nonmilitary items prohibited on The Vessel(s).

Section 28. Obedience to Lawful Orders

Crewmembers shall obey all lawful orders emanating from the Secretary of the Navy, Secretary of Defense and the President of the United States in all cases relating to unusual emergency, mobilization and/or war.

Section 29. Crew Requirements

(a) The Company shall have the right to transfer personnel from one ship to another, and to promote qualified personnel aboard ship. The Union and the Company shall develop a system of assignments on the basis of fleetwide rotation in order to ensure an equitable distribution of employment in order to develop and maintain a dedicated manpower pool for these vessels.

(b) Crewmembers shall not be accepted for employment if previously repatriated for medical conditions, unless a complete report from a physician provides verification that the predisposing condition has been corrected or cured and the report has been approved by the Company's designated physician.

(c) The appearance, dress and behavior of the crew shall be a credit to the U.S. Naval status of these ships pursuant to the provisions of the MSC Contract.

President's Report

continued on Page 8

President's Report continued

(d) If Unlicensed Personnel are required to wear uniforms, the cost shall be for the Company's account.

(e) All Crewmembers shall comply with any "Physical Security Plan/Security Bill" posted by the Master.

(f) Each crewmember shall comply with all Government regulations relating to alcohol or substance abuse.

(g) Each crewmember shall comply with applicable Environmental Protective Authority regulations.

(h) Crewmembers must be U.S. citizens and hold valid U.S. passports, which will not expire during the period of their assignment.

(i) The Crewmembers must be literate in English to the extent of reading and understanding printed regulations, detailed written orders, training instructions and materials.

Section 30. Crew Services

The crew shall be provided with the following services in accordance with the MSC Contract:

1. Library 25% of the existing books on hand to be replaced at the beginning of each quarter (3 months)
2. Recreational, physical fitness and exercise equipment as listed in the ship's Allowed Equipment List.
3. Television services and video entertainment.

Section 31. Gender

For purposes of construction of this Agreement, whenever the masculine gender is used, it shall include the feminine gender.

Section 32. Transportation

Crewmembers traveling to and from a vessel by air will be expected to travel on military aircraft if such aircraft are made available for that purpose. If travel is via commercial aircraft, it will be economy class transportation. Crewmembers in a travel status will be provided travel and lodging in accordance with the Joint Travel Regulations as they apply to civilian employees of the government.

Section 33. Subsistence and Lodging at Other than Home Port

During Reduced Operating Status (ROS), when the Vessel is temporarily assigned to a port other than the original agreed home port, and subsistence and lodging are not provided aboard ship, the Company shall provide subsistence and lodging at no less than the highest Joint Travel Regulations for that area as they apply to civilian employees of the government.

Section 34. Quality Management Program

Unlicensed crew shall participate in the Company's Quality Management Program.

Section 35. Holidays

Unlicensed crew members shall receive ten (10) paid holidays per year, as specified in Addendum "A."

In addition, local holidays granted by employers to Longshoremen in a port in which the vessel may happen to be located will also be considered holidays for Unlicensed Personnel.

Section 36. Shipping Rules

The Shipping Rules as contained in the Standard Freightship Agreement which are not in conflict with this Agreement, shall apply throughout the terms of this contract.

Duration

This Agreement will be in effect for the duration of the contract in place between The Company and MSC.

- Manning: Full Operating Status (FOS): 1 Bosun, 6 AB's, 3 OS's
- Reduced Operating Status (ROS): 1 Bosun, 2 AB's, 1 OS
- Daily Wages and Overtime

Bosun:	\$120.18	\$26.36 OT
AB:	89.95	\$21.64 OT
OS:	66.25	\$15.94 OT

Wages: Paid on a seven-day week in ROS and FOS.

- Work Week: 40 hours per week at sea and in port. Overtime on weekends and holidays.
- Wage increases: In the second and subsequent anniversary dates of the contract award there shall be a 3% increase in all rates of pay.
- Supplemental Benefits (Vacation pay)
 - 10 days per month in ROS

- 15 days per month in FOS
- Rates: Bosun: \$40.06 per day
 - AB: \$29.98 per day
 - OS: \$22.09 per day

• SUP Money Purchase Pension Plan

- Bosun \$13.00 per day
- AB: \$13.00 per day
- OS: \$13 per day

Recommend membership ratification of this agreement with the hope that the Military Sealift Command awards Matson the contract.

If that occurs, it will mean more work for those who have completed MSC-required training.

In other Matson news:

MFOW President Whitey Disley and your secretary attended a meeting called by Captain Jack Sullivan, director, vessel operations and offshore labor relations, on January 5, to discuss the company's December 30 application to the Maritime Administration to permit Matson to operate two of the three C-9 type vessels in the domestic trades, including Hawaii.

According to Captain Sullivan, Matson's goal is to eventually redeploy all three C-9s (*Mahimahi*, *Mokihana*, *Manoa*) to the Hawaii trade in order to increase cargo capacity and to replace older vessels currently in use. Matson proposes to operate the C-9s between Honolulu, Oakland, Seattle and Vancouver, British Columbia with no coastwise cargo carried between Oakland and Seattle.

Permission is needed from MarAd as these vessels were originally built with Construction Differential Subsidy (CDS) funds for American President Lines for use in foreign trade and cannot be operated domestically until they become 25 years old which will occur in 2007/2008.

The C-9s currently operate in the U.S. West Coast-Guam-Far East service as part of the five vessel "string" in the Matson/APL Alliance. That alliance ends in 2005.

If MarAd grants approval, two C-9s from that service will be redeployed and Matson will buy or charter and reflag to U.S. registry two foreign-built vessels for use on the Guam run.

The downside of this scenario is that the *Kauai* and *Maui* are tentatively slated to go into idle status, once the redeployment occurs and the new vessels join the Guam run. Captain Sullivan stated that Matson was looking for work for *Kauai* and *Maui*, possibly in the Alaska or Puerto Rico trades. The SUP and MFOW warned Sullivan that we would not tolerate the corporate shell game played when the *Kaimoku* and *Kainalu* were transferred to Sea Star Line and crewed by East Coast crews.

Sullivan also mentioned that the *Manukai* and *Manulani* could end up in the bulk grain business.

Will keep the membership informed.

LMSR TRAINING

A training class is scheduled for February 15 through March 3, for those interested in working the LMSR's operated by Patriot Contract Services.

No one can be shipped to these vessels without taking the Military Sealift Command required training which is paid for by the SUP Welfare Plan's Training Fund.

Applications to attend training classes are available at every SUP hall, the Andrew Furuseth School of Seamanship, and the SUP Welfare Plan.

FOSS MARITIME COMPANY

As reported last month, the SUP met with Foss to discuss outstanding grievances on December 7. As per the Union's request, Foss responded in writing with proposals.

Due to the holidays, was unable to give a comprehensive response to Foss' initiative. Intend to respond after further discussions with SUP members employed by Foss and with the Inlandboatmen's Union of the Pacific which represents those working on San Francisco Bay in tugboats designated for ship assists and escorts.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters meeting to review the finances of the Union for the fourth quarter of 1999, and report back to the membership at the February coastwise meetings.

In the event the Committee cannot be filled today, necessary committee members will be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 9:00 A.M. on February 11.

SUP ELECTION

The secret mail balloting for the 2000-2002 election of Sailors' Union officers and the referenda on proposed constitutional amendments and shipping rule changes concludes on January 31. In order for your vote to count it must be received by Sequoia Pacific System, Inc., the Impartial Balloting Agent selected by the membership, by that date.

If you have not yet received a ballot, contact Sequoia Pacific Systems, Election Services Division, 1001 Eastshore Highway, Berkeley, Ca. 93710: Telephone 510-527-4814, fax 510-528-2319. Sequoia will then send a ballot to your mailing address of record either ashore or aboard ship.

For the election to be a true reflection of the wishes of the membership all eligible members should vote.

On February 1, the balloting committee elected at the October 1999 headquarters meeting will turn-to at 0800 to verify the standing and eligibility of those members casting ballots. If there are vacancies on this committee, they will be shipped off the hiring hall deck as per past practice.

After union standing and eligibility have been determined by the committee, Sequoia Pacific Systems will begin counting the ballots in the presence of the committee and those members interested in observing the process, in the SUP library at Headquarters.

Sequoia Pacific will certify the results which will be posted at all SUP halls and sent to all SUP-contracted vessels.

Those members elected will assume office on March 1. If the proposed constitutional amendments receive the required vote and the shipping rule change is passed by majority vote, they will become effective on February 1.

HOLIDAYS

All SUP halls will be closed on the following dates in January and February in observance of the following holidays covered by SUP collective bargaining agreements:

Martin Luther King Jr.'s Birthday: Monday January 17. Due to the holiday SUP Branch meetings will be held on Tuesday, January 18.

Lincoln's birthday: Monday, February 14. Due to the holiday the SUP Headquarters meeting will be held on Tuesday, February 15. It should be noted that because Lincoln's Birthday falls on a Saturday this year, it is observed on Monday.

Washington's Birthday: Monday, February 21. Due to the holiday SUP Branch meetings will be held on Tuesday, February 22.

ACTION TAKEN

Matson Memorandum of Understanding, FSS ships, MSC RFP - M/S to concur. Carried unanimously.

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

Quarterly Finance Committee: William Henneberry, Trev Motlow, Charles Mohun, Paul Fuentes, and Frank Portanier.

Gunnar Lundeberg

Catalonia reclaims its sea heritage

The Museu Maritim de Barcelona has reached out to save a ship and the history of early-20th-century Spanish merchant sail in the Mediterranean. Its fast-moving restoration project is the three-masted schooner (pailebot) *Carmen Flores*, built in 1918 and now floating with a restored hull in Barcelona harbor. By last November, she should have had her masts stepped and by next spring her rigging and original appearance.

The museum acquired the ship in January 1997 and began rebuilding in May 1998. Little was known of the vessel, and the rebuild has drawn on a multi-disciplinary team of historians, naval architects, shipbuilders, merchant sailors, museum curators and technical staff from the Universitat Politecnica de Catalunya.

What is now known of her origins is that she was built for Pascual Flores, a Valencian trader who put her into service primarily to carry cereals, wood, salt and minerals. In 1921 she made a trip to America. After several owners and conversions, the 34-meter long, 8.5-meter beam, 167-ton ship was used in underwater salvage work, prior to the museum purchasing her.

The goal of the project, according to Elvira Mata i Enrich, MMB Technical Director, is to restore *Carmen Flores* as a functioning ship. She will sail again, as an ambassador of the museum and Barcelona, and will be moored in the harbor as a "water extension" of the museum. (MMB, Drassanes Reials, Porta de la Paz, Barcelona, Spain)

Source: Sea History Gazette

Letter to the editor

Matters of the heart

Brothers & Sisters

I feel that this is something that needs to be told to all our members both young and old.

A lot of our members are dying of heart problems, plugged arteries and such. By doing just a few things right throughout the years these deadly problems could be avoided.

I was born with a faulty heart valve and have had what is called a heart murmur since birth. I was told lately that it was getting louder at my yearly physical so I decided to go to a heart specialist and have it checked. This turned out to be a smart thing to do and it probably saved my life. You know the old saying, "It can never happen to me."

First of all my father died at 57 years old of a massive heart attack his second. The first one was 13 years earlier. My mother also had a mild heart attack but didn't die from it so heart problems are in my genes. I also smoked for many years but got smart and quit over ten years ago. I didn't stop eating red meat, greasy foods fried in who-knows-what. You know how it is on board, eat it and beat it—whatever they put out fill your plate; ("I'll have the captain's steak or the double cut of prime rib.")—instead of using our head to just think about a better healthier way to eat. Now over a period of time all these heavy greasy meals we polished off are ever so slowing plugging us up artery by artery. Well in my case it was a quadruple bypass. Remember now I caught this before having a heart attack and walked into the hospital.

In the last year I had terrible bouts of heart burn, took all kinds of antacids for it and sometimes it would slowly go away. This could have been heart burn or one sign of the plugging up of arteries.

Remember when your mother said eat your veggies, well she was so right. Good heart health starts with each of us. If you smoke, stop! You're not only killing yourself but others around you. Eat more vegetables and fruit and less red meat. Try to avoid fried foods and cut way back on salt. The less the better. I hear it's no fun having a heart attack especially at sea and bypass surgery isn't fun either. Take it from me.

I'm now on the slow road to recovery and only hope this will help someone to get healthy and stay healthy and avoid what I had to go through.

We need a healthier choice of foods aboard ship and it's up to each of us to choose and have a choice on the menu. We must start taking better care of ourselves if we want a longer healthier life on ship and ashore.

Tom Larkin #4065

Attend your SUP meetings!

Record of SUP Shipping December 1999

	Hdqs	.....	Seattle	.....	Wilm	.....	Hono	.....	Total
Bosun	7	.....	4	.....	10	.....	0	.....	21
Maint. Man	7	.....	0	.....	0	.....	0	.....	7
A.B. Dayworker	0	.....	0	.....	5	.....	0	.....	5
A.B.	38	.....	19	.....	12	.....	8	.....	77
O.S.	8	.....	3	.....	1	.....	0	.....	12
Standby	38	.....	7	.....	72	.....	14	.....	131
Cook	1	.....	0	.....	0	.....	0	.....	1
TOTALS	99	.....	33	.....	100	.....	22	.....	254

A look astern...

100 years ago—SUP History

Coast Seamen's Journal—January 3, 1900

As the century changed a hundred years ago, the January 3, 1900 edition of the Coast Seamen's Journal, then the official publication of the Sailors' Union of the Pacific, reflected on the 100 years that had passed and the 100 years that lay ahead.

The major change for seamen in the 19th century, which marked a break from the past, was organization. The 20th century saw the development, through struggle, of the SUP. The lessons of the following article are as valid today as when it was written...100 years ago.

NINETEEN HUNDRED

One hundred years ago the steamer was unknown; today she is in a large majority, as regards tonnage, and rapidly relegating the sailing vessel to a position of comparative insignificance. At the beginning of the century the merchant sailing vessels of three, four and five hundred tons were considered the acme of naval architecture as to size; in these days we are accustomed to sailing craft of about ten times that size. Within the century the voyage of Phineas Fogg "Around the World in 80 days" has been considered as a flight of the purest fancy; while today the circumnavigation of the globe is completed in three-fourths of that time as a mere matter of course. The revolution from sail to steam, the increase in vessel tonnage from 400 to 4,000 in the case of sail, and to 14,000 in the case of steam vessels, and the reduction in the time occupied in girding the globe from two years to two months marks, in a general way, the progress of maritime affairs during the century now drawing to a close.

Regarding the personal, as distinguished from the material, aspect of the case, it is not so easy to get accurate bearings. In but one respect can we note a radical change in this respect. This change lies in the character of the shipowner. At the beginning of the century the shipowner and the shipmaster, and, not infrequently, the shipbuilder, were represented and, indeed, embodied in a single individual. Today we find each of these characteristics in a separate individual. Formerly the shipowner was a seaman, having interests in common with his crew; today the shipowner is wholly a business man, with interests opposed to those of the seaman, so far as they differ at all. To this change may be partly, and, we believe, largely, ascribed the fact that there is so little material at hand for a comparison between the seaman of a hundred years ago and the seaman of the present. A hundred years ago there were no seamen's unions, no public movements of any kind on the part of the seamen themselves, the records of which might describe the status of the seaman, and his efforts, if any, at progress. His-

tory recounts the mutinies that took place, generally with the historian's proverbial bias and lack of insight, and other writers have shown us the seaman in his romantic or humorous light, though with little better success, so far as the student of sea-life is concerned. All that we can safely infer is that the beginning of the century was an era in which the press-gang flourished and in which the fate of the seaman was literally worse than that of the man condemned to death, when life at sea was considered as at best but the alternative of life in prison, with the added danger of being drowned. These characterizations may be applied with equal force today; for, while some of the more open and repugnant abuses of the seaman have been mitigated, his condition, relatively to the condition of his fellows on land, remains practically the same. We know no press-gang, but the crimp is still with us; flogging has been abolished, but the knuckle-duster, the belaying-pin and the broad-toed boot are still in evidence. In one respect, however, there has been a marked change in the seaman's condition. He is organized with his fellow craftsmen for mutual protection and advancement. In the one word, Organization, may be summed up a change in the personal phase of maritime affairs that, small though its results may yet appear, is as significant of the progress of the times as any other in the wonderful kaleidoscope of the nineteenth century. The seamen have taken their first lesson in the art of self-government and their further progress is therefore assured. Who can doubt that the next hundred years, which we all hope and believe is destined to see matter subordinated to mind and material to morale, will see the seaman holding his own on the heights of civilization? The seed is already planted; the soil is fertile. May the harvest be rich! And may those who are there to reap it ever remember the lessons learned and the sufferings endured by the strong and hopeful hands that broke the ground hardened by previous centuries of wrong. Thus may the men of our noble calling march upward and onward through all the centuries of Time!

Pro-maritime Congressmen announce their retirement

Representative Herbert Bateman (R-VA) and Owen Pickett (D-VA), both strong supporters of the U.S. merchant marine, have announced their retirement and the conclusion of the current session of Congress.

Congressman Bateman is a senior member of both the House Armed Services Committee and the House Transportation and Infrastructure committee. Bateman serves as chairman of the Sub-Committee on Military Readiness and as chairman of the Merchant Marine Panel, a special panel that oversees American shipbuilding and ship repair industries.

Congressman Pickett serves on the Armed Services Subcommittee on Military Readiness and other important committees.

Bateman has served in the House for 18 years and Pickett for 14.

Edward Henry Alexander, Book No. 3613. Born in Missouri in 1927. Joined SUP in 1947. Died in Memphis, Tennessee, December 10, 1998. (Pensioner)

George D. Alexander, Book No. 3591. Born in California in 1927. Joined SUP in 1947. Died in Coquille, Oregon, January 1, 1999. (Pensioner)

Gayle Anderson, Book No. 3731. Born in California in 1918. Joined SUP in 1944. Died in Las Vegas, Nevada, September 19, 1999. (Pensioner)

Kenneth W. Andrews, Book No. 3707. Born in Missouri in 1930. Joined SUP in 1947. Died in Columbia, Montana, November 2, 1999. (Pensioner)

Ernest Argetsinger, Book No. 3293. Born in California in 1912. Joined SUP in 1943. Died in Santa Cruz, California, April 29, 1999. (Pensioner)

George Baisch, Book No. 5286. Born in South Dakota in 1923. Joined SUP in 1942. Died in Seattle, Washington, February 11, 1999. (Pensioner)

Clarence M. Baity, Book No. 5061. Born in Missouri in 1912. Joined SUP in 1944. Died in Idaho, March 31, 1999. (Pensioner)

August Benz, Book No. 4724. Born in New Jersey in 1932. Joined SUP in 1977. Died aboard the *President Kennedy*, February 6, 1999.

August J. Bocchetti, Book No. 5536. Born in New York in 1923. Joined SUP in 1951. Died in Kenwood, California, December 21, 1998. (Pensioner)

Victor Braze, Book No. 4846. Born in Illinois in 1913. Joined SUP in 1944. Died in Santa Ana, California, August 3, 1999. (Pensioner)

John Dean Brush, Book No. 5406. Born in South Dakota in 1929. Joined SUP in 1948. Died in Portland, Oregon, December 3, 1999. (Pensioner)

Pasquale Carbone, Book No. 4717. Born in New York in 1937. Joined SUP in 1957. Died at Sea September 7, 1999.

Oran G. Carpenter, Book No. 4504. Born in Texas in 1926. Joined SUP in 1948. Died in Paris, Texas, March 11, 1999. (Pensioner)

Edmund Carreno, Book No. 4673. Born in Mexico in 1910. Joined SUP in 1955. Died in Jacksonville, Florida, July 21, 1999. (Pensioner)

Moses Chaves, Book No. 4744. Born in Colorado in 1926. Joined SUP in 1952. Died in Wilmington, January 31, 1999. (Pensioner)

Michael Clonts, Book No. 4787. Born in Missouri in 1944. Joined SUP in 1984. Died in Soquel, California, March 22, 1999.

Edward Cowal, Book No. 4615. Born in Pennsylvania in 1920. Joined SUP in 1952. Died in San Mateo, California, August 28, 1999. (Pensioner)

Robert L. Daugherty, Book No. 2708. Born in the Philippine Islands in 1925. Joined SUP in 1952. Died in Daly City, California, April 3, 1999. (Pensioner)

Manuel D. Domondon, Book No. 10495. Born in the Philippines in 1912. Joined SUP in 1953. Died in Washington, July 12, 1999. (Pensioner)

Theo Doughty, Book No. 2373. Born in Australia in 1919. Joined SUP in 1946. Died in Santa Rosa, California, December 29, 1998. (Pensioner)

Jay D. Fase, Book No. 2216. Born in California in 1938. Joined SUP in 1957. Died in San Francisco, California, May 31, 1999. (Pensioner)

Al Flood, Book No. 3953. Born in California in 1926. Joined SUP in 1948. Died in Hawthorne, California, August 2, 1995. (Pensioner)

Angelo M. Foster, Book No. 2165. Born in Wisconsin in 1927. Joined SUP in 1944. Died in Suisun City, California, August 30, 1999. (Pensioner)

Robert L. French, Book No. 1918. Born in Washington in 1915. Joined SUP in 1945. Died in Nevada, October 23, 1999. (Pensioner)

Harold N. Gerald, Book No. 2965. Born in South Carolina in 1933. Joined SUP in 1958. Died in Nichols, South Carolina, March 28, 1999. (Pensioner)

Clayton M. Glover, Book No. 2986. Born in Michigan in 1920. Joined SUP in 1967. Died in Turlock, California, September 5, 1999. (Pensioner)

Charles B. Golden, Book No. 3002. Born in Missouri in 1925. Joined SUP in 1980. Died in Renton, Washington, January 19, 1999. (Pensioner)

Phillip G. Heal, Book No. 5341. Born in Kentucky in 1926. Joined SUP in 1943. Died in Jefferson, Louisiana, January 16, 1999. (Pensioner)

Peter M. Hudak, Book No. 4756. Born in Minnesota in 1921. Joined SUP in 1943. Died in Napa, California, April 22, 1999. (Pensioner)

Donal J. Hughes, Book No. 5822. Born in Ireland in 1928. Joined SUP in 1956. Died in San Francisco, California, November 26, 1999, of Lou Gerighs disease (ALS). (Pensioner)

Masayuki Ige, Book No. 9399. Born in Hawaii in 1923. Joined SUP in 1955. Died in Lynwood, California, September 6, 1999. (Pensioner)

Arne Johannessen, Book No. 4260. Born in Norway in 1914. Joined SUP in 1951. Died in California, September 8, 1999. (Pensioner)

Joseph Kaliloa, Book No. 2388. Born in Hawaii in 1918. Joined SUP in 1940. Died in Harbor city, California, June 2, 1999. (Pensioner)

Antoni Kalinoski, Book No. 3091. Born in Minnesota in 1924. Joined SUP in 1956. Died in Shoreline, Washington, February 25, 1999. (Pensioner)

Larry Leroy Kassel, Book No. 17728. Born in Louisiana in 1953. Joined SUP in 1981. Died in Louisiana, November 8, 1999.

Jack K. Keohohou, Book No. 2561. Born in Hawaii in 1923. Joined SUP in 1944. Died in Seattle, Washington, July 3, 1999. (Pensioner)

Rudolf Kern, Book No. 1867. Born in Austria in 1905. Joined SUP in 1926. Died in Oakland, California, October 28, 1999. (Pensioner)

Louis J. Krause, Book No. 3129. Born in Austria in 1909. Joined SUP in 1955. Died in New York, September 29, 1999. (Pensioner)

James LaForce, Book No. 3723. Born in Indiana in 1919. Joined SUP in 1945. Died in Fresno, February 23, 1999. (Pensioner)

Kenneth Larkin, Book No. 4108. Born in California in 1946. Joined SUP in 1972. Died aboard *President Truman*, February 6, 1999.

Confessor Lopes, Book No. 4080. Born in Hawaii in 1924. Joined SUP in 1953. Died in San Francisco, California, January 7, 1999. (Pensioner)

Angel S. Lopez, Jr., Book No. 4069. Born in California in 1938. Joined SUP in 1959. Died in Harbor City, California, November 10, 1999. (Pensioner)

Augustine Lopez, Book No. 3456. Born in California in 1922. Joined SUP in 1942. Date and place deceased unknown. (Pensioner)

Michael D. Lopez, Book No. 3607. Born in Oklahoma in 1917. Joined SUP in 1944. Died in San Francisco, California, January 16, 1999. (Pensioner)

Sverre Malmin, Book No. 4371. Born in Norway in 1908. Joined SUP in 1934. Died in Seattle, Washington, July 23, 1999. (Pensioner)

Bernard Matulewicz, Book No. 5938. Born in Pennsylvania in 1925. Joined SUP in 1946. Died in San Francisco, California, October 22, 1999. (Pensioner)

Alan R. Mettie, Book No. 6214. Born in Oregon in 1928. Joined SUP in 1948. Died in Portland, Oregon, May 10, 1999. (Pensioner)

Ralph H. Michalsen, Book No. 6390. Born in Norway in 1920. Joined SUP in 1951. Died in San Francisco, California, January 31, 1999. (Pensioner)

Emil M. Milano, Book No. 6381. Born in California in 1925. Joined SUP in 1957. Died in Fresno, California, January 13, 1999. (Pensioner)

Emerson N. Mitchell, Book No. 5316. Born in Washington in 1926. Joined SUP in 1944. Died in Washington, February 15, 1999. (Pensioner)

William Moku, Book No. 6468. Born in Hawaii in 1941. Joined SUP in 1962. Died in San Francisco, California, July 29, 1999.

Tom Murakami, Book No. 4869. Born in Hawaii in 1916. Joined SUP in 1938. Died in Gardena, California, July 19, 1999. (Pensioner)

Fred L. Myers, Book No. 6435. Born in Kentucky in 1931. Joined SUP in 1953. Died in San Francisco, California, October 13, 1999. (Pensioner)

Wallace W. Nelson, Book No. 2244. Born in California in 1926. Joined SUP in 1945. Died in Santa Rosa, California, June 30, 1999. (Pensioner)

Edmond W. Oliver, Book No. 2419. Born in California in 1928. Joined SUP in 1945. Died in Long Beach, California, March 12, 1999. (Pensioner)

Filip Palsson, Book No. 3200. Born in Sweden in 1912. Joined SUP in 1943. Died in San Francisco, California, February 26, 1999. (Pensioner)

Louis John Patrizi, Book No. 3772. Born in San Francisco, California in 1921. Joined SUP in 1946. Died in Petaluma, California, December 15, 1998. (Pensioner)

Hans H. Pedersen, Book No. 2720. Born in Denmark in 1908. Joined SUP in 1934. Died in Seattle, Washington, December 6, 1999. (Pensioner)

Thomas J. Powers, Book No. 3612. Born in Illinois in 1906. Joined SUP in 1945. Died in Ventura, California, March 6, 1999. (Pensioner)

Daniel Reed, Book No. 2547. Born in Pennsylvania in 1923. Joined SUP in 1942. Died in Vallejo, California, June 209, 1999. (Pensioner)

Virgil J. Rodriguez, Book No. 2425. Born in California in 1920. Joined SUP in 1942. Died in Texas, October 30, 1999. (Pensioner)

John D. Ross, Book No. 2861. Born in Washington in 1927. Joined SUP in 1946. Died in Tucson, Arizona, July 5, 1999. (Pensioner)

Mario Servadei, Book No. 7215. Born in Italy in 1922. Joined SUP in 1949. Died in Long Island, New York, April 2, 1999. (Pensioner)

Francis Silva, Book No. 7407. Born in Hawaii in 1928. Joined SUP in 1953. Died in Honolulu, Hawaii, July 27, 1999. (Pensioner)

Paul Simburger, Book No. 6014. Born in Illinois in 1915. Joined SUP in 1942. Died in Carnation, Washington, February 7, 1999. (Pensioner)

Alson E. Smith, Book No. 5410. Born in Mississippi in 1922. Joined SUP in 1941. Died in San Francisco, California, December 9, 1999. (Pensioner)

Jerry Snyder, Book No. 6646. Born in Pennsylvania in 1916. Joined SUP in 1945. Died in Santa Barbara, California, May 5, 1999. (Pensioner)

Archie L. Sosebee, Book No. 6886. Born in South Carolina in 1912. Joined SUP in 1945. Died in South Carolina, January 21, 1999. (Pensioner)

Antone Souza, Book No. 6465. Born in Hawaii in 1921. Joined SUP in 1942. Died in Glendale, Arizona, May 24, 1999. (Pensioner)

Erling "Bud" Thomas, Book No. 3142. Born in Washington in 1913. Joined SUP in 1935. Died in Seattle, Washington, March 25, 1999. (Pensioner)

Bill Thompson, Book No. 3041. Born in California in 1927. Joined SUP in 1946. Died in Perris, California, May 21, 1999. (Pensioner)

JoeLee Tyler, Book No. 3235. Born in Texas in 1914. Joined SUP in 1953. Died in La Habra, California, January 4, 1999. (Pensioner)

Gustave Ullius, Book No. 138. Born in California in 1905. Joined SUP in 1935. Died in San Francisco, California, May 24, 1999. (Pensioner)

Leonard Urbano, Book No. 185. Born in the Philippines in 1945. Joined SUP in 1967. Died in the Philippines, July 14, 1999.

Roy Vaz, Book No. 813. Born in British West Indies in 1921. Joined SUP in 1946. Died in Sanford, North Carolina, October 5, 1999. (Pensioner)

Charles Vierra, Book No. 623. Born in Hawaii in 1915. Joined SUP in 1938. Died in Millbrae, California, June 23, 1999. (Pensioner)

Louis Villalba, Book No. 642. Born in Hawaii in 1914. Joined SUP in 1942. Died in Auburn, Washington, November 11, 1999. (Pensioner)

Max K. Weisbarth, Jr., Book No. 3576. Born in Hawaii in 1936. Joined SUP in 1952. Died in Seattle, Washington, January 18, 1999. (Pensioner)

Paul W. Wilborn, Book No. 2653. Born in Illinois in 1906. Joined SUP in 1937. Died in San Diego, California, September 5, 1999. (Pensioner)

Earl H. Williams, Book No. 2771. Born in Hawaii in 1914. Joined SUP in 1941. Died in Las Vegas, Nevada, December 30, 1998. (Pensioner)

Francis Woolbert, Book No. 2746. Born in California in 1915. Joined SUP in 1939. Died in San Francisco, California, March 4, 1999. (Pensioner)

Sing Z. Yuen, Book No. 243. Born in China in 1919. Joined SUP in 1953. Died in San Francisco, California, May 4, 1999. (Pensioner)

Hugh George Ziegeler, Book No. 266. Born in New York in 1914. Joined SUP in 1950. Died in North Bergen, New Jersey, January 2, 1999. (Pensioner)

In Memoriam

Final Departures of SUP members
reported in 1999

San Francisco Business Agent

January 10, 2000

Chief Gadao - Matt Russo, delegate: Routine check, no problems.

Kauai - John Petterson, delegate: Routine no problems, running smoothly.

Manukai - Called for a crew and sailed to Seattle.

Matsonia - Joe Chung, delegate: Routine check, no beefs. Few clarifications, otherwise in good shape.

Maui - George Simpier, delegate: Routine, in twice last month with no problems.

Mokihana - Ralph Shiohita, delegate: Up from Wilmington, in good shape; signed articles and sailed for Guam.

Moku Pahu - John Rhodes, delegate: Back in Crockett after completing a trip to Pakistan. No disputed time or beefs; new crew shipped.

R.J. Pfeiffer - Dave Krnach, delegate: Routine check. Several clarifications taken up with the company regarding Section 9.b. 3:00 Knock off. If a bosun supervises standby after 3:00 P.M., he/she is to be paid at the overtime rate. Section 33. Handling Engine Stores: If sailors are required to stow engine stores during straight time hours, the overtime applies. Overtime rate is to be paid when hand carrying soiled linens.

Chevron Arizona - Tom Hobbs, delegate: Running smoothly in the Gulf of Mexico. Romance run Pascagoula to Fort Lauderdale, Florida.

Chevron Colorado - Peter Bragg, delegate: At Richmond Long Wharf in good shape. Crew stayed aboard on New Year's Eve for the safety of the vessel. No disputed time as yet.

Chevron Mississippi - Paul Seger, delegate: Enroute —Valdez to Honolulu— in good shape.

Chevron Washington - Joe Campos, delegate: On a trip to Honolulu. Returning to Portland, Oregon and Richmond, California. Peter Oh, our Honolulu branch agent, found the ship in good shape; John Svane, bosun.

Chevron Shore Gang - In good shape with Rich Wilson running the gang.

American Progress - Several calls from the ship indicates all is in good shape. Crew is still concerned about their future with the recent merger of Mobil and Exxon.

San Francisco Bar Pilots - Dave Connolly, delegate: All boats and shore personnel in good shape.

Foss Maritime - Tom Tynan, delegate: Grievances pending.

Ready Reserve Fleet - In good shape.

American Ship Management, Shore Gang - Norman Kwak, delegate: In good shape.

President Adams - Bert Genita, delegate: Up from Wilmington during the holiday season. Signed articles and sailed for Alaska in good shape.

President Grant - Dave Kaupiko, delegate: In good shape; signed articles and sailed for Guam in good shape on New Year's Eve.

President Jackson - Jim Clay, delegate: In at Middle Harbor Terminal in good shape. Jim Clay had his time in and Inti Sternbach is the new delegate with Archie Bickford, bosun. Signed articles and sailed for Alaska.

President Kennedy - Tom Kubicki, delegate: Up from Wilmington in good shape. No beefs or disputed time. Signed articles

SUP Branch Reports

Seattle

December 20, 1999

Shipped the following during the period: 1 bosun, 1 bosun relief, both A cards; 7 A.B.s taken by 5 A cards and 2 B cards; 3 AB reliefs filled by 1 A, 1 B, and 1 C card; 2 O.S. taken by a B card and 17 standbys taken by 3 A cards, 7 B cards and 7 C cards. Sent 1 A, 1 B and 6 D members to San Francisco for the *Cape Borda* sea trials.

Registrations for the period: 9 A cards for a total of 41, 3 B cards for a total of 20, and 3 C cards for a total of 10.

Ships Checked

APL Korea, APL Philippines, APL Singapore, APL Thailand, Maui, Kauai, Manulani and *Manukai* all with little or no problems.

We had a bang-up time at the Christmas Party; MFOW agent Mike Carr handled the cooking, Tony Jones provided the tree. Many pensioners came and a good time was had by all.

The SUP had a strong and visible presence at the AFL-CIO Labor Protest March during the World Trade Organization meeting here in Seattle. Union activism is alive and well as 30,000 to 50,000 unionized workers rallied in solidarity. Want to thank the SUP banner guard comprised of Brothers Norm Christiansen, Bob Bacon, Bruce Smith, Bill Mawhinney, Tony Jones, Robert Jones, Mike Parenteau, Bill Minster, Fred Trench, Jeff Evanhus, John Sulujian, Richard Andersen, Randy Coady, John Pedersen, Mike Bailey, Dave Connolly, Bill Timmerman, Tim Henckel (Vice President of the Deep Sea Fishermen's Union), Marty Davies, Mike Dirksen, Dennis Murphy, Ray Ramirez, Mike McLavy and Eric Finnerman. Through tear gas and rioting, labor's message was loud and clear: *we will be heard.*

Vince O'Halloran
Branch Agent

and sailed for Portland, Oregon, and at the Far East with Joe Eckert, bosun.

President Polk - Ted Ochoa, delegate: In at Middle Harbor Terminal in good shape. Signed articles and sailed for the Far East.

President Wilson - David Gillis, delegate: Up from Wilmington in good shape; signed articles and sailed for Guam on December 24.

America (ex-President Hoover) - Andre Dayley, delegate: Back from another trip to Europe with payoff in Houston. Signed articles and sailed for Belgium in good shape.

Cape Borda/Cape Bover - Sea trials were successful.

USS Fisher - John Morrell, delegate: Checked her out in Savannah, Georgia on December 13. Had a meeting with the crew in the recreation room and went over the issues. Met with the captain regarding meals, overtime, and the attitude of the mate for not recognizing Section 14 (Boatswain) in the SUP-ASM agreement. Disputed overtime was paid at the payoff in Norfolk, Virginia. It was a new experience for the SUP to be part of such a delicate operation. In general terms, it was a good trip.

Kaj E. Kristensen

Wilmington

December 20, 1999

Shipped the following during the period: 6 bosuns, 16 A.B.s, 8 A.B. maint., 1 O.S. and 81 standbys, for a total of 112 jobs shipped.

Registrations stand at 54 A cards, 2 B cards, 5 C cards, and 2 D cards.

Ships Checked

Chief Gadao, Lihue, Presidents Kennedy, Wilson, Grant, Truman, and Jackson, APL Philippines, APL Singapore, APL Korea, Lurline, Mokihana, Manulani, Matsonia, and Manoa.

Saddened to learn of the passing of Paul Dempster, former President/Secretary-Treasurer of the Sailors' Union. Personal condolences to his family from the Wilmington Branch of the Sailors' Union and from the Marine Firemen's Union, Agent Sol Ayoob.

William Berger
Branch Agent

Honolulu

December 20, 1999

During the month of November, dispatched the following: 1 A.B. maint., 1 A.B. steady, 2 A.B. reliefs, and 4 O.S. These jobs were filled by 1 A member, 5 B members, 1 C member and 1 D member. There were 15 standbys filled by 4 B cards, 3 C cards, and 8 MFOW mem-

Typhoon

The ship rolls in a constant
Metronomic swing
Broken now and then
By a thunderous shake
As the bow slices through
Some freak swell

Above an ocean of air
Shrieks and rumbles
As it passes between the king post
And breaks upon an open hatchway

Like the trick floors of a funhouse
The steel decks rise and fall
The frightened sailors grab hold the rail
So as not to fall

The tired ship moaning
The heeling ship groaning
As it sinks in the black trough

The sudden breach
The sudden grief
As it reaches the peak
Of another mountainous swell

And as quickly as the sun
Brings the new dawn
As quickly as the moon
Brings the new night
The raging sea
Is suddenly quiet
Suddenly silent
Suddenly calm

J.K. Russell
Book #3179

bers. A total of 23 jobs were dispatched.

During the month of November, registered the following members: 7 A cards, 2 B cards, and 1 D card. To date we have 9 A cards, 4 B cards, 2 C cards, and 1 D applicant, for a total of 16 registered.

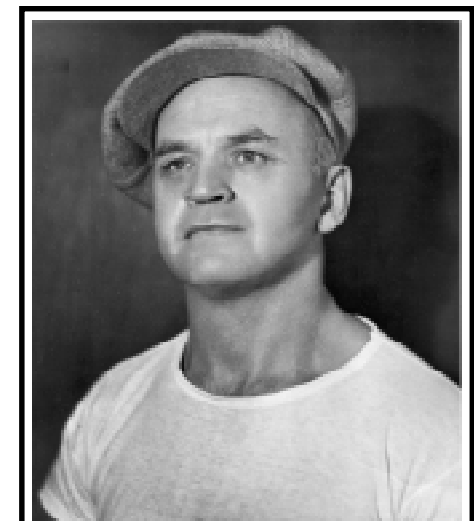
Ships Checked

During the month of November and December, made the following ships: *R.J. Pfeiffer, Lurline, Matsonia, Kauai, Maui, Chief Gadao* and *Lihue* which was laid up for a short stay. The *Manukai* will go into lay up for awhile. *Chevron Mississippi* called for four riders to clean tanks on its way to Portland, Oregon. No major problems on all these ships.

Last week three retired members passed away: Our former president, Paul Dempster, John Garcia of Wahiawa, and "Toof" Hongo of Honolulu. My first term as Agent here in Honolulu was under Paul Dempster. John Garcia, Toff and I sailed together in many ships. Smooth sailing and "steady as she goes" to all of them. Our deepest condolences to their families.

The Christmas party was a huge success. Lots of food, drink and fun. My next report will be in the year 2000; surprised I made it this far.

Peter Oh
Branch Agent



In Memoriam
Harry Lundeborg
Mar. 25, 1901 - Jan. 28, 1957

Dispatcher's Report Hdqtrs. Dec. 1999

Deck	
Bosun	7
Carpenter	0
MM	7
AB	38
OS	8
Standby	38
Total Deck Jobs Shipped	98
Total Deck B, C, D Shipped	43
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	1
Messman	0
Total E&S Jobs Shipped	1
Total E&S B, C, D Shipped	1
Total Jobs Shipped - All Depts.	99
Total B, C, D Shipped-All Depts.	43
Total Registered "A"	81
Total Registered "B"	69
Total Registered "C"	10
Total Registered "D"	8

January

Jones Act off House agenda, however, hearings on Passenger Services Act are likely in 106th Congress... Foreign cruise ships continue to pollute world's oceans... 42nd Anniversary of SUP Secretary Harry Lundeberg's death... Two percent increase in wages, overtime, and premium rates becomes effective Feb. 1 for SUP members employed by Chevron Shipping Co... Inauguration of California Governor Gray Davis... Truesdale appointed NLRB Chairman by President Clinton... The U.S. Department of Labor reported a 1.6% increase in the Consumer Price Index in 1998... Government to hold a public hearing to discuss the fire aboard the Liberian registered *Ecstasy*... Paper and oil unions merge... China arrests piracy gang members murdering 23 crew member of the Panamanian registered *Cheung Son*... San Diego considers using tankers to transport water from the Pacific Northwest... Final departures of SUP members during 1998... APL debt rating drops; NOL sells Singapore headquarters...

February

"Flags of convenience" threaten U.S. security; Senator Lott renews call for a strong American merchant marine... U.S.-flag cargo preference laws must be enforced... ITF's *Global Mariner* calls West Coast ports in March... SUP officials meet with Matson to discuss the overall condition of the company... SUP and Chevron met to discuss the company's proposal made to incorporate the first eight hours of weekend and holiday overtime into base pay... SUP Money Purchase Pension Plan being amended to provide a 401(k) option... 70½ Pension issue in dispute between the trustees of the SIU-Pacific District Pension Plan... "Ships of Shame" detained "down under"... Clinton budget seeks full funding for Maritime Security Program... *Global Mariner* in action... The ITF campaign against flags-of-convenience gears up... Pirate attacks becoming more violent... Senate Commerce, Science and Transportation Committee and House Merchant Marine Oversight Panel named... AFL-CIO wants everyone to know about Social Security... Jones Act violations probed by the Coast Guard... Clinton signs Executive Order to combat foreign ballast water... New safety rules for tank barges... Boat made of reeds sets out to cross the Pacific...

March

"Sailors' Month," anniversary of the SUP birthdays of Andrew Furuseth and Harry Lundeberg Deep Sea Fishermen's Union votes to affiliate with SUP... Matson Navigation Company asks all ships to monitor costs, particularly overtime due to the decline in revenue from the Hawaii trade... The ITF's *M/V Global Mariner* calls in San Francisco; SUP has an information booth and display... Foreign cruise lines dodge U.S. taxes... Sea-Land splits up into three divisions... Maritime Administration extends VISA for two years... Congressmen urge full funding for Maritime Security Program... APL sell stack train... Reactionaries introduce "right-to-work" bill in Senate... From the *Makiki* to the *Global Mariner*... Torching the fink books... Report on the 30th session of the IMO sub-committee on STCW... Cruise ships to be built in the United States...

April

Matson profits despite cargo and revenue drop... Defense Department moves to implement benefits for World War II mariners... The collective bargaining agreements with APL, ASM, and Matson expire in June... Matson continues to press for concessions because of the effect of Hawaii's sluggish economy... APL tentatively scheduled the *President Hoover* to be redeployed to the Atlantic into a five-ship, U.S.-flag service operated by Lykes Lines... Foss and SUP reach an agreement regarding seniority... SUP 401(k) Plan is ready to be launched... Wilmington Hall at 505 Marine Avenue was sold on April 2... MFOW convention held in San Francisco on March 19... SUP supports Merchant Mariner Wall of Honor in San Pedro... After the *Global Mariner*; an SUP perspective on the ITF... Admiral Holder, Commander of the Navy's Military Sealift Command, says merchant mariners are key to the nation's defense... U.S. Transportation Command supports Jones Act... Colorado Republican Congressman wants to repeal Jones Act... OSHA fines Avondale for continued safety hazards... Maritime Security Program is key to a strong U.S. fleet says MarAd Administrator Hart... Alaska wants tighter controls on cargo and cruise vessels... BP Amoco buys out Atlantic Richfield Company's stock... Neptune Orient Lines reports record loss for 1998 and hires a new CEO...

May

Dry cargo negotiations set to get underway; first Matson, then ASM and APL; APL refuses to bargain... SUP 401(k)

Plan starts in June... Exxon Seamen's Union to vote on SUP affiliation... MarAd's Hart tells press he wants a "U.S.-flag merchant fleet that is the envy of the world"... *Journal of Commerce's* new editor Peter Tirschwell says Jones Act is "valuable"... Maritime coalition defends U.S. cargo preference laws... Deck cargo: a risk to boxship safety; *APL China* cited... Chevron in talks to buy Texaco... Exxon Valdez lawsuit still not settled... Chemical cargo could cause fire... Aussie wharfies vow to block layoffs... ITF and Greenpeace join to fight flags-of-convenience...

June

Tentative accord reached with Matson Navigation—ASM requests contract extension; APL in limbo... Resolutions to

West Coast Sailors

The year in review: 1999

amend the SUP Constitution and Shipping Rules submitted to this month's meetings... SeaRiver Maritime Inc. attempts to thwart SUP affiliation vote; ESU fights back... Windjammers call California, 150th anniversary of the Gold Rush... Texaco rejects Chevron merger proposal... Trailer Bridge claims Sea Star Line is using subsidy monies from APL... Matson drops terminal business... Neptune Orient Line launches capital search... Soybean shippers want Jones Act reformed... Merchant mariners recognized by Congressman Doyle (D-PA)... Panama Canal Pilots staged an unofficial job action... Avondale Shipyard workers on a ten-day caravan to spotlight their plight... Pirate attacks are on the increase from 47 last year to 59 this year... California Governor Davis signs prevailing wage law... California Senator Boxer supports Maritime Security Program... U.S. Coast Guard readies ports for Y2K... Revised routes for the New World Alliance... Bill introduced in House to boost merchant marine... A proclamation from President Clinton to commemorate National Maritime Day... Stowaways cost shipowners millions... Old *Lurline* may return to San Francisco...

July

Matson pact ratified; ASM agreement extended until September 30... Foreign-flag cruise line, Carnival Cruise Line, admitted that its crew members were accused of sexually assaulting passengers and fellow workers... ILWU settles with West Coast shipowners... Royal Caribbean hit with record fine for pollution... American President Lines sells ships then leases them back... SIU-A&G and NMU begin merger talks... Maritime Security Program "absolutely vital" according to Command in Chief of the U.S. Transportation Command... House bill introduced to strengthen merchant marine... Quartel, Jones Act foe, quits "reform" coalition... United States relied on foreign bottoms in Kosovo action... Coast Guard issued guidelines to review mariners driving records... California governor signs daily overtime legislation... Report of the SUP Committee on Constitution... The case of the *s/s Riviera*... ITF and *Sea Launch* sign a special agreement... Criminal background checks on dockworkers proposed and opposed... Clinton Administration promotes harbor fee proposal...

August

11 military ships awarded to SUP-contracted ASM... Exxon Seamen's Union affiliates with the SUP... Crowley applies to transfer three MSP operating agreements to Automar... Congress okays Maritime Security Program... Notice of nomination and election of SUP officers... Maersk buys Sea Land's international fleet... The Maritime Administration says ships can be sold without transferring MSP... A compromise cruiseship bill is introduced in the Senate... Senate leaders prepare merchant marine tax bill... Lane Kirkland dies... Reflagged cruiseship for the Hawaii trade... The case of the *s/s Riviera*, Part II...

September

Negotiations with American Ship Management for a new collective bargaining agreement are tentatively scheduled to begin on September 20... Negotiations for new collective bargaining agreements with San Francisco Bar Pilots

concluded on August 10... The SUP Welfare Plan sells the S.F. Welfare Plan Parking Lot for \$13 million... Wenex Inc. fails to meet its obligation to pay the SUP Building Corporation the \$950,000 owed for the sale of the old Seattle Hall; a Notice of Default was issued on August 20... SUP election nominations received by this month's Branch meetings... Final rule on Coast Guard User Fees... Patriot Holdings LLC signs an agreement to provide crew for passenger vessels under the American flag... Crew on the *Manoa* rescues two... Low cost operator plans to enter West Coast-Hawaii trade... Maritime Union of Australia stops Indonesia bound cargo to protest violence in East Timor... Numast, British officer union, is urging a government inquiry into *Norwegian Dream* cruiseship collision... Alaska sues Royal Caribbean for dumping oil... *SS American Victory*, one of 534 Victory ships built for the U.S. War Shipping Administration, is moving to Tampa, Florida to become a mariners memorial museum... Matson's fleet officially certified under the International Safety Management Code... A&B selects Charles Stockholm as their new chairman... MarAd OK's Crowley maritime security transfer despite SUP opposition... Four U.S. shipyards awarded \$1.5 million study contracts... Legislation for a U.S. tax-free ship registry to be introduced by Senators Lott (D-MS) and Breaux (D-LA), possibly to replace the Maritime Security Program... SUP nominations closed... Canadian mariners denied veteran's benefits... Port of Oakland get the OK to expand and develop berths 55-58... U.S. extends "contiguous zone"... Maritime of Australia seafarers win the battle to keep the *Australia Enterprise*

Australian...

October

Agreement reached with American Ship Management... Candidates declare for SUP election... *Cape Gibson* takes part in U.S. Fleet Exercise 99... Matson proposes to use *Ewa* in bulk trades... SUP files unfair labor practice charges with the National Labor Relations Board against Foss for disregard of the collective bargaining agreement... Senate hears testimony for SUP-supported cruise ship legislation S.1510... Strike averted as longshoremen settle with Hawaii employers... Foreign-flag cruiseships exposed on national TV... Safety records of foreign-flag cruise lines questioned at Congressional hearing... SIU-A&G and NMU set December merger vote... AFL-CIO Convention approves intensified organizing program—endorses Gore for president... Black boxes in cargoships?... Ex *Pres. Roosevelt* sailing for Greeks... Alaska concerned about BP Amoco's purchase of Arco... U.S. cruise ship group plans Alaska expansion... Passenger tax on Alaska cruises... Russia not meeting marine transportation demands... Louisiana Senator calls for new initiatives for U.S.-flag fleet growth... Norway to keep score on shipowners...

November

SUP balloting starts Dec. 1 for two months... American Ship Management pact ratified in November's coastwise SUP meetings... Matson Navigation Company is interested in bidding for Military Sealift Command work... Bill to revitalize merchant marine introduced in U.S. House and Senate... Labor mobilizes against "free traders" at Seattle World Trade Organization meeting held from November 26 to Dec. 3... Medical neglect reported in foreign-flag cruiseships... MarAd approves reflagging of eight LNG ships... Avondale workers win right to organize... Alexander & Baldwin, parent company of Matson, posts third quarter profits... Neptune Orient Line announces new structure... SUP/MFOW Christmas parties scheduled in December...

December

Federal Trade Commission approves the Mobil Oil and Exxon merger... The National Labor Relations Board declines to issue a complaint against Foss Maritime on charges brought by the SUP... SUP Building Corp. was paid in full by Wenex the monies owed from the sale of the old Seattle hall... The *USNS Fisher* almost completes her maiden voyage since leaving Avondale Shipyard in November... Legislation to revitalize the U.S. cruise industry introduced in Congress... SUP Seattle branch marches against the World Trade Organization... Alaskan backlash over foreign-flag cruise ship waste water... Maritime funding signed by President Clinton... Foreign shipowner fined \$3.8 million for oil spill off California... Hawaii longshore ratifies contract... MarAd approves Sea-Land MSP transfer... Rear Admiral Gordon Holder, Commander, Military Sealift Command promoted... Matson applies to increase rates in its U.S. Pacific Coast/Hawaii Service... Patterson elected president of Exxon Seamen's Union... "Buckoism lives" by Archie Green... Global union to pressure big oil... Canadian ILWU dockers OK longshore pact... ITF makes headway with shipowners... SUP gang in *Cape Gibson* earns praise in MSC exercise...