

Volume LIX No. 1 583

SAN FRANCISCO, CALIFORNIA

Official Organ of the Sailors' Union of the Pacific

Friday, January 26, 2001

In Memoriam



Harry Lundeberg

Mar. 25,1901 - Jan. 28, 1957

SUP Halls to close for February holidays

All SUP halls will be closed on Monday, February 12, 2001, and on Monday, February 19, 2001 in observance of Lincoln's and

Washington's Birthdays (Presidents' Day), both of which are contract holidays.

Sailors' Union & Chevron Shipping bargain new milestone agreement

Gains achieved in wages, overtime, vacation and benefits

he SUP and Chevron Shipping Company reached agreement for a new three-year contract on January 18, after a marathon bargaining session at Union Headquarters.

The new pact, which is subject to membership ratification at the February coastwise meetings, provides for significant wage and benefit improvements.

Addressing the key concerns of the membership working in Chevron's U.S.-flag fleet, the SUP Negotiating Committee was successful in bargaining increases in base wages, overtime rates, plus additional vacation days.

The accord calls for a 4% increase in wages and overtime effective February 1, 2001; $3\frac{1}{2}\%$ in 2002, and $3\frac{1}{2}\%$ in 2003. Chevron is also expected to pay out a bonus on wages and overtime earned last year some time next month. As part of its Success Sharing Program which was bargained by the Union in 1995, company representatives indicated that the amount should be at least 4%. Vacation days were increased from the current 17 days per month to 18 days per month this year and to 19 days per month in 2002, although the SUP Negotiating Committee proposed vacation day parity with the mates and engineers.

Vacation accrual for all travel time as well as the right to use all available vacation days, including those held in reserve, if so requested, was agreed to by the company.

In regard to pensions, Chevron agreed to make the necessary contribution (approximately \$350,000) to the Chevron Marine Pension Plan to match the benefit increases to the SIU-Pacific District Pension Plan negotiated in 1998 and 1999 with American Ship Management and Matson. Depending on seatime, an SUP member working for Chevron will receive the same level of benefits, as those employed with other SUP-contracted companies. It must be noted that the Chevron Pension Plan has a reciprocal agreement

with the Pacific District Plan so that Chevron seatime and non-Chevron seatime can be spliced together for a pension benefit.

The overall economic settlement also includes an increase to the hiring hall fund (Joint Employment Committee) to \$2.50 per manday. This matches the amount contributed by those SUP members working for ASM and Matson (\$1.50 per manday from the companies plus the \$1.00 per manday allocation voted by the membership from last year's wage increases).

As a result of bargaining, the most significant change to the agreement is the inclusion of premium time payments (for tank cleaning, spray-painting and serving extra meals, etc.) into base wages. The original proposal by Chevron was to include the "average" number of premium time hours worked in a month by specific rating into base wages. However, the Negotiating Committee bargained that "average" number up closer to the highest number of premium-time hours worked.

See Chevron Agreement continued on page 3

Senate confirms Mineta, Chao for Transportation and Labor posts

Both have maritime experience

Clinton's Secretary of Commerce for the past six months. In a statement to the press af-

While labor backed the choice of Mineta, many felt slighted by the selection process. Transportation Trades Department President Sonny Hall said that "we are extremely disappointed with the blatant omission of any opportunity for input from America's transportation workers by the Bush transition advisory team on transportation. The concerns of America's transportation workers are vital to the comprehensive transportation policy in the 21st century. To not even be afforded a seat at the table flies in the face of the purported policy of inclusion of the President."

curity of America's working families, depends on government, labor and management working together on common issues. We support anyone who shares this perspective."



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

confirmed President Bush's choices for Secretary of Transportation and Secretary of Labor.

Norman Mineta's selection as Transportation Secretary was supported by maritime labor. Mineta represented California's 15th Congressional District (San Jose) for over 20 years and rose to the post of Chairman of the House Public Works and Transportation Committee in 1993 and is knowledgeable on Department of Transportation issues. The Maritime Administration and the U.S. Coast Guard are agencies within the department. Mineta is the only Democrat selected for President Bush's cabinet and was former President ter his selection, Mineta said that "cargo is not shipped by Republican or Democratic railroads, ships, barges or pipelines." He added that "our national transportation policy must have one overriding bipartisan goal, and that is to give our economy the tools and infrastructure it needs in order to create and sustain growth and prosperity."

Mineta said that he looks forward to working with White House Chief of Staff Andrew Card, with whom he worked closely during Card's tenure as Transportation Secretary. In that post, Card was key in formulating the Maritime Security Act which eventually passed during the Clinton Administration.

Elaine Chao's confirmation as Secretary of Labor, prompted the following reaction from AFL-CIO President John Sweeney: "The AFL-CIO believes strongly that the continued strength of America's economy and the seChao's nomination for the Labor post came two days after Linda Chavez, Bush's initial choice, withdrew from consideration over her relationship with an undocumented immigrant. The AFL-CIO vigorously opposed the Chavez nomination.

Chao is a former chair of the Federal Maritime Commission. She also is the past president of the United Way, served as director of the Peace Corps and was Under-Secretary of Transportation in the administration of former President Bush. Before being picked as Labor Secretary, Chao was a fellow at the conservative Heritage Foundation.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ **General Fund**

Doug Alexander 40.00

David Paulson 40.00

Mario Ramella 50.00

Jose Rovelo 20.00

Edward Sabo 20.00

John Savage 10.00

Wall of Honor (San Pedro Merchant

Marine Memorial)

Tom Gatmaitan 20.00	Jose Angeles 20.00
Norman Kwak 50.00	Ray Baldwin 20.00
Ernesto Legarte 35.00	Gene Castano 10.00
Gunnar Lundeberg 50.00	Ray Chinen 25.00
Carlos Medina 20.00	Ray Flores 30.00
Fritz Minder 25.00	James Minster 20.00
Leo Moore 50.00	

Political Fund

Edward Sabo 20.00	Conc Costono 10.00
Whitey Secrest 50.00	Gene Castano 10.00 Rich Crowell 10.00
Ernie Stimach 30.00	John Diaz 10.00
Richard Tracy 10.00	John Diaz 10.00 Mike Dirksen 20.00
William Whoriskey 50.00	
Joseph Zygaj 10.00	Mike ElMobdy 20.00
	Ray Flores 100.00
West Coast	Louis Frazier 80.00
	Michael Henneberry, in memory
Sailors	of Red Henneberry 20.00
	Michael Hudson 10.00
Jerry AhSam 10.00	Knud Jensen 20.00
Doug Alexander 40.00	Peter Johnsson 20.00
Karl Andersen 10.00	Norman Kurtz 30.00
William Barton 25.00	Ernesto Legarte 35.00
Cal Browning 20.00	George Lua 20.00
Robert Doyle 25.00	Gunnar Lundeberg 25.00
Mike Duvall 20.00	Take Masukawa 25.00
David Erikson 10.00	Billy McAndrews 20.00
James Fernandes 25.00	Gary McDevitt 40.00
Anthony Figueroa 25.00	Mike McLavy 100.00
George Foster 100.00	Rudy Menchaca 100.00
John Gabourel 10.00	Fritz Minder 25.00
Thomas Gustin 40.00	Jon Nelson 50.00
Herman Hallmar 50.00	Mike Orosz 20.00
Ebbe Hansson 12.00	Michael Pfleegor 50.00
Leo Hunio 10.00	Stephen Ryberg 100.00
Doyle Lacy 10.00	John Savage 20.00
Albert Laurel 10.00	Bruce Smith 80.00
Take Masukawa 25.00	Dave Sylstra 20.00
Benjamin Miller 25.00	Art Thanash 100.00
Fritz Minder 10.00	Fred Trensch 25.00
Robert Nash 100.00	Remoni Tufono 10.00
Jon Nelson 50.00	Gene VanKlinken 40.00
John Palenapa 20.00	William Whoriskey 25.00
Joe Piscopo 20.00	Thomas Wilson 10.00
Stephen Rydberg 50.00	Steven Zachmann 20.00

Dues-Paying

Frank Parks

Charles Rafael

Ralph Senter

Kai Sorensen

William Tice

Charles H. Wall

John Perez

Letter to the SUP membership

January 1, 2001

I write to inform you of the passing of my father, Shoichi "Gump" Kubota, on December 31, 2000, at noon. He was recovering from a fall that he took down his front stairs on October 5, at that time he broke his leg. This required surgery as well as a rehabilitation stay at a nursing facility for about two months. At that time it was determined that he was progressing enough to be sent home, although he was deemed unable to live by himself. My wife Ethel and I had been caring for him for the last month, and were very encouraged by the progress he was making. His mind was clear and his spirits high, in spite of the fact that his life had been totally turned upside down. Then, on December 16, he suffered a setback, either a stroke or a seizure. Since then, his speech, motor abilities, and bodily functions began to deteriorate. It culminated yesterday afternoon with his passing.

To all who knew him, to all who

SUP 2001 Meetings

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

touched his life and helped enrich it, my wife and I would like to generously thank, for it was the nourishment that all of you gave him that he passed on to us, for not only are we the products of our parents, we are all the products of their life experiences and those that they knew.

My father was not very good at keeping records of people's names and addresses, and as a result I am only able to notify a handful of people whose names and addresses I happened to find. If you know anyone else that knew my father, I would greatly appreciate you letting them know.

At this time there are no services planned. Instead, we ask that you pay your respects to him, if you wish, by saying a prayer for all those that you love, in his honor, for his loved ones honored him.

Thanks to all of you for being so kind to my dad; you are truly a Brotherhood. Russell Kubota

Two members join pension ranks

Two SUP member has joined the rank of pensioners, bringing the total number of SUP members now receiving a pension to 1095:

Harry K. Tsukamoto, 72, Book No. 3277, joined SUP in 1957, 20 years seatime.

Clifford C. Shea, 65, Book No. 7474, joined SUP in 1967, 30 years seatime.

Final Departures

Ole Rogland, Book No. 2132. Born in Washington in 1914. Joined SUP in Born in Denmark in 1923. Joined SUP 1934. Died in Seattle, Washington, December 29, 2000. (Pensioner)

Francisco Erazo, Book No. 1878. Born in Honduras in 1927. Joined SUP in 1967. Died in Honduras, December 31, 2000. (Pensioner)

Ben C. Veasey, Book No. 828. Born in Florida in 1924. Joined SUP in 1948. Died in Mobile, Alabama, September 24, 2000. (Pensioner)

Timely Reminder First guarter 2001 dues are due and payable now!

Richard L. Pedersen, Book No. 3825. in 1966. Died in California, December 21, 2000. (Pensioner)

Shiochi "Gump" Kubota, Book No. 2321. Born in Hawaii in 1912. Joined SUP in 1937. Died in Richmond, California, December 31, 2000. (Pensioner)



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. AX: 415-777-5088. Dispatcher: 415-777-

Edward Sexton 25.00	Pens
Chester Sherry 5.00	rens
Jackie Silva, in memory	Archie Aki
of Ernie Silva 25.00	John Battles
Joseph Suire 25.00	Roy R. Camerio
James Swift 10.00	Richard Cummi
Dave Sylstra 20.00	Knud Jensen
Aaron Todalin 25.00	John Jewett
Tom Tynan 20.00	Alfred Kerns
Richard Walsh 10.00	Kaj E. Kristense
William Whoriskey 25.00	Gunnar Larsen
· ·	Peter Paul Linta



Pensioners

Book #3791 **Book #5512** Roy R. Camerio **Book #4577** Book #4666 **Richard Cummings** Book #3940 Book #4291 Book #3167 Book #3120 Kaj E. Kristensen Book #3516 Peter Paul Liptay **Book #3725** Book #3798 Book #3810 Book #3141 Book #7323

Book #7479

Book #3239

Book #3420

SUP Constitution **ARTICLE VI DUES AND INITIATION** FEE

Section 1. The initiation fee shall be Eight Hundred Dollars (\$800.00) payable in installations 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.

3616. 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 Norfolk, VA 23508 1058 West 39th Street (757) 489-3865 FAX: (757) 489-3785

> WELFARE OFFICE (415) 778-5490 PENSION PLAN OFFICE (415) 437-6889

Chevron Agreement

... continued from Page 1

The agreement will include premiumtime hours into base pay which means that the "benefit bearing" value of those wages increases sharply.

The effected benefits include:

- Increased vacation pay in actual dollars
- Increased contribution to Chevron's 401(k) Profit Sharing Plan
- Increased contributions to Chevron's short and long-term disability plan
- · Increased life insurance coverage

The net effect of the premium time conversion is that the converted amount is actually worth 26% more than it was when it is currently paid as an erratic, one-time, non-"benefits bearing" payment. That amount is in addition to the first year wage increase of 4% and in addition to the premium time conversion dollar amount. In other words, 26% of the amount of premium time converted must be added to the conversion to ascertain its true value as a "benefits bearing" wage.

Examples of how this works in practical terms by rating is as follows:

Bosun: \$2,725 base wage (current) x 4% first-year wage increase plus \$210 premium time conversion equals a new base wage of \$3,044, or a 10.5% increase. The value of the "benefits bearing" conversion is: \$210 x 26% which equals \$54.60. \$54.60 plus \$3,044 equals \$3,098.60 or a 1.8% increase which amounts to a total increase of 12.3% in the first year of the agreement.

Steward: \$2,725 base wage (current) x 4% first-year wage increase plus \$200 premium time conversion equals a new base wage of \$3,034 or a 10.2% increase. The value of the "benefits bearing" conversion is: \$200 x 26% which equals \$52.00. \$52.00 plus \$3,034 equals \$3,086 or a 1.7% increase which amounts to a total increase of 11.9% in the first year of the agreement.

Able Seaman: \$2,072 base wages (current) x 4% first-year wage increase plus \$40 premium time conversion equals a new base wage of \$2,195 or a 5.61% increase. The value of the "benefits bearing" conversion is: \$40 x 26% which equals \$10.40. \$10.40 plus \$2,195 equals \$2,205 or a .5% increase which amounts to a total increase of 6.1% in the first year of the agreement.

Messperson: \$1,601 base wage (current) x 4% first-year wage increase plus \$150 premium time conversion equals a new base wage of \$1,815 or a 11.8% increase. The value of the "benefits bearing" conversion is: \$150 x 26% which equals \$39.00. \$39.00 plus \$1,815 equals \$1,854 or a 2.2% increase which amounts to a total increase of 14% in the first year of the agreement.

Utility: \$1,742 base wage (current) x 4% first-year wage increase plus \$28 premium time conversion equals a new base wage of \$1,840 or a 5.33% increase. The value of the "benefits bearing" conversion is: \$28 x 26% which equals \$7.28. \$7.28 plus \$1,840 equals \$1,847.28 or a .4% increase which amounts to a total increase of 5.73% in the first year of the agreement.

It was agreed by the Union and Chevron that, pending ratification, the firstyear wage and overtime increase will be paid retroactively to February 1, and that the premium time conversion will go into effect on March 1.

It must be noted that all former premium time hours will be converted into base wages, except for so-called "penalty meal hours" which will now be paid at the overtime rate.

Overtime Rates

Boatswain Able Seaman Pumpman Oiler Ships' Utility Steward Cook Messperson	\$16.42 \$16.42 \$16.42 \$16.42 \$16.42 \$12.75 \$16.42	_2/1/02 \$16.99 \$16.99 \$16.99 \$16.99 \$13.20 \$16.99 \$13.20	\$17.58 \$17.58 \$17.58 \$17.58 \$13.66 \$17.58
----------------------------------------------------------------------------------------------	---------------------------------------------------------------------------	--------------------------------------------------------------------------------------	----------------------------------------------------------------

In addition to the preceding, other items agreed to, were: lodging language while in shipyards, an increase in the oilskin allowance to \$45.00, improved language on televisions and entertainment systems in general, and changing the job title of Maintenance Foreman to Boatswain.

The SUP Negotiating Committee was comprised of rank-and-file members Peter Bragg and Thor Erikson, Vice President Dave Connolly, San Francisco Business Agent Bill Henneberry, and President Gunnar Lundeberg.

Representing Chevron were James DeCruz, Manager-U.S. Manning Office and Bradley Chapman, U.S. Fleet Manning Representative.



Page 3

The SUP gang in Matson's ro-ro s/s Lurline ham it up for the camera. From left to right: Mark Hurley AB, Paul Barbour AB, Abe Calvert AB, Bill Cody bosun, Michael Soper AB, Jay Loe OS, and in front, Duane Nash AB. Photo by Dave Thompson

California Labor Federation, AFL-CIO celebrates centennial: a century of struggle and progress

One hundred years ago, on January 7-9, 1901, unionists from across California met at Pioneer Hall in San Francisco to found the California State Federation of Labor.

The role of the Sailors' Union of the Pacific in the Federation has been significant since its founding. In 1900, SUP Secretary/Treasurer Andrew Furuseth, directed Walter Macarthur, editor of the Union's *Coast Seamen's Journal* and delegate to the San Francisco Labor Council to support the Council's call for the formation of a state federation. The founding meeting in 1901 was chaired by Macarthur. One hundred and sixty-three delegates were present, representing 61 unions, five central bodies, and approximately 10,000 members statewide.

Over the past hundred years, California workers and their unions have struggled together under the banner of the Federation for a shorter work week, safe working conditions, higher wages, industrial democracy and the right to a voice on the job and in society. The SUP has been active in those struggles and has greatly benefitted from its affiliation. The role of the SUP in the leadership of the Federation has put the issues confronting American merchant mariners on labor's agenda.

In addition to Macarthur, SUP member Paul Scharrenberg served as the Federation's executive officer (Secretary-Treasurer) from 1909-1936; Harry Lundeberg was elected as a Federation vice president in 1939 and served until his death in 1957; Morris Weisberger was elected as a Federation vice president in 1957 and served until 1979; Paul Dempster succeeded Weisberger as vice president in 1979 and served until 1990. Current SUP President Gunnar Lundeberg was elected as a Federation vice president in 1990, was re-elected at successive Federation conventions, and continues to hold that post.

For more information on California labor history, see:

- A History of the Labor Movement in California, by Ira B. Cross
- Industrial Relations in the Bay Area, by Robert Knight
- Rise of the Labor Movement in Southern California, by Grace Stimson

<u>History of the Sailors' Union of the Pacific, 1885-1985</u>, by Stephen Schwartz Sailors' Union of the Pacific, by Paul S. Taylor

<u>Golden Lands, Working Hands</u>, a video series produced by the California Federation of Teachers

of American President Lines, stepped down from the Board of Directors of Neptune Orient Lines (NOL) last month. Singaporebased NOL bought APL in 1997.

Former APL boss leaves

Rhein, who was replaced on the Board by Stephen Lee Ching Yan, is expected to stay on the Board of some other companies in the NOL group.

Pusan is now No. 3 container port

The South Korean port of Pusan has overtaken Kaoshiung as the world's largest container port.

Hong Kong retained top spot for the second year in a row handling 17.8 million TEUs, ahead of Singapore's 17.04 million.

Pusan handled 7.54 million containers last year while Kaoshiung moved 7.47 million. The Maritime Cabotage Task force (MCTF) published this month its *Annual Report 2000*, reviewing achievements this year in maintaining the Jones Act. MCTF is a broad-based coalition of maritime unions, maritime industry organizations, including ship and barge owners, shipbuilders and repair yards, marine equipment manufacturers, trade associations, and companies involved in other modes of transportation. The SUP is a task force member.

The task force is dedicated to educating the public on the economic, national security, environmental and safety benefits of the Jones Act and other cabotage laws.

In his introduction to the report, MCTF Chairman Phillip Grill commented, "Our military leaders, mindful that a crisis could require an armada of Ready Reserve Fleet ships on a moment's notice, made it abundantly clear on several occasions during the year that the Armed Forces' ability to defend America's interests is directly related to the strength of the Jones Act fleet and the maritime infrastructure that supports those vessels." The report cited remarks delivered by General Henry H. Shelton, Chairman of the Joint Chiefs of Staff, when addressing midshipmen at the U.S. Merchant Marine Academy. "Our national security strategy depends on a vital Merchant Marine, and the Joint Chiefs and I know it and so do our other leaders in Washington." The Navy League, too, was commended for referring to the Jones Act and related maritime cabotage laws as "critical to U.S. national defense."

The report made special mention of the recent presidential campaign, and the facts that the major party candidates endorsed the Jones Act. "It was gratifying that both candidates understood the importance of cabotage. Governor George W.

Bush emphasized that programs that have contributed to the growth of our domestic fleet, such as the Jones Act, should be maintained. Vice President Gore likewise pledged his support, stressing the cabotage laws' role in national security and the nation's economic soundness."

Finally, the report highlighted ongoing support for the Jones Act in Congress, noting particularly that members of the House and Senate remain "staunchly committed" to the U.S.-flag merchant marine.

Looking ahead, MCTF Chairman Grill, who is also Vice President for Government Affairs for Matson Navigation Company, expressed confidence in the future. "Together we have achieved much and together we will accomplish even more in the year ahead."

Editor's note: The source for most of this article is the *American Maritime Congress, Washington Letter*.

MEBA and ARA settle with Matson

The Marine Engineers Beneficial Association and the American Radio Association reached agreement with Matson Navigation Company on January 2 for new collective bargaining agreements.

MEBA and Matson agreed to a five-year pact that is similar in its economic and benefit structure to the contract negotiated between the Masters, Mates, and Pilots and the company last month. (See the December 2000 West Coast Sailors.) The Agreement also calls for wage increases for port engineers and port relief engineers.

The ARA agreed to a three-year deal which calls for a company contribution of 5% of base wages contributed to an ARA employee directed contribution plan in the first year of the agreement; a 3% increase in wages and wage-related items effective January 1, 2002 or a COLA with a 4% cap and a 3% increase in wages and wagerelated items effective January 1, 2003 or a COLA with a 5% cap. Vacation pay was increased to 27 per month effective June 16, 2001.

The MEBA's Professional Office and Industrial Division, which represents office workers employed by American President Lines, also reached agreement with that company. According to MEBA's Telex Times "significant pension and pay increases were secured along with other economic boosts. The new agreement provides coverage through mid-May 2004 with a yearly 4% increase."

All agreements mentioned in this article are subject to membership ratification.

Congressional maritime committees selected

Senate and House assignments to two key committees of importance to the maritime industry were announced this month.

Subcommittee assignments have not been announced as the West Coast Sailors went to press.

Senate Commerce, Science & Transportation Committee

Republicans

Republicans	Democrats
John McCain (AZ), Chairman	Ernest F. Hollings (SC)
Ted Stevens (AK)	Daniel K. Inouye (HI)
Conrad Burns (MT)	John D. Rockefeller, IV (WV)
Trent Lott (MS)	John Kerry (MA)
Kay Bailey Hutchison (TX)	John B. Breaux (LA)
Olympia J. Snowe (ME)	Byron L. Dorgan (ND)
Sam Brownback (KS)	Ron Wyden (OR)
Gordon Smith (OR)*	Max Cleland (GA)
Peter Fitzgerald (IL)*	Barbara Boxer (CA)*
John Ensign (NV)*#	John Edwards (NC)*
George Allen (VA)*#	Jean Carnahan (MO)*#

*Indicates new Committee member in the 107th Congress #Indicates newly elected member of the Senate

House Committee on Transportation & Infrastructure

Republicans

Don Young (AK), Chairman Thomas E. Petri (WI) Sherwood L. Boehlert (NY) Howard Coble (NC) John J. Duncan, Jr. (TN) Wayne T. Gilchrest (MD) Stephen Horn (CA) John L. Mica (FL) Jack Quinn (NY) Vernon J. Ehlers (MI) Spencer Bachus (AL) Steven C. LaTourette (OH) Sue W. Kelly (NY) Ray LaHood (IL) Richard H. Baker (LA) Charles Bass (NH) Bob Ney (OH) Asa Hutchison (AR) John Cooksey (LA) John Thune (SD) Frank LoBiondo (NJ) Jerry Moran (KS) John T. Doolittle (CA) Lee Terry (NE) Donald L. Sherwood (PA) Gary G. Miller (CA) John E. Sweeney (NY) Jim DeMint (SC) Doug Bereuter (NE) Michael Simpson (ID) Johnny Isakson (GA) David Vitter (LA)

Democrats

James L. Oberstar (MN) Nick J. Rahall II (WA) Robert A. Borski (PA) William O. Lipinski (IL) Peter A. DeFazio (OR) Bob Clement (TN) James A. Traficant, Jr. (OH)* Jerry F. Costello (IL) Eleanor Holmes Norton (DC) Jerrold Nadler (NY) Robert Menendez (NJ) Corrine Brown (FL) James A. Barcia (MI) Bob Filner (CA) Eddie Bernice Johnson (TX) Frank Masacara (PA) Gene Taylor (MS) Juanita Millender-McDonald (CA) Elijah E. Cummings (MD) Earl Blumenauer (OR) Max Sandlin (TX) Ellen Tausher (CA) William J. Pascrell, Jr. (NJ) Leonard L. Boswell (IA) Jim McGovern (MA) Tim Holden (PA) Nick Lampson (TX) John Baldacci (ME) Marion Berry (AR) Ronnie Shows (MS) Brian Baird (WA) Shelley Berkley (NV)

New station boat for San Francisco Bar Pilots



SUP photo/Bill Henneberry.

Pictured above is the new p/v San Francisco tied up at Pier 9 on the Embarcadero. Built for the San Francisco Bar Pilots to replace another vessel with the same name, the San Francisco was delivered to the Pilots in early January and is undergoing sea trials and modifications. When those are completed, she and her SUP crew will head out under the Golden Gate to maintain the pilot station 11 miles offshore. Built last year at Marco Shipyard in Seattle, the new pilot boat is 104 ft. 2 in. in length, 28 ft. wide and is powered by two caterpillar 3508B diesel engines. The new vessel replace the old **San Francisco** which went into service in 1972, and is slated to be donated to the Monterey Bay Aquarium. Astern of the new boat is the p/v Drake, which after thirty years service will be donated next year to the California Maritime Academy.

Masters, Mates & Pilot's election results

The International Organization of Masters, Mates & Pilots (MM&P) election of officers concluded this month with the following results:

Captain Tim Brown was re-elected president without opposition; the new secretary-treasurer, also elected without opposition, was Glen Banks, who relieved Jim Hopkins; elected Offshore Atlantic vice president was Richard May who takes over from Bob Darley; the new Gulf Coast vice president is Robert Groh who relieved Glen Banks; on the West Coast Don Marcus was elected Offshore Pacific vice president taking over the helm from Paul Nielsen; the Atlantic and Gulf Maritime Region Membership Group vice president job was taken by Luis Ramirez who relieved Carl Sturges; and in the Great Lakes & Rivers Maritime Region Membership Group, Bill Rabatsky was elected vice president.

The term of office for MM&P officials is five years.

Government to develop emission standards for seagoing vessels

As the result of a lawsuit brought by an environmental group, the U.S. Environmental Protection Agency has agreed to develop and establish emission standards for seagoing vessels.

The suit filed by the Earth Justice Legal Defense Fund on behalf of the Bluewater Network last year challenged the EPA's failure to set standards for nitrogen oxide emissions from ships.

The standards, which must be in place



by 2003, will only apply to new ship's engines. The standards could ultimately apply to both U.S.-flag and foreign-flag vessels calling at U.S. ports.

Bluewater Network last year issued a report "A Stacked Deck: Air Pollution from Large Ships" that called large vessels the world's dirtiest transportation source. That report said EPA data shows large ships emit 273 thousand tons of nitrogen oxide each year into U.S. air.

> Pictured left is bosun Danny Foster overseeing

*It has been reported that with his ouster from the Democratic caucus, Rep. Traficant will seek a committee assignment from the Republicans, but had not yet approached the GOP leadership on the issue. His vote this month to retain House Speaker Dennis Hastert disqualified him from the Democratic caucus, and the party leadership did not see fit to offer him his old seat on the Transportation and Infrastructure Committee.

the loading of a forklift into the 'tween deck of the break-bulk Ready Reserve Fleet vessel s/s Cape Girardeau in Alameda this month. The Girardeau is currently participating in underway replenishment exercises with the U.S. Navy running between Pearl harbor and the International Date Line.

SUP Photo/Bill Henneberry

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

Harrison Beale, Book No. 5622. Born in Washington in 1921. Joined SUP in 1953. Died in San Francisco, California, April 8, 2000. (Pensioner)

Robert P. Bergh, Book No. 5674. Born in California in 1932. Joined SUP in 1956. Died in San Francisco, California, October 12, 2000. (Pensioner)

Alwyn Stuart Best, Book No. 5514. Born in New Zealand in 1927. Joined SUP in 1949. Died in Riverside, California, July 18, 2000. (Pensioner)

Raymond Bianchini, Book No. 5581. Born in California in 1931. Joined SUP in 1947. Died in Reno, Nevada, November 16, 1999. (Pensioner)

Edward H. Blackburn, Book No. 4914. Born in California in 1924. Joined SUP in 1945. Died in Wilmington, California, August 23, 2000. (Pensioner)

Charles F. Bohm, Book No. 5262. Born in Connecticut in 1917. Joined SUP in 1947. Died in California, August 7, 2000. (Pensioner)

- Walter L. Bullock, Book No. 4726. Born in Washington in 1926. Joined SUP in 1944. Died in Seattle, Washington, June 20, 2000. (Pensioner)
- **Samuel Y. Burke**, Book No. 5141. Born in Hawaii in 1917. Joined SUP in 1946. Died in Honolulu, Hawaii, May 31, 2000. (Pensioner)

Dolphin D. Burns, Book No. 5591. Born in Oregon in 1924. Joined SUP in 1947. Died in Granbury, Texas, July 17, 2000. (Pensioner)

Dale Busse, Book No. 5487. Born in Iowa in 1920. Joined SUP in 1948. Died on January 20, 2000. (Pensioner)

Richard S. Bynum, Book No. 15421. Born in Louisiana in 1930. Joined SUP in 1968. Died in Seattle, Washington, November 1999. (Active)

Ricardo C. Caluya, Book No. 4070. Born in the Philippines in 1904. Joined SUP in 1947. Died in New Orleans, Louisiana, May 26, 2000. (Pensioner)

Gilbert H. Capman, Book No. 4063. Born in Oregon in 1928. Joined SUP in 1946. Died in Forestgrove, Washington, February 25, 2000. (Pensioner)

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

Freddie L. Cato, Book No. 4751. Born in Texas in 1939. Joined SUP in 1966. Died in Fort Worth, Texas, September 12, 2000. (Pensioner)

Lawrence T. Charlton, Book No. 3465. Born in Alabama in 1917. Joined SUP in 1943. Died in Washington, September 2, 2000. (Pensioner)

Jesse Chavira, Book No. 4658. Born in Mexico in 1920. Joined SUP in 1946. Died in San Francisco, California, November 12, 2000. (Pensioner) **Paul E. Dempster**, Book No. 2641. Born in Hawaii in 1928. Joined SUP in 1949. Died in Concord, California, December 17, 1999. (Pensioner)

Leroy A. Dhooge, Book No. 2283. Born in Illinois in 1924. Joined SUP in 1945. Died in San Francisco, California, July 25, 2000. (Pensioner)

Herbert T. Dockter, Book No. 2456. Born in North Dakota in 1924. Joined SUP in 1946. Died in Bismarck, North Dakota, May 18, 2000. (Pensioner)

Leland M. Faraola, Book No. 1679. Born in California in 1919. Joined SUP in 1941. Died in Santa Cruz, California, January 23, 2000. (Pensioner)

Charles A. Fitzthomas, Book No. 2052. Born in Michigan in 1923. Joined SUP in 1947. Died in Snug Harbor, Sea Level, North Carolina, September 8, 2000. (Pensioner)

In Memoriam Final Departures of SUP members

Donald N. Force, Book No. 1946. Born in California in 1928. Joined SUP in 1945. Died in Seattle, Washington, April 26, 2000. (Pensioner)

John Rodriques Garcia, Book No. 2871. Born in Hawaii in 1919. Joined SUP in 1951. Died in Honolulu, Hawaii on December 5, 1999. (Pensioner)

Carl E. Gaudette, Book No. 2944. Born in Massachusetts in 1930. Joined SUP in 1948. Died in Harborside, California, September 19. 2000. (Pensioner)

Ernest John Geering, Book No. 2943. Born in New York in 1928. Joined SUP in 1951. Died in Burien, Washington, April 4, 2000. (Pensioner)

William A. Grist, Book No. 2878. Born in Nassau in 1925. Joined SUP in 1952. Died in San Francisco, California, March 4, 2000. (Pensioner)

Eugene M. Hermelin, Book No. 12962. Born in Idaho in 1917. Joined SUP in 1964. Died in Portland, Oregon, July 28, 2000. (Pensioner)

George Hilarzewski, Book No. 5443. Born in Pennsylvania in 1928. Joined SUP in 1945. Died in Pennsylvania, January 22, 2000. (Pensioner)

Samuel H. Hinsee, Book No. 5785. Born in Washington in 1938. Joined SUP in 1957. Died in Seattle, Washington, July 31, 2000. (Pensioner)

George Hodge, Book No. 5276. Born in Pennsylvania in 1912. Joined SUP in 1944. Died in Manhattan, New York, October Died in Alameda, California, June 1, 2000. (Pensioner)

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

Richard H. Klug, Book No. 3087. Born in Oregon in 1926. Joined SUP in 1951. Died in Portland, Oregon, April 10, 2000. (Pensioner)

Walter Kopatz, Book No. 2873. Born in California in 1922. Joined SUP in 1940. Died in California, July 25, 2000. (Pensioner)

Richard P. Lee, Book No. 4060. Born in Hawaii in 1925. Joined SUP in 1957. Died in San Rafael, California, March 29, 2000. (Pensioner)

Dominick J. Lorengo, Book No. 3391. Born in California in 1916. Joined SUP

reported in 2000

in 1942. Died in Hemet, California, January 5, 2000. (Pensioner)

- Kim James Mar, Book No. 6478. Born in California in 1930. Joined SUP in 1961. Died in San Francisco, California, May 5, 2000. (Pensioner)
- Raymond L. Markell, Book No. 4650. Born in North Dakota in 1903. Joined SUP in 1935. Died in California, October 9, 2000. (Pensioner)

Lawrence E. Marker, Book No. 6175. Born in Washington in 1928. Joined SUP in 1948. Died in Seattle, Washington, January 25, 2000. (Pensioner)

Montague C. McKay, Book No. 6184. Born in Hawaii in 1925. Joined SUP in 1948. Died in San Francisco, California, November 20, 2000. (Pensioner)

Clifford C. Morton, Book No. 5364. Born in Hawaii in 1917. Joined SUP in 1944. Died in Rohnert Park, California, February 27, 2000. (Pensioner)

Walter Mowinckel, Book No. 4075. Born in Norway in 1910. Joined SUP in 1929. Died in San Francisco, California, January 16, 2000. (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)

Einer Nygaard, Book No. 1788. Born in Norway in 1902. Joined SUP in 1924. Died in Millbrae, California, February 22, 2000. (Pensioner)

Earl H. Oakley, Book No. 2451. Born in

Rudolph George Pajnich, Book No. 3723. Born in California in 1925. Joined SUP in 1946. Died in San Pablo, California, January 4, 2000. (Pensioner)

Fredrick A. Peterson, Book No. 3768. Born in Arkansas in 1922. Joined SUP in 1949. Died in Walnut Creek, California, August 8, 2000. (Pensioner)

Carl F. Pfeiffer, Book No. 3794. Born in Ohio in 1916. Joined SUP in 1954. Died in Grants Pass, Oregon, July 7, 2000. (Pensioner)

William Polson, Book No. 3320. Born in Hawaii in 1925. Joined SUP in 1945. Died in Pacifica, California, May 20, 2000. (Pensioner)

J.T. Prince, Book No. 3679. Born in Missouri in 1927. Joined SUP in 1948. Died in San Francisco, California, April 14, 2000. (Pensioner)

Wenzel Rasmussen, Book No. 2546. Born in Denmark in 1920. Joined SUP in 1939. Died in Pacifica, California, August 7, 2000. (Pensioner)

Lawrence Robert Reynolds, Book No. 3140. Born in California in 1931. Joined SUP in 1956. Died in San Francisco, California, May 26, 2000. (Pensioner)

Robert Lee Reynolds, Book No. 2646. Born in California in 1925. Joined SUP in 1944. Died in San Pablo, California, September 2, 2000. (Pensioner)

Crawford Robertson, Book No. 3164. Born in South Carolina in 1922. Joined SUP in 1965. Died in Carmichael, California, January 5, 2000. (Pensioner)

Nicola Sepe, Book No. 6674. Born in Ohio in 1920. Joined SUP in 1943. Died in Montebello, California, March 23, 2000. (Pensioner)

William Snow, Book No. 7441. Born in Minnesota in 1922. Joined SUP in 1966. Died in La Mirada, California, April 20, 2000. (Pensioner)

Stanley Sobieraj, Book No. 5439. Born in Illinois in 1911. Joined SUP in 1941. Died in Mountain View, California, May 3, 2000. (Pensioner)

Doney Soepardie, Book No. 13376. Born in Java in 1924. Joined SUP in 1957. Died in Saudi Arabia, March 29, 2000. (Pensioner)

Shelby E. Stillwell, Book No. 7320. Born in Oregon in 1915. Joined SUP in 1950. Died in Bandon, Oregon, November 10, 1999. (Pensioner)

Jerry Strugar, Book No. 7307. Born in New York in 1927. Joined SUP in 1947. Died in Florida, May 12, 2000. (Pensioner)

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

Clarence F. Tinsley, Book No. 3225. Born in Kansas in 1928. Joined SUP in 1945. Died in Washington, February 3, 2000. (Pensioner)

Joseph S. Torrence, Book No. 3202. Born

George Robert Conley, Book No. 4515. Born in California in 1925. Joined SUP in 1948. Died in San Miguel, California, June 29, 2000. (Pensioner)

John Cooper, Book No. 4018. Born in Texas in 1909. Joined SUP in 1944. Died in Port Arthur, Texas, February 22, 2000. (Pensioner)

Robert L. Corcoran, Book No. 4451. Born in Texas in 1927. Joined SUP in 1945. Died in Fontana, California, November 24, 2000. (Pensioner)

Jonathan Edward Currier, Book No. 4663. Born in Oregon in 1924. Joined SUP in 1951. Died in Oregon, February 16, 2000. (Pensioner)

George D. Winn, Book No. 3037. Born in Idaho in 1903. Joined SUP in 1944. Died in Ogden, Utah, October 31, 2000. (Pensioner) 15, 2000. (Pensioner)

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

James W. Houston, Book No. 4760. Born in Ohio in 1923. Joined SUP in 1943. Died in Mt. Vernon, Washington, August 18, 2000. (Pensioner)

Julius T. Hudzik, Book No. 5752. Born in 1923 in New Jersey. Joined SUP in 1952. Died in San Francisco, California, November 11, 2000. (Pensioner)

Glenn R. Jenner, Book No. 3960. Born in California in 1923. Joined SUP in 1944. Died in Woodbridge, California, November 4, 2000. (Pensioner)

Bobby Gene Jestes, Book No. 4278. Born in Oklahoma in 1929. Joined SUP in 1954. Died in Pleasant Hill, California, April 28, 2000. (Pensioner)

Stanley 0. Johnson, Book No. 3817. Born in California in 1923. Joined SUP in 1942.

Michigan in 1922. Joined SUP in 1963. Died in Pacifica, California, May 14, 2000. (Pensioner)

Frederick Ockerhausen, Book No. 2412. Born in Indiana in 1924. Joined SUP in 1947. Died in Wilmington, California, June 14, 2000. (Pensioner)

John Oliver, Book No. 2023. Born in Hawaii in 1911. Joined SUP in 1935. Died in Concord, California, September 23, 2000. (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)

Fumio Onaka, Book No. 2174. Born in Hawaii in 1920. Joined SUP in 1943. Died in San Pedro, California, December 18, 1999. (Pensioner)

Edward Patron, Book No. 3848. Born in California in 1934. Joined SUP in 1961. Died in Hayward, California, December 30, 1999. in California in 1925. Joined SUP in 1967. Died in Minnesota, January 14, 2000. (Pensioner)

Alvin K. Traughber, Book No. 1856. Born in Hawaii in 1918. Joined SUP in 1937. Died in California, August 11, 2000. (Pensioner)

Earl E. Werner, Book No. 3520. Born in Missouri in 1911. Joined SUP in 1950. Died in Yucaipa, California, May 8, 2000. (Pensioner)

James Williams, Book No. 3201. Born in Hawaii in 1918. Joined SUP in 1945. Died in San Francisco, California, October 19, 2000. (Pensioner)

Frank Wilson, Book No. 2768. Born in Oregon on 1918. Joined SUP in 1940. Died in Portland, Oregon, May 2, 2000. (Pensioner)

Fred E. Wood, Jr., Book No. 3626. Born in Florida in 1927. Joined SUP in 1965. Died in Upper Lake, California, July 1, 2000. (Pensioner)

ESU Office Assignments

For the month of February, John Straley will be in the Baytown office and Kevin Conroy will be in the Benicia office. ESU NEWS

Official Publication of the Exxon Seamen's Union

Ship reports

S/R American Progress

Vessel arrived in Los Angeles on Jan. 8, after transiting through the Panama Canal. On the Valdez to Anacortes run again. Rumor has it; she will make a few trips to Valdez before returning to the Gulf coast. Randy Witowich filling in as Temporary Ship Representative. Mail problems reported.

S/R Baytown

The SeaRiver Baytown continues Valdez /Anacortes trade. ESU Secretary Treasurer, Kevin Conroy on board for a couple of trip before assuming office assignment in February.

S/R Benicia

The Union Representative boarded Jan. 1, at Richmond Long Wharf and Jan. 13, at Valero, Benicia. Representative Joe Graca aboard. Some crew members due for paid leave but no reliefs.

S/R Charleston

Vessel visited Jan. 3, in Deer Park, TX, no major beefs. In New York Jan. 10 to Jan. 16 there was a problem with mail delivery. The issue was resolved. The ESU thanks Captain Gregg for his follow up. Ship continues East Coast/ Gulf trade with Bob Knight doing a good job as Temporary Ship Representative.

S/R Galveston

In San Francisco Bay, rumor has it a trip to Los Angeles might be in the works. Vessel visits Jan. 12, Jan. 19. Regular Ship Representative, Mark Myser on board. Payroll problems. Checks were not received at designated places.

S/R Hichinbrook

Ship slated to make a trip to Barbers Point, Hawaii after loading in Valdez. James Ham took over the Temporary Ship Representative from Earl Doucet. Christmas mail problems. Mail sent to the wrong port by the mailroom.

S/R Mediterranean

Still running from Ras Tanura, Saudi Arabia, to lightering in Indonesian waters near Singapore. Temporary Ship Representative John McCarthy reported continuing mail problems. He reported that everything else was going as well as could be expected under the circumstances. John McCarthy will be going on paid leave Jan. 20, and John Detwiler was elected Temporary Ship Representative. The ESU Board thanks John McCarthy for a "job well done."

S/R North Slope

The Union Board officer boarded the vessel and met with Temporary Ship Representative Jeremiah Morrison at Valero, Benicia on Jan. 2 and Jan. 20. AB's doing long tours. Two relieved with 90 plus days on board.

S/R Puget Sound

Arrived in Barbers Point, Hawaii on Jan. 16. Gil Randall is Temporary Ship Representative. Christmas mail problems. Mail sent to the wrong port by the mailroom. Departing unlicensed crewmembers were given "red eye" flights with multiple stops. They received word from our ever-caring managers in Houston that they could leave the next morning, but they would have to pay for their own hotel room. A grievance will be forthcoming as a result of this callous management decision.

S/R Wilmington

The SeaRiver Wilmington arrived at Southwest Pass on Jan. 16 at 2000. On the inbound run up to Baton Rouge, LA, the vessel encountered fog at mile 147 and anchored at the Grand View anchorage until Jan. 19. She then proceeded upriver to the ExxonMobil dock at Baton Rouge docking at 1830 on Jan. 19. The ESU Board officer visited the ship on Saturday, Jan. 20, 2001. No problems, the ship and crew are in good shape. Charlie Pollard, the Engine department Trustee is filling in as Representative on an interim basis due to the Temporary Ship representative getting off on an emergency. We thank Charlie for his time, and for doing a great job.

Promotions and the contract

When the ESU and the company met for wage negotiations in Charlotte, North Carolina during the week of November 5, 2000, the company was asked about the needed promotions in the presence of the entire ESU Board and our Attorney Ms. Sharon Groth. We reminded the company of their promise to make promotions in a timely manner in accordance with the provisions of our bargaining agreement. We wanted to avoid the kind of fiasco that they created by not promoting in a timely manner when the "American Progress" was brought into the Fleet. We specifically asked when the promotions would occur, and if there were any problems concerning any of the promotions. We were told that the promotions would be made by Thanks-giving and there might be a potential problem with only one of them.

In early December the ESU contacted the company yet again, and inquired as to when these promotions would be forthcoming. We again reminded them that their self-imposed deadline for making these promotions had passed.

Human Resources Specialist, Ray Loney said that he wanted to come over to the Union office and discuss the promotions. Mr. Loney came to the Union office and the ESU was completely taken aback by his suggestion of the method by which he wanted to make the promotions. His suggestion was to promote part of those members on the various promotion lists and then promote the remainder of them as they received an evaluation. The ESU responded to Mr. Loney's suggestion by insisting that he comply with our bargaining agreement. The SeaRiver Human Resources team knew in October that these promotions had to be made. Nowhere in our agreement is there contractual requirement that an evaluation has to occur before a promotion is made.

Indeed, it is the ESU's contention that the whole evaluation process is seriously flawed. It is fraught with irregularities and inconsistencies and its procedural errors are legend. The very fact that half the people on the promotion list had never been evaluated in the rating that they had sailed in repeatedly only magnifies the unfairness indicative of the entire evaluation process. Because of the unfairness and the gross and negligent manner in which the entire evaluation process is administered, the ESU challenges the validity of its use to determine promotability. On Monday December 18, 2000, a communication that originated at SeaRiver Maritime Inc. headquarters in Houston was sent to the SeaRiver branch offices and the ocean going vessels. This communication announced a block of promotions that would take effect on January 1, 2001.

The ESU was sent a copy of this list and immediately informed the company of the gross irregularities and inconsistencies when compared to the promotion list that they send out monthly. The company responded by saying there was another list and the individuals on that list would be considered for promotion when they received an evaluation. The ESU informed the company that it was vehemently opposed to a partial promotion and implored them to do the right thing and promote everyone according to the promotion list. On January 1, 2001, the company again demonstrated their complete disregard for our collective bargaining agreement, and the unlicensed employees, by making partial promotions that were inconsistent with the promotion list and our collective bargaining agreement.

The Union will vigorously defend our collective bargaining agreement by filing a grievance against the company for attempting to unilaterally change the terms of the collective bargaining agreement regarding promotions.

Congratulations

S/R Long Beach

Vessel visited by Union at Valero, and Chevron Richmond on Jan. 9 and Jan. 11, at Valero, Benicia. No major beefs.

The ESU position on preference of watch

Recently the question has again arisen about who has the preference of watches when joining a vessel or changing watches. Some members have assumed that the choice of watches is a bargaining unit or a company service seniority right. However, this is not now, nor has it ever been the case.

Changing of watches and preference is based on shipboard seniority and is found in Article IX, paragraph 1G, on page 36 of our collective bargaining agreement. When joining a ship, the Union's position that the preference of watch would go to the first person signing aboard.

The only exception to this policy is in those instances when a number of relief's are joining at the exact same time, then the most senior on the seniority list would have the preference of available watches.

Guilyi atulativii ə

The ESU Board would like to extend their congratulations to our members listed below on their recent promotions. There are still some members who are yet to be promoted because the company has chose to use a method for making promotions that does not conform with our bargaining agreement. The company has assured us that these promotions will be forthcoming and will be retroactive back to January 1, 2001. The ESU is seeking a remedy through the grievance procedure.

Promotions effective January 1, 2001:

Able Seamen: Paul Miller, Charles Hartman, David Reinking, Amador Almanza John Weaver, George Taylor, Larry Harris, Geoffrey Hutson, Marion Borghese, Percy Anderson, Rudy Benavides, Daniel Lloyd, Lynn Broussard, Alvin Diles, John Detwiler, Michael Harrison, Daniel McBride, Timothy McBride, Steve Hicks, Aaron Rathbun, Nolan Richardson, Winston Howerton

Pumpman: Frederick Parady, Thomas Jones, Ronald Vanshur, Timothy Williams QMED-Oiler: James Williams, Sumalia Mumuni, Jeremiah Morrison, Donald Hatch, Arek Parsley, Harley Thomas, Ditmar Valle, Waverly Moore, Eric Guzman Timothy Hippensteel

Cook: Ben Hur Ramirez ,Van O'Bryan, Danny Broussard, Adam Anderson, Donald Picou, Kurt Kreick

Fleet Chef: Gerald Homes, Vince Ban, Bessie Webb, Ella Pike

2nd Pumpman: James Ham

ESU News

Sailors take note:

False-positive triggers that can skew drug/alcohol tests

Drug and alcohol testing is a condition of employment for many workers, including merchant mariners, covered by federal transportation. Here are some false-positive triggers to watch for:

-	-	-		
	Advil		Nuprin	. Marijuana
	Amoxicillin		NyQuil	. Amphetamines or Alcohol
	Benadryl		Phenergan	. Methadone or Heroin
	Catac	Amphetamines or Alcohol	Poppy Seed Muffins	. Heroin
	Diet Pills	Amphetamines	Rufen	
	Dristan	. Alcohol	Soma	5
	Elavil	Methadone	Sudafed	
	Mentholated Drops	Alcohol	Terinhydrate	1
	Herbal teas	Cocaine	Tonic Water	
	Motrin	Marijuana	Vicks Inhaler	
	Nasal Sprays	Amphetamines		1
	Norflex	Methadone	Vicks Formula 44	. Heroin

It is important to know that taking any of the above does not mean that you will have a false-positive test. However, keep a record of when you did and in what quantity and be sure to enter it on the questionnaire sheet that is provided to you when you are tested.



On the mess deck of the S/R American Progress: From left to right, Fleet Chef Bill Parker and newly promoted Fleet Chef Vince Ban take a well deserved break for the camera. Photo taken at Chevron in Richmond, CA.



On the deck of the **S/R**. North Slope: From left to right, Fleet Chef Jose Pereira, Able Seaman George Ruark, and Ship Representative Sean Hughes. Both Jose and George are most senior on their respective seniority lists. Photo taken at Valero in Benicia, CA.

Light duty assignment

On January 18, 2001, the ESU filed a third-step grievance regarding a "light duty" assignment on board a SeaRiver vessel. This incident is in violation of the Guidelines that were implemented, along with pay cuts and crew reductions by the Company when negotiations failed in 1988. You can review these guidelines in the side letters of the ESU Agreement. Paragraph #5 states: "If the injury prevents the employee from safely carrying out his/her normal job, the injured can be carried as an extra or supernumerary when the position is one required by the Certificate of Inspection." In this case the position was required by the COI and the employee was not carried as an extra. The Union has never embraced or agreed with the notion of light duty sailors. When you consider the demands of the maritime work environment, the Union believes the safety of the individual on light duty, as well as the entire crew can be jeopardized in the event of an emergency. Further, the Union believes the Company is in violation of STCW

rules regarding physical fitness as outlined under NVIC 4-97.

duty" assignment on board a SeaRiver vessel. This incident is in violation of the ESU Agreement under the Limited Duty Guidelines that were implemented, along with pay cuts and crew reductions by the Company when negotiations failed in

Qualified seamen needed!

If you are currently sailing Maintenance Seamen and would like to upgrade to a qualified rating (i.e. Able Seamen, Oiler), now is the time. Effective January 1, 2001, SeaRiver promoted 21 Able Seamen and 10 QMED-Oilers.

If you have the departmental sea time to take an exam with the USCG, you should do so at your first opportunity. The required service for the endorsement of able seaman special, qualified for special service on a vessel on any waters, is at least 12 months service on deck on board vessels operating on the oceans or the navigable waters of the United States (including the Great Lakes).

To qualify for an endorsement as qualified member of the engine department, an applicant must provide proof that the applicant has 6 months' service as an entry-level rating in the engine department.

Even with all these promotions, the Company still needs qualified ratings, especially Able Seamen. Our current AB Seniority list requires 119 positions based on a manning factor of 1.8 per position on each vessel. We currently have 116 (short 3) on the AB Seniority list and 4 AB's on the AB promotion list. The manning factor of 1.8 does not take into account sick leave, contractual leave of absences, training or FMLA's (Family Medical Leave). Clearly there is an acute shortage in this rating and if you acquire your Able Seamen's ticket now you will most likely sail in that position immediately.

New hire orientation

On January 4, 2001, a new group of unlicensed employees began new hire training in Vallejo, CA. On January 7, 2001, ESU Vice President, John Straley met with this group to talk about the ESU and recruited 12 new members. If a new member is sailing on your vessel in the near future, please take the time to provide operational input and make them feel welcome. The completion date for this course is January 18, 2001. This new group of employees should be assigned to a vessel immediately or shortly thereafter.

On January 4, 2001, a new group of
hlicensed employees began new hire train-
ig in Vallejo, CA. On January 7, 2001,
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is group to talk about the ESU and re-
uited 12 new members. If a new mem-Lonnie Bloomquist, Jr., Robert
Buffington, Jr., Curtis Dixon, Gerardo
Edueng, Jonathan Eitz, Eric R. Gonzales,
Gary E. Leathers, Hugh N. Mitchard,
Nestor B. Nunag, Charlie Polk, Randall
C. Scheef and Jerome C. Smith.

We would also like to welcome and congratulate these additional members who joined our ranks in October, November and December. Edward Benjamin, Jr., Joe Davis, Jacques M. Devries, Elmore Hill, Jr., Bruce T. Rathbun, Dexter Thomas, Janette L. Wilson, Noland Richardson, Jr., Amanda Dunn, Willard R. Collins, Carlos A. Ledezma, Winston Howerton, Douglas D. O'Neill, Eric T. Bush, Roger E. Vreeland, and David S. Pope.

Additionally, under Section b., paragraph 3 (Documentation and Record-Keeping) states, "You must ensure that your vessels are manned by persons who are competent and fit for duty."

If the Company is sailing someone on light duty on your vessel and you are assigned additional duties to cover for the individual, please initiate a second step grievance on the vessel. If you are told to take a different Station Bill assignment to cover for a light duty person, please inform your supervisor you will be filing a grievance if required to do so.

This action by the Union is not to be punitive to the individual on light duty. We believe the light duty individual should be on Company sick leave to recover so he/ she can return to work fit for duty.

Human Resources continues to recruit for new employees so we expect to see more hiring in the near future. ESU membership rolls have grown to 275 members.

The ESU is proud to welcome the following new members into our ranks: Thank you again, we are glad to have you in our organization.

EXXON SEAMEN'S UNION

Founded March 28, 1941 Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave. Baytown, TX 77520 1(800) 213-7236 Fax (281) 422-0710 E-Mail: esubay@msn.com P.O. Box 792 Benicia, CA 94510 1(800) 729-3101 Fax (707) 746-7859 E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley	Deck Trustee Ulrich Baur
Secretary/Treasurer Kevin Conroy	Engine Trustee Charlie Pollard
Recording Secretary Thomas Thompson III	Steward Trustee Gerard Nelson



SUP President's Report

January 8, 2001

CHEVRON SHIPPING COMPANY

The response by the membership both at sea and ashore for proposals for bargaining with Chevron Shipping Company has been good.

The SUP Negotiating Committee will caucus on January 17, with the first bargaining session tentatively scheduled for the following day. The current collective bargaining agreement covering those employed in Chevron's U.S.-flag fleet expires on January 31.

In other news regarding Chevron, the company announced this month its Profit Sharing/Savings Plan results for the fourth quarter of 2000. For every dollar a participant contributed to the Profit Share Plan, the company matched with \$9.54. Chevron's match was made up of the following:

1) A participant received an allocation of Chevron stock equal to \$8.54 to a participants Contingent Account for each dollar contributed to the Profit Sharing Member account.

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

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

Participation by SUP members employed by Chevron in the Profit Sharing/Savings Plan was finally achieved in bargaining with the company in 1998. All hands employed by Chevron who do not participate in this plan are shooting themselves in the foot.

FOSS MARITIME COMPANY

The SUP Negotiating Committee met on December 2, 2000, and on January 2, 2001 to draft bargaining proposals.

Tentatively expect to begin negotiations with Foss on January 12. Further meetings are scheduled for January 30, February 6 and 7. The current collective bargaining agreement covering those employed in the company's bunkering operations on San Francisco Bay expires on March 2.

TRAINING

With the beginning of the new year, all hands are again reminded that in order to continue sailing after February 1, 2002, you must have an STCW (Standards of Training, Certification and Watchkeeping) '95 certificate.

With a little over a year to go before this mandatory requirement goes into effect, members who do not hold an STCW '95 certificate should sign up for one of the training sessions scheduled for this year. A complete schedule of the five-day training for 2001 will be printed in this month's West Coast Sailors.

In addition to STCW '95 training, interested members are urged to enroll in the Military Sealift Command-required training for the LMSRs. Currently, the SUP crews on deck seven of these vessels with three more on the way. These ships are an opportunity for members to gain seatime and seniority, as well as a paycheck.

MARITIME ADMINISTRATION

Last month reported that the SUP and MFOW had submitted comments to the Maritime Administration regarding a possible open "slot" in the Maritime Security Program (MSP) caused by U.S. Ship Management Inc.'s (USSMI) sale of the Newark Bay to Maersk Line. USSMI had requested MarAd's approval to transfer the Newark Bay's MSP operating agreement to the Sealand Pride.

The SUP and MFOW suggested that if USSMI failed to resume operations under its MSP contract for the Newark Bay and if MarAd did not approve the substitution of the Sealand Pride that MarAd should compel American President Lines to apply for the "slot" to enroll either the foreign-flagged APL China or APL Japan in the Maritime Security Program.

On December 28, MarAd approved USSMI's request to replace the Newark Bay with the Sealand Pride. The approval is subject to several conditions, principally for USSMI to continue to maintain U.S. citizenship and for the company to enroll the Sealand Pride in the Voluntary Intermodal Sealift Agreement (VISA).

The SUP and MFOW are committed to having the APL China and APL Japan in MSP if "slots" become available.

NLRB DISMISSES BURGESS' CHARGES

On October 5, 2000, Wayne Burgess, then suspended and later removed as Wilmington Branch Agent in accordance with Article XVIII of the SUP Constitution, filed unfair labor practice charges with the National Labor Relations Board in Los Angeles against the Sailors' Union.

Burgess alleged that the Union processed charges against him in an arbitrary and capricious manner because of Burgess' alleged Union dissent activity and internal Union political activity.

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

Ms. Aguayo's letter further states:

"There was insufficient evidence produced to demonstrate that either Sailors' Union of the Pacific (Union) or the Wilmington Branch of the Union prosecuted internal Union charges against you in retaliation for your dissident activity and internal Union political activity, or in retaliation for your complaints regarding Union policies and practices. In addition, there was insufficient evidence produced showing that either the Union or its Wilmington Branch possessed any animus towards you because of your complaints. Rather, the evidence revealed that the Union repeatedly notified you of the areas in which your job performance as a Branch Agent was insufficient. As a result of several job performance problems, a fellow Union member filed internal Union charges against you. Those charges ultimately led to your discharge from your Union position. I am, therefore, refusing to issue a complaint in these matters." Under the rules of the NLRB, Burgess has the right to appeal the decision.

Administrator Vern Johansen met at Headquarters with the Union Trustees (Duane Hewitt and your secretary) and attorneys for the Plan and asked if he had in fact written checks to himself from Plan funds without Trustee authorization.

Administrator Johansen stated that he had "borrowed" approximately \$20,0000 as an "advance" on his wages because he was going through a divorce. The Administrator also stated that he fully intended to return the borrowed funds. The Administrator was specifically asked by the Trustees and the attorneys whether there were other financial irregularities caused by him, including the use of the Plan's credit cards for personal use, which he denied.

At the conclusion of the meeting, Administrator Johansen was placed on administrative leave, with pay, pending a full audit of the Plan's finances. He was requested and fully agreed to cooperate with the auditors and other professionals involved in this matter.

Based on the advice of the attorneys to the Trustees (Union and employer) arrangements were immediately made to have Zenith Administrators serve as temporary Plan Administrator until further notice. To investigate the incident, Thomas Havey LLP, auditors for the Plan, were directed to commence an audit of the Plan from August 1, 1999, through February 29, 2000.

The preliminary audit of the Plan conclusively indicated that there were financial improprieties caused by the Administrator so that on March 9, 2000, the attorneys for the Plan formally recommended that the Trustees terminate the Administrator's employment. On March 10, the Trustees (Dennis Herrera for American Ship Management and Captain Jack Sullivan for Matson Navigation Company and Dave Connolly and your secretary for the Union) were polled and voted to terminate the Administrator's employment that day. (It should be noted that on March 1, 2000, Dave Connolly relieved Duane Hewitt, who retired after the recently concluded election, as one of the two SUP Trustees of the Plan.) Given the fiduciary obligations of the Trustees to the participants of the SUP Welfare Plan under the Employee Retirement Income Security Act of 1974 (ERISA), the Trustees had no choice but to take this action.

ERISA was enacted to fully and comprehensively protect and safeguard employee benefit plans. Included in this federal statute are provisions that spell out in detail those individuals who are fiduciaries to the Plans and their responsibilities. ERISA defines a fiduciary as any person who exercises authority over Plan management or the disposition of Plan assets. Additionally, a fiduciary is defined as any person who has any discretionary authority or responsibility over the administration of a plan.

Under ERISA, Plan Trustees and Plan Administrators are fiduciaries, and as such must always act in the best interest of Plan participants and beneficiaries. Along with that legal duty, a fiduciary such as an Administrator may not engage in any prohibited transactions. As defined by ERISA, a prohibited transaction consists of a fiduciary engaging in conduct which involves the use of Plan funds for the fiduciary's own personal benefit

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

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

In addition to the SUP/TRL training program, the Union is participant in a recently formed Pacific Coast Labor/ Management Training Consortium with the Inlandboatmen's Union, MFOW, MM&P, and MEBA. The purpose of the Consortium is to apply for joint grants and other funding for training programs-particularly STCW-from the U.S. Department of Labor and State Workforce Investment Systems. It is hoped that additional funding will enable us to maintain our training programs to ensure that the membership is fully prepared to meet the many new requirements that have been and will continue to be imposed on the maritime industry.

SUP WELFARE PLAN: AUDIT

As reported in March 2000 (see the March 24, 2000 West Coast Sailors), the Trustees of the SUP Welfare Plan were informed on February 25 of certain financial irregularities. On the following day, February 26, Plan

In this instance, although Administrator Johansen intended to pay back the monies he "borrowed," the Administrator nevertheless breached his fiduciary duty because Plan funds were diverted away for Plan participants and beneficiaries. Similarly, he engaged in a prohibited transaction under ERISA by using Plan funds for purposes other than paying benefits or legitimate Plan expenses.

The Administrator's subsequent repayment of funds in April 2000, does not in any way mitigate or legally excuse his breach of fiduciary duty and engagement in a prohibited transaction. Because the Administrator admitted to conduct which violated ERISA's mandates and potentially constituted violations of both federal and state statutes, the Trustees were required to terminate the Administrator's employment.

The completion of the audit by the Havey firm took approximately ten months, and was hindered in numerous respects according to Havey, Zenith Administrators and the Plan attorneys. Those complicating factors included the resignation of the Plan's bookkeeper, the termination of a Plan employee for fiscal improprieties,

SUP President's Report ... continued

the former Administrator's lack of cooperation, and poor record keeping. Examples of the deficient record keeping were demonstrated when it was determined that: 1) there were numerous interruptions of check sequences; 2) receipts could not be located for checks that were written for expenses incurred by the Plan; 3) the terminated employee used the Plan's credit card for personal trips and other personal expenses.

During the course of the audit, it was also discovered that the Plan under Administrator Johansen had failed to collect contributions from American Ship Management for various participants working casual maintenance from November 1997, through March 2000. (See the April 21, 2000 *West Coast Sailors.*)

At the same time, Plan attorneys notified the appropriate governmental agencies, including the Department of Labor, and the insurance/bonding company to comply with the appropriate regulations governing occurrences such as these, and to protect the Plan's interests by seeking reimbursement of those funds which had been improperly expended.

The final auditors report by Thomas Havey dated December 4, 2000, and which was sent to the Department of Labor, relates several findings of which the membership should be aware. In summary they are as follows:

1) During the period from August 1, 1998 through February 29, 2000, numerous checks were made payable to Johansen for which backup documentation could not be located. Ten checks totaling \$3,419.46 were disbursed and posted to training or other accounts. Nine checks totaling \$21,000 were disbursed and posted to the payroll account of Johansen, as an "advance" on wages. However, these accounts were not recorded in the payroll ledger. On April 3, 2000, a cashiers check in the amount of \$20,000 was paid as reimbursement to the SUP Welfare Plan by Johansen.

The auditors report states that in addition to the \$1,000 balance of the "advance" owed by Johansen, the other losses to the Plan attributable to the former Administrator total \$30,327.76. The auditors state that \$6,565.88 of this amount were checks to or on behalf of Johansen with no supporting documentation or business purposes and the remaining \$23,761.88 were possible personal expenses incurred by using SUP Welfare Plan credit cards.

2) It was also noted that several checks to members and non-members did not appear to be valid expenses of the Welfare lated to Plan operations. Vendor files were then obtained and reviewed. The auditors determined that several disbursements appeared to be unrelated to the operations of the Welfare Plan. Some of these expenses were actually expenses of the Union. Similarly, it was discovered during the same time period that the Welfare Plan had provided computers and other services and materials for the Union's benefit which were not authorized, and which totaled \$57,863.57. When that sum was determined to be accurate, the Union reimbursed the Plan on December 22, 2000 the amount plus \$5,897.25 in interest calculated at 6% for a total of \$63,761.22.

4) Beginning on December 1997, and continuing through July 1998, an employee of the Welfare Plan (since terminated), Betty Encalade, was noted as receiving payments for work performed at a rate of \$18.48 or \$18.27 per hour. It was noted that no taxes were withheld by the Administrator for the work performed, and she did not appear on the DE-6 quarterly filing for 1998, required by the State of California. A total of 22 payments were made to her totaling \$8,185.79, not including personal travel on Welfare Plan credit cards.

As a consequence of the audit, the Trustees have agreed to extend the administration of the SUP Plans by Zenith Administrators which have a good track record of administering plans for other union trusts (Machinists (IAM), Service Employees (SEIU), bakery workers, plasterers, restaurant workers and many others).

The Trustees determined that this is the best option to maintain the viability of the Plan and its assets. Zenith will have exclusive responsibility for the handling of all aspects of the Plan's funds based on Trustee authorization.

Although the SUP Welfare Plan has been self-administered for many years, because of the financial improprieties of the former Administrator, the Trustees were informed that the cost of insurance and bonding would be prohibitive if the status-quo were maintained.

Let me assure the membership and their families that all the SUP Plans, despite this recent squall, remain in good financial shape and that all negotiated benefits are being paid as per the agreement.

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 2000, and report back to the membership at the November coastwise meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit of the Union's funds is completed, which will be in about three weeks, necessary committee members 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 Friday, February 9.

HOLIDAYS

All SUP halls will be closed on Monday, January 15, in commemoration of Martin Luther King, Jr.'s Birthday, which is a holiday under collective bargaining agreements with American Ship Management (offshore and shoreside), Matson Navigation Company (offshore and shoreside), Patriot Contract Services (LMSRs and Ready Reserve Fleet) and the San Francisco Bar Pilots. Due to the holiday, the Branch meetings will be on Tuesday, January 16.

Next month, SUP halls will be closed on Monday, February 12, for Lincoln's Birthday, which is a holiday under the collective bargaining agreements with American Ship Management (offshore and shoreside), Chevron Shipping Company, Matson Navigation Company (offshore and shoreside), and the San Francisco Bar Pilots. Due to the holiday, the Headquarters meeting will be on Tuesday, February 13.

On Monday, February 19, all SUP halls will be closed for Washington's Birthday (Presidents' Day) which is a holiday under the collective bargaining agreements with American Ship Management (offshore and shoreside), Matson Navigation Company (offshore and shoreside), Foss Maritime Company, Patriot Contract Services (LMSRs and Ready Reserve Fleet) and the San Francisco Bar Pilots. Under the Chevron agreement, Washington's Birthday is observed on February 22. Due to the holiday, the Branch meetings will be on Tuesday, February 20.

ACTION TAKEN

Election of Quarterly Finance Committee: Paul Fuentes #2239, Louis Frazier #2247, Bill Berry #5719. Remainder to be shipped off the deck.

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

ВицеПресидентжсРепорт

January 2001

orking in support of Norfolk Representative Jack Stasko, fielded numerous phone calls on LMSR issues. As the number of LMSR's under SUP contract has increased, so too have increased the number of clarifications and questions. All hands have worked hard and sacrificed much to make the operation a success; certain issues will require more investigation and I will keep the membership informed as to the progress.

Working with the Foss Negotiating Committee and Secretary Lundeberg, I compiled the various Addendums and side-letters that comprise the Foss Agreement and, together with many new proposals and revised proposals, merged them into one comprehensive document. This document was the basis for our first meeting with the Company on January 12. Preparations for these negotiations included extensive research in comparative labor costs and conditions, as well as pension and health costs. The Committee has shown steadfast commitment to the process and that will without doubt favorably affect the outcome. Numerous meetings are scheduled for Janu-

year the Standard Oil Co. of California formed a company union called the Standard Marine Employees Union (SMEU). It was designed to generally evade the labor unrest of the time and particularly the organizing efforts of the SUP. Throughout the 1930's and 1940's the SUP was enormously successful in organizing numerous other tanker companies like Los Angeles Tankers, Deconhill, Richfield, Pacific Tankers, General Petroleum and others. But Standard Oil remained alone. Tough negotiations with the other operators invariably produced wage gains that Standard Oil would match or better by a few pennies in order to resist the membership of its sailors in a union that represented the whole industry: the SUP. In January of 1945 the NLRB ruled in favor of the SUP's position that the SMEU was a company dominated union and was therefore illegal under the Wagner Act. Elections ensued in which the SMEU, the NMU, no union, and the SUP were the choices. The SUP won the election because most of the sailors in Standard Oil ships, who had been sailing there at the request of the Union,

Plan.

3) The cash disbursements for each SUP Plan (Welfare, Money Purchase, 401(k), Joint Committee) were reviewed by the auditors and it was determined that only the Welfare Plan had disbursements which did not appear to be expenses re-

Record of SUP Shipping December 2000

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	1		4	1	10
Maint. Man		0	0	0	4
A.B. Daywo	rker 0	0		0	4
A.B		9	19	11	62
O.S			1		8
Standby			100		170
•					

ary and February.

Secretary Lundeberg, San Francisco Business Agent Bill Henneberry, and I met again with the Chevron Negotiating Committee on January 17 to review the proposals sent in from the Chevron membership and to analyze comparative wage and benefit data. After an early start the next day, the negotiations concluded late in the evening of January 18. The dedication of rank-and-filers Thor Erikson and Peter Bragg, who sacrificed precious vacation time to participate, helped produce an Agreement that in terms of total compensation and favorable working conditions is second to none. It is the result of assiduous preparation, negotiating skill, and more than 50 years of labor relations with Chevron.

For the benefit of the membership, a rough sketch of the SUP's effort to organize Standard Oil begins in 1933. In that

were junior members of the SUP. Since then, the SUP has represented the interests of all three unlicensed departments in Standard Oil's (now Chevron's) fleet. The remarkable similarities to the tanker industry today recall Aldous Huxley's observation that the "charm of history and its enigmatic lesson is that from age to age nothing changes yet everything is completely different."

Dave Connolly

Membership concurs with Appeals Committee

At the coastwise SUP meetings in January, the membership unanimously concurred with the Appeals Committee's recommendations in the matter of Wayne Burgess.

Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

Basic Fire FPersonal Su	0 0	Basic First AidPersonal Safety and	Social Responsibility
Jan. 29-Feb. 2 Feb. 12-16 Feb. 26-Mar. 2 Mar. 5-9	May 14-18 June 4-8 June 18-22	Aug. 20-24 Aug. 27-31 Sep. 10-14	Nov. 5-9 Nov. 12-16 Nov. 26-30
Mar. 19-23 Mar. 26-30	July 9-13 July 16-20 July 3-Aug. 3	Sep. 17-21 Sep. 24-28 Oct. 15-19	Dec. 3-7 Dec. 10-14 Dec. 17-21

Military Sealift Command LMSR Vessel Training

Oct. 29-Nov. 2

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

Aug. 6-10

Mar. 6-21	May 29-June 13	Sep. 11-26	Nov. 27-Dec. 10
Apr. 17-May 2	July 10-24	Oct. 23-Nov. 7	

Small Arms Training (MSC approved)

Feb. 21-23	June 11-13	Sep. 24-26	Dec. 10-12
Mar. 19-21	July 23-25	Oct. 1-3	
Apr. 30-May 2	July 30-Aug. 1	Nov. 5-7	

	Survival	Craft (Lifeboatman
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Feb. 26 -Mar. 2	Apr. 30-May 4	July 16-20	Oct. 15-19
Mar. 26-30	May 21-25	Aug. 6-10	Nov. 12-16
Apr. 9-13	June 25-29	Sep. 17-21	Dec. 10-14

Hazardous Materials — HAZMAT (First Responder)

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

Tankship Dangerous Liquids (Tankerman PIC)

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

Training Information and Enrollment

Contacts

Welfare Notes

January 2001 Active members

The Welfare Plan needs your current mailing address. The statements for your Money Purchase Plan account were mailed to you in December and many statements have been returned to the Plan Office because of a wrong address. If you have moved or changed your mailing address, please notify the Welfare Plan as soon as possible. We anticipate more mailings this year and it is to the member's benefit to receive the mailed information. If you need to update your address, or want to double check your address on file, please write or call the Welfare Office.

Retirees

Do you have a will or a living trust prepared? If you have not looked into this, now is the time. A will or living trust can direct your assets to your beneficiaries and heirs.

You can call Senior Citizen Services and organizations along with volunteer groups in your community to see if they can assist you. Many attorneys volunteer their time with senior groups to aid in preparation of wills and trusts.

> Rich Reed SUP Welfare Plan Representative

SUP Welfare Plan 450 Harrison Street San Francisco CA 94105

Telephone Numbers:

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

Harbor Festival in Honolulu



Manning the Maritime Trades Department booth at the first annual Honolulu Harbor Festival held at Aloha Tower are from left to right: MFOW Port Agent Bonny Coloma, SUP Vice President Dave Connolly, who was in town attending a benefits plan conference, and SUP Branch Agent Mike Duvall.

Seattle celebrates the holidays

Apr. 9-13

Apr. 30-May 4

00110000

Jack Mannering, Director Andrew Furuseth School of Seamanship 450 Harrison Street, San Francisco, CA 94105 Jack Mannering, Director Tel: 415-640-3525 Fax: 925-674-1011 E-mail: jmannering@hotmail.com or: planoffice@sailors.org

Rich Reed, SUP Welfare Plan Rep SUP Welfare Plan 450 Harrison Street San Francisco, CA 94105 Tel: (415) 778-5490 Fax: (415) 778-5494 E-mail: planoffice@sailors.org

IMPORTANT! Get your STCW '95 before February 1, 2002



SUP photo/Robin Colona

Walking in the door, at the SUP/MFOW hall in Seattle, is pensioner Erik Patterson and his wife, seated from left to right are Leo Hunio, Ardean Swegal, Bob Bacon, Mrs. Karl Andersen (back to picture), Eddie Ridder, Val Swegal, Red Scott, and Karl Andersen all former or active members of the SUP. From the looks of it a good time was had by all. Similar celebrations were held at all SUP/MFOW halls..

SUP Branch Reports

Сеапле

December 18, 2000

Shipped for the period: 1 bosun relief taken by a B card; 1 bosun filled by a B card; 2 AB jobs taken by A cards; 2 relief AB jobs taken by B cards; 1 B card to OS, and 1 C card and two registrants to *Chevron Mississippi* in at the shipyard in Portland.

Registration for the period is 5 A cards for a total of 25; 6 B cards for a total of 18, and 5 C cards for a total of 13.

Ships checked

APL Philippines big turnover in the crew, no problems. APL Singapore collected overtime for gang turning to on a weekend. Rigging loft checks out okay. R.J. Pfeiffer and Kauai running smoothly. Chevron Mississippi at Swan Island. These sailors cleaned up the ship for the yard and the entire crew, top to bottom, is to be commended for a tough job well done.

Another outstanding job with Sister Robin Colonas managing the Christmas party. Along with MFOW agent Mike Carr, they put together a great feed.

Special thanks to Tony Jones' family for the Christmas tree and fish, and John Furrie and Chuck Stahl for building the tables.

As I write, the Pacific North West Newspaper Guild workers are still out on the picket lines and the Sailors' Union will continue to stand with them. Merry Christmas and a Happy New Year to all.

> Vince O'Halloran Branch Agent

Шилинпон

December 18, 2000

Shipped the following for the period: 6 bosuns, 18 ABs, 2 AB Maint., 2 OSs, and 93 standbys for a total of 122 shipped. Registration stands at 54 A cards, 22 B

cards, 10 C cards and 9 D cards. Ships checked

President Truman, Maui, Manoa, Manulani, APL Thailand, Lihue, President Jackson, Mahimahi, APL Philippines, Lurline, President Kennedy, President Wilson, President Adams, President Grant, Mokihana and the APL Singapore.

Mark Hurley will relieve William Berger December 22 to January 2. I will be going north for the holiday.

The SUP/MFOW Christmas party was a huge success. Thanks to the members who set up the tables and cleaned up after the party. Also a special thanks to Dick and Bob Berger, Harland Wolford, Frank Safratierra for making salads and Dick and Bob for steak and sausage barbecue.

William Berger Branch Agent

Чонолулу

December 18, 2000

Shipped the following during the month of 2000: 7 ABs, 2 AB reliefs, and 1 OS. Filled by 2 A members, 4 B members, 2 C members and 2 D registrants. Also shipped 19 casual standby jobs filled by 4 C members, 14 D registrants and 1 MFOW casual. A total of 29 jobs were dispatched.

Registration for the month of November is as follows: 9 A members, 6 B members, 1 C member and 5 D registrants. To this date, we have 14 A members, 7 B members, 4 C members, and 8 D registrants, for a total of 33 registered.

Ships checked

Manulani, Ewa, Lihue, Kauai, Maui, Chief Gadao, Lurline, R.J. Pfeiffer, and Matsonia, all with few or no problems. On November 17, the USNS Fisher arrived at Pearl harbor with a major food beef. It seems the steward department considers the salad bar as the third entree. The vessel sailed with this beef still pending.

On November 11, the Honolulu Port Council staffed a booth at the first annual Honolulu Harbor Festival held at Aloha Tower. Vice President Dave Connolly, who was in Honolulu for a Union benefits seminar, also made an appearance with his wife and daughter. Dave and I also made the Paint & Rigging gang and the *s/s Lurline*. On November 24, retired business agent Kaj Kristensen, who was vacationing in Honolulu, took a busman's holiday and accompanied me on the morning patrol making the Paint & Rigging gang, *chief Gadao* and the *Lurline*. The sailors were quite surprised and happy to see him.

In closing, the Honolulu Branch sends Season's greetings to all our Brothers and Sisters out at sea and on the mainland. A Mele Kalikimaka and Hauoli Makahiki Hou to all!

> Mike Duvall Branch Agent

НафолОффице

January 8, 2001

Since my last report, the port of Norfolk remains very busy. I still have five LMSR ships in the area, one in Baltimore and one in the Gulf. I took care of Union business and visit all ships in the Norfolk area, weekly. A lot of health and dental questions; I have been in close contact with Brother Rich Reed on this subject.

Shipping remains very good. I would like to thank Mike Binsky for his fine letter to the *West Coast Sailors*, and to press on one of his points: To all our A and B members—Consider one of these jobs and bring with them not only your skills but some SUP style.

Ships checked

In the last two weeks, shipped 4 ABs, and OS filled by 1 C card and 3 D registrants.

USNS Shughart got underway for sea trials with Chris Rogers, bosun and Arirona Lynn, delegate: in good shape. USNS Seay, Robin Colonas, bosun and Joe Obsuna, delegate: doing a fine job. USNS Gordon never a problem on this one: Mark Littljohn bosun, and Randy Valdez, delegate. USNS Yano, bosun Jim Bailey and delegate Rich Crowell have the ship running smoothly. USNS Gilliland, bosun Steve Cary and Marty Shields delegate: in good shape. USNS Fisher, in Baltimore, Mike Binsky bosun in very good shape.

I have been in close contact with Jack Mannering on sending ABs out to the LMSR Training Course.

Jack Stasko



СанФранцисцрБусинессАгент

January 8, 2001

The year-end brings us to tax season, and I've noticed a significant surge in interest in the SUP 401(k) Plan. I recommend this method of tax deferred saving to all members. We will keep the various vessels supplied with forms to sign up. If you are already signed up and are just coming back to work, or you are going to work on a different ship, it is not necessary to fill a new form. Simply let the captain know you want the contribution to be made, usually a copy of the front of the form with the basic information filled out is sufficient. Made the following ships during the past month:

Chief Gadao - Jon Rose delegate: Ruffled feathers over the overtime sheets. Seems the captain wants management codes to be entered by the delegate. This is OK so long as we don't loose sight of the basic purpose which to keep the payroll accurate. Basically a happy ship. Storing problems taken up with company resolved right away. autos to the islands. One clarification on arrival in port (Sec. 37(a)) just to let the gang know where they stood. Vessel continues to run between Honolulu to LA with only an occasional call at Oakland. Blackie Breithaupt has relieved George Simpier as bosun.

Matsonia - Jon Morrell, delegate: Art Thanash relieved Charlie Clark for his trip off.

Mokihana - Charles Mohun brought her in clean and took his trip off. Rough trip with tank inspections all the way to Guam, and bad weather (containers damaged and hanging over the side) on the homebound leg.

Moku Pahu - Joe Moitoso, delegate: Angel Gojilde finished his time as bosun. Vessel laid up in San Francisco awaiting a charter or the sugar season.

R. J. Pfeiffer - Delegate Pat Minici took his trip off and Jim Clay is the new man with the OT sheets. Problems on this ship largely of our own making: when a sailor signs on as AB he/she is presumed to be able to steer. If that isn't the case he/she must very quickly learn, or get off the ship. Electrician on here apparently can't cooperate with the deck gang to get the lights changed on the foredeck. Reviewed this situation with MFOW vice president Bobby Iwata.

a lot of new crewmembers on board due to the holidays, but all went well. Vessel just finished a yard period and is expected to run until about October

Ready Reserve Fleet-Alameda - *Cape Girardeau* called for a full crew and went for sea trails. Teo Rojas took the delegate responsibilities

ASM Shore Gang - Norman Kwak, delegate.

President Adams - Bill Remoto, delegate.

President Grant - Teo Rojas, delegate. Big turnover, but a happy ship.

President Jackson - Dennis Tinsley, delegate.

President Kennedy - Gabe McDonald, delegate. Gabe got off unfit in Hong Kong so vessel is homebound shorthanded. No fault of the company.

President Polk - Charles Duke, del-

Kauai - Mike Dirksen, delegate: In good shape.

Mahimahi - Tom Larkin, delegate: Mostly a good trip. Discussed the manning of the bunker operation with the captain and the delegate; things should run a little smoother next trip. Joe Piscopo relieved Orsen Larsen as serang.

Manoa - Tony Montoya, delegate: In good shape. Had a long discussion with the delegate and bosun about having the Business Agent promote a crewmember to bosun. When there is nobody available in the hall except C and D seniority sailors, and then shipping the new sailor to the AB job.

Maui - David Gillis, delegate: This ship came up from down south to take some

Chevron Colorado - Bert Burris, delegate: Regular run. All in good order. Gang submitted a number of issues for the Chevron Negotiating committee.

Chevron Washington - Ray Morales, delegate. Kim Hoogendam bosun. Sailed for Honolulu. Dave Connolly collected a day's pay for the gang on this one on a failure to provide shore leave-launch service in Panama Canal Zone.

Chevron Mississippi - Will Williamson, delegate. Brian Yost, bosun. The ship has

egate.

President Truman - Mike Henneman, delegate. Up from Wilmington in good shape (not the ship itself which shows years of neglect in maintenance). The crane was not working when I was aboard; lots of cartons stacked on the dock.

Foss Maritime - Negotiating Committee met several times at Headquarters to formulate a new contract. The committee will be meeting with the company very shortly. Tom Tynan, delegate.

San Francisco Bar Pilots - New Pilot boat *San Francisco* is now at Pier 9. The SUP boat operators are beginning the training and break in process. Compared to the current station boats, which are 85 ft. in length, the new vessel is 104 ft. long and broader in the beam, so she will take some getting used to. Roy Tufono, delegate. *Bill Henneberry*

Deck
Bosun 1
Carpenter 0
MM 4
AB
OS
Standby <u>30</u>
Total Deck Jobs Shipped 62
Total Deck B, C, D Shipped 22
Engine/Steward
QMED 0
Pumpman0
Oiler 0
Wiper0
Steward0
Cook 0
Messman 0
Total E&S Jobs Shipped0
Total E&S B, C, D Shipped 0
Total Jobs Shipped - All Depts 62
Total B, C, D Shipped-All Depts 22
Total Registered "A" 90
Total Registered "B" 76
Total Registered "C" 9
Total Registered "D" 11

January

Former SUP President Paul Dempster dies December 17, 1999...Matson requests approval from MarAd to operate two of the three C-9 type vessels in the domestic trades...Floating sweatshops; foreign-flag cruiseship working conditions exposed...World Trade Organization: Europeans are pressing the United States to negotiate an agreement on maritime services... California Labor Federation mobilizes for March primary election...San Francisco Bar Pilots proposal to build two new pilot boats approve by Board of Pilot Commissioners...APL adds U.S.-flag calls to new Korean port...Maritime bills pending before the 2nd session of the 106th Congress...Foreign-flag millennium cruises plagued by problems...MarAd denied the

MEBA's request to delay reflagging of eight vessels from U.S. to Marshall Islands registry...California begins ballast water exchange program...Foreign-flag cruise workers plead guilty to discharging oil in Alaskan waters...International Maritime Organization (IMO) focus on cruiseship safety...Hijacked freighter found; captain commits suicide... Pirates who hijacked the Cheung Son and murdered the 23 crewmen are sentenced to be executed by Chinese...Seamen take action over crimping swindle in the Philippines... Pro-maritime Congressmen announce their retirement... 43rd Anniversary of former SUP Secretary Harry Lundeberg's death...

February

SUP ballots counted: Gunnar Lundeberg re-elected President, Dave Connolly elected vice President, Wayne Burgess wins Wilmington, Vince O'Halloran re-elected in Seattle, Mike Duvall wins Honolulu, Bill Henneberry elected San Francisco Business Agent...Chevron Shipping Company rates, overtime and premium rates increased by 2% effective February 1, 2000...Memorandum of Understanding ratified with Patriot covering wage and fringe benefit rates for RRF ships ... Exxon Seamen's Union Ship Representatives Conference...SeaRiver Maritime will operate all of ExxonMobil's vessels including the SUP-contracted American Progress...U.S. cargo preference laws questioned by government agency...Matson Navigation Company awaits MarAd ruling on ship deployment...APL Pacesetter-type vessels scrapped in Mexico...MarAd changes U.S. fleet calculations...IMO meeting in London drafts physical standards for seafarers...Matson to increase fuel surcharge...Helen Bentley urges tax relief for American merchant marine...ITF Global Mariner completes world voyage...Canadian merchant navy vets win \$50 million compensation... French and Germans propose tougher maritime security rules...\$99 million in Clinton budget to fund MSP....Weak cabotage laws force Aussie seafarers to fight for domestic shipping...

March

Sailors' Union's 115th Anniversary, birthdays of Andrew Furuseth and Harry Lundeberg...Fourth SUP-contracted LMSR christened in New Orleans...Exxon Seamen's Union News now in West Coast Sailors... Unions oppose changes to new shipping law...Merger referendum approved by SIU-AGLIWD and NMU... Comprehensive study of America's maritime history is undertaken...Foreign-flag cruiseships continue to pollute, government study says...Alaska Congressmen sponsor oil exploration and development bill...California on top in Union growth...Pirates beware-Gurkhas for hire... Officers charged in Philippine ferry sinking...Foreign-flag cruise lines cited for Alaska emissions...Snakeheads & job sharks...U.S. Supreme Court voids state's tanker-safety rules...Australian Senate guts "ships from hell" bill... San Pedro Wall of Honor Committee accepts SUP donation of \$16,600...Bills to ban export of Alaska North Slope Oil introduced

Fast Sealift ships for the Military Sealift command was rejected...SUP members in *American Progress* will be offered jobs with SeaRiver Maritime...

May

Ready Reserve Fleet contracts awarded by MarAd; Patriot Contract Services awarded six vessels...Matson and Patriot intend to submit bids to the Military Sealift Command to operate and maintain the USNS William A. Soderman and the USNS LCPL Roy M. Wheat...U.S. seafarer shortage addressed at national forum...MSP, VISA, cargo preference essential for U.S. in peace and war...Former MarAd administrators assess U.S.-merchant marine...Matson growing with the Hawaii system and global drug trafficking...LMSR wage increase effective July 23... Patriot Contract Service withdraws its protest against MarAd...Pension office relocates...Charges filed against Wilmington Agent... Democrats nail maritime plank to Party platform... ARA's Steinberg dies...Skipper in USNS Seay praises SUP gang...Global Mariner sinks...Canada seizes runaway flag ship...Indian dockers ratify long-term agreement...California declares holiday for Cesar Chavez...ILWU election results: Spinosa tops McWilliams for president...

September

Unions, ports, travel organizations urge Congress to back U.S. cruiseship bill - American ships, American

jobs...Workers rally against floating sweatshops on Capitol Hill..."Crisis at Sea" an Maritime Trades Department report...The General Accounting Office extends its deadline to rule on the award protests against MarAd until October 10, regarding the Ready Reserve Fleet awards...Military Sealift Command delayed deadline for companies to bid on LMSR vessels...Contract opener sent to Foss...Cargo preference laws needed for a strong U.S.-flag merchant fleet...House passes resolution honoring U.S. merchant mariners-Lane Victory cited...Foreign cruise vessels cited for Alaska pollution...ITF targets flag-ofconvenience cruiseships in Florida...

Matson to increase fuel surcharge... *Fisher* struts her stuff during Summer 2000...*USNS Seay* participates in military exercise... Australian Senate applauds seafarers... Most non-union employees lack pensions benefits... Annual Report Summary of the SUP Welfare Plan...Annual Report Summary for the SUP Money Purchase Pension Plan...Notice to interested SUP 401(k) Plan... Graykowski recalls crucial merchant fleet role in Persian Gulf War...

October

Judge Bryant of the United States District Court for the District of Columbia decisively rejected a challenge by the American Maritime Offices (AMO) to overturn a Military Sealift Command award to Patriot Contract Services to manage 10 LMSR vessels...Sailors' and Firemen to open East Coast office...SUP Constitution books available... Coastwise vote on Trial Committee's report completed; Wayne Burgess removed from office...U.S. cruiseship bill introduced in the House...Chevron to acquire Texaco...*America* set to run between Europe, East Coast and Far East...Supreme Court rules ExxonMobil must pay fine for *Valdez* spill...Welfare Plan Training Benefit Guidelines published...

November

Three additional LMSRs in December...Norfolk office opens...Foss Maritime Company and Negotiating Committee agree to extend the Foss agreement until midnight March 2, 2001...Chevron agreement expires on January 31, 2001... Burgess appeals membership decision...Matson ends all-water Pacific Coast shuttle; trains replace ships...Congress not likely to act on U.S. cruise ship bill this year...UFW ends grape boycott... Matson to increase Hawaii freight rates...Maritime Union of Australia calls for inquiry over grounding of foreign-flag ship; forms an alliance with environmental groups...Oakland dredging project is finally funded... "Half ahead" for ships near Los Angeles to curb pollution...Ex-Lurline sinks off Cape Town...Maritime Administrator urges nation to remember merchant mariners on Veteran's Day...

West Coast Sailors The year in review: 2000

economy; adds seventh ship...British seamen polled for strike action...Norwegian maritime workers win wage hike...Captain charged after a crewmember reports a leak to the Coast Guard...Florida' Supreme Court stands firm against crime on cruiseships...Maritime Union of Australia takes cabotage fight to court...

June

All-American cruiseship bill clears Senate Commerce Committee...SUP gang in *President Grant* commended for 'classic' rescue at sea...New ASM and Matson Wage Rates...Philippines government increases base wages for seamen...Court rules Coast Guard has authority in mariner cases...MarAd celebrates 50 years...California shipping lanes moved farther out to sea...East Coast longshoremen vote to extend bargaining agreement... Australian maritime unions take the government to court alleging breach of the Navigation Act...Maritime Policy Initiative 2000 urges existing maritime policies continue...Fatigued mate and poor support system faulted in collision of *Norwegian Dream* and the *Ever Decent* in August 1999...President Clinton's Maritime Day 2000 Proclamation...

July

U.S. cruiseship bill (S.1510) prompts company to arrange financing for vessel construction...MarAd requests comments on Maritime Security Program... Bloody Thursday commemorated...General Accounting Office (GAO) scheduled a hearing to question MarAd's decision in awarding the RRF contracts...MSC on the request of M&P and MEBA postponed the deadline for bids to be submitted to operate the LMSR vessels...SUP Welfare Plan made two improvements: annual medical and hospital benefit for pensioners and rollover for qualified 401(k) Plans into the SUP 401(k) Plan...Rosie the Riveter/World War II National Park for Richmond, CA...Matson profits increase in second quarter...MarAd to institute U.S. citizen requirements for fishing vessels...RMT votes to continue industrial action against British Royal Auxiliary fleet... Greenpeace call for abolition of flags-of-convenience system...Danish ferry company to use Polish crews to cut costs...Flag of convenience wages to increase over four years...Kudos for the SUP gang in the USNS Fisher...Foreign-flag cruise vessels must comply with ADA...Army general says MSP and VISA successful and necessary...Foreign-flag cruiseships blasted for inadequate fire safety standards...SIU PD Supplemental Benefits Fund, Inc. annual report...SIU PD Pension Plan annual report...Fire retardant paint approved...USNS Fisher hosts NATO VIPs...California Labor Federation's 23rd Biennial Convention...

April

Maritime industry group lists initiatives to grow U.S.flag fleet...Chairman of Joint Chiefs says U.S. merchant marine vital to defense...Crew member in APL foreignflag ship jailed for immigrant smuggling...Matson withdraws its application to the Maritime Administration to operate two C-9 type vessels in service between Vancouver, British Columbia; Seattle; Oakland; and Honolulu...Matson's bid to operate and maintain eight

August

SUP-crewed *Chevron Washington* to the rescue off Oregon coast...International panel told of ties between FOC

December

Job opportunities for SUP members continue to grow in 2000...American Ship Management notified SUP that APL will reflag foreign the *m/v America*...Patriot Contract Services and Matson Navigation Company were unsuccessful in their bids to operate the *USNS William Soderman* for the Military Sealift Command...Presidentelect Bush backs strong maritime industry...Vietnam vets eligible for compensation and care from Agent Orange exposure...IMO releases "white list" of STCW compliant nations...MM&P and Matson ink five-year contract...Avondale workers ratify first agreement... Workers get greater drug test protection...Maritime Union of Australia condemns governments lack of maritime defense policy...IMO adopts black boxes for ships...