



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, January 24, 2003

## Matson confirms order for *Manukai*-class ships

Matson Navigation Company has confirmed its purchase of two new 2,600 TEU containerships currently under the construction at Kvaerner Philadelphia Shipyards by waiving a cancellation clause.

The contract for the vessels was signed in May 2002, but Matson had the option to scuttle the deal as late as three months prior to delivery.

The two diesel-powered ships will cost approximately \$110 million per ship and will be deployed in Matson's Hawai'i service when construction is completed. The *m/v Manukai* is scheduled for delivery in mid-2003 and the second vessel in 2004.

Kvaerner is also building two other containerships in Philadelphia on speculation. It is not known whether Matson is interested in these vessels.

In other news regarding the *Manukai*, Matson has developed a new add-on section to its website ([www.matson.com](http://www.matson.com)) entitled "Birth of a Ship" which provides progress reports on the vessel's construction.

## ILWU ratifies contract with Pacific Maritime Association

By an overwhelming majority, members of the Longshore Division of the International Longshore and Warehouse Union ratified a six-year collective bargaining agreement with the Pacific Maritime Association on January 22. Member companies of the PMA took the same action.

The struggle to achieve a contract had many milestones. After endless rounds of fruitless bargaining sessions, the PMA locked out the ILWU on the West Coast on September 27, accusing the Union of slowing down on the job. This employer "strike" finally led to President Bush to seek an injunction on October 8, under the provisions of the Taft-Hartley Act to reopen the ports. During this period, rallies in support of the ILWU were held up and down the coast with the SUP as a full participant.

Bargaining with the assistance of Federal Mediator Peter Hurtgen and AFL-CIO Secretary-Treasurer Richard Trumka, the parties reached agreement on November 23. The ILWU Longshore caucus recommended the pact for membership vote on December 12,

and balloting occurred from January 6 through January 13.

Going into bargaining, the Union set three priorities: maintain its 100 percent employer paid health care benefits, increase pension benefits and win jurisdiction over operating new technology.

"The ILWU battled three for three on its main concerns," ILWU President Jim Spinosa said.

The contract guarantees medical benefits for the next six years, pension increases and gives the jurisdiction over port computer technology—the issue that ignited the employer lockout—to the Union.

"The contract says that the

**ILWU**

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## Flag-of-convenience fleet linked to al Qaeda terrorist network

U.S. intelligence officials have identified approximately 15 ships around the world that they believe are controlled by Osama bin Laden's al Qaeda.

According to a page one article in the December 31, 2002, *Washington Post*, staff writer John Mintz reports that intelligence experts said the vessels "could be used by the terrorist network to ferry operatives, bombs, money or commodities over the high seas."

Facilitated by flag-of-convenience registries, U.S. intelligence agencies can lose track of suspicious vessels "which are continually given new fictitious names, re-painted or re-registered using invented corporate owners, all while plying the oceans," the article said.

Flag-of-convenience countries, such as Panama and Liberia, offer shipowners from other countries an easy way to register their ships, with little or zero taxes, substandard safety, labor and environmental standards compared to U.S. requirements, and with no meaningful restrictions on the nationality of crews.

"As they scramble to keep tabs on the largely unregulated and secretive global maritime industry, U.S. officials have no end of worries about how nautical terrorists could attack U.S. or allied ports or vessels," the article said quoting government officials. "They [government officials] cite such scenarios as al Qaeda dispatching an explosives-packed speedboat to blow a hole in the hull of a luxury cruise ship sailing the Caribbean Sea or having terrorists posing as crewmen commandeering a freighter carrying dangerous chemicals and slamming it into a harbor."

### PERILS OF FLAG-OF-CONVENIENCE SHIPPING

U.S. intelligence officials are preoccupied with the perils posed by "thousands of merchant ships worldwide that are registered in flag-of-convenience nations some

of which ask for almost no information from shipping firms that 'flag' their vessel with them," according to the report.

The *Washington Post* article underscored the ease and the lack of information that goes along with flag-of-convenience shipping.

"Belize allows companies to register vessels online, for example, and countries such as Comoros and St. Vincent and the Grenadines – and even landlocked Bolivia – barely keep track of their ships," the article said attributing the information to U.S. government officials.

### THE AL QAEDA CONNECTION

The article also quoted U.S. Navy officials saying that al Qaeda has used one fleet of ships registered in the Pacific island of Tonga to transport operatives around the Mediterranean Sea.

The al Qaeda firm, known as Nova and incorporated in Delaware and Romania, "has for years engaged in smuggling illegal immigrants," according to the report which attributed the information to U.S. and Greek officials. The *Washington Post* article further quoted the officials as saying that the al Qaeda string of vessels often change their names and countries of registry.

In February of last year, eight Pakistanis jumped off one of the al Qaeda cargo ships, the *Twillinger*, at the port of Trieste, Italy, after coming from Cairo, according to the article. "U.S. officials say they determined that the men—who lied about being crewmen and carried false documents and large sums of money—had been sent by al Qaeda," the report said.

Another incident involving another Nova-owned ship recently renamed the *Sara* occurred in August when its captain radioed Italian maritime authorities informing them of being forced by the ship's owner to take on 15 Pakistanis in Casablanca, Morocco, who were menacing his crew, according to

the article.

"Although the 15 claimed they were crewmen, when questioned by U.S. and Italian officers, the captain said they knew nothing about seafaring," the article said. It was also reported that U.S. officials found "tens of thousands of dollars, false documents, maps of Italian cities and evidence tying them to al Qaeda members in Europe, and concluded that they too, were possibly on a terrorist mission." The Pakistanis were subsequently charged in Italy with conspiracy to engage in acts of terrorism, the article said.

### FORGED DIPLOMAS—KEY TO SEAFARING EMPLOYMENT

The growing prospects of al Qaeda terrorists infiltrating crews and seizing ships prompted U.S. Navy and Coast Guard intelligence experts to examine student lists from hundreds of seafaring academies around the world, according to the report.

"Diplomas from these schools are needed for work on most ships, and trade in fake certificates is brisk in many port cities," the article said.

### U.S. EXPANDS SURVEILLANCE EFFORTS

In addition to using satellites, surveillance planes and information provided by allied navies and overseas informants, U.S. intelligence agencies are using large data bases to track cargo, ships and seafarers to search for anything out of the ordinary that

FOCs linked to al Qaeda

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## SUP Halls to close for February holidays

All SUP halls will be closed on Wednesday, February 12, 2003, and on Monday, February 17, in observance of Lincoln's and Washington's Birthdays (Presidents' Day), both of which are contract holidays.



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

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

\*In lieu of dues increase.

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Karl Andersen .....	20.00
Jose Angeles .....	20.00
James Bailey .....	40.00*
Charles Bulmer .....	40.00*
Robert Burns .....	20.00*
William DeBenedictis .....	30.00
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George Lua .....	20.00
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Stephen Rydberg .....	25.00
Gary Rymel .....	20.00
Carl Schou .....	50.00
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Francis Walsh .....	20.00*
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Carl Orange .....	20.00
Mike Orosz .....	30.00
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Jeremiah Rozett .....	40.00
Stephen Rydberg .....	50.00
Edward Sabo .....	20.00
Carl Schou .....	50.00
Ted Soderberg .....	20.00
Richard Stinson .....	10.00
Dennis Tinsley .....	20.00
Gene VanKlinken.....	20.00
Colin Walker .....	20.00
Francis Walsh .....	50.00
Gilbert Wilson .....	50.00

## West Coast Sailors

Abraham Acosta.....	25.00
John Bataeff .....	20.00
Clyde Bell .....	20.00
L.L. Ray Brown .....	24.24
Richard Chung .....	25.00
Linda Cramp .....	10.00
William DeBenedictis .....	10.00
James Fernandes .....	25.00
John Folcarelli .....	20.00
Ledo Forassiepi .....	20.00
George Foster .....	100.00
Burnett Green .....	25.00
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Soloma Kapahu .....	20.00
Melvin Kessler .....	75.00
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Gunnar Larsen .....	25.00
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John Palenapa .....	20.00
Erik Pettersson .....	25.00
Angelo Rossino .....	25.00
John Rushing .....	50.00
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Grant Thorne .....	25.00
Clifford Thornhill .....	30.00
Gene VanKlinken.....	20.00
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## Wall of Honor

(San Pedro Merchant Marine Memorial)

James "Bill" Minster .....	20.00
Abraham Acosta.....	25.00
James Bailey .....	35.00
Jim Cunningham in memory of Tom Collins, 1934 <i>Wapama</i> winch driver .....	50.00
Thomas Larkin .....	25.00
Rudy Menchaca .....	100.00
Ramiro Montoya .....	10.00
Trev Motlow .....	100.00
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Duane Hewitt .....	Book #5748
Knud Jensen .....	Book #3940
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Eli Lalich .....	Book #4062
Gunnar Larsen .....	Book #3516
Orson Larsen .....	Book #4095
Charles Mohun .....	Book #6449
Joseph Napier .....	Book #2299
John Perez .....	Book #3810
Ralph Senter .....	Book #7323

## Final Departures

**Vincent Leo Schmitt**, Book No. 7000. Born in California in 1918. Joined SUP in 1947. Died in Las Vegas, Nevada, November 11, 2002. (Pensioner)

**Hardy V. Hansen**, Book No. 5596. Born in Denmark in 1924. Joined SUP in 1948. Died in Port Angeles, Washington, December 10, 2002. (Pensioner)

**Arne Halkier**, Book No. 5580. Born in Denmark in 1918. Joined SUP in 1937. Died in Santa Rosa, California, December 7, 2002. (Pensioner)

**Charles Harry Irvin**, Book No. 339. Born in Oklahoma in 1912. Joined SUP in 1944. Died in San Francisco, California, October 5, 2002. (Pensioner)

**Ralph Healy**, Book No. 5700. Born in California in 1926. Joined SUP in 1947. Died in Ontario, California, December 13, 2002. (Pensioner)

**Kristian Vindum**, Book No. 666. Born in Denmark in 1919. Joined SUP in 1943. Died in El Dorado, California, December 25, 2002. (Pensioner)

**Paul Fredrick Salan**, Book No. 7387. Born in Finland in 1916. Joined SUP in 1955. Died in San Francisco, California, December 20, 2002. (Pensioner)

**Doyle E. Lacy**, Book No. 3936. Born in Arkansas in 1928. Joined SUP in 1944. Died in Arkansas, January 5, 2003. (Pensioner)

**Thomas P. Dolan**, Book No. 2695. Born in Ireland in 1924. Joined SUP in 1951. Died in Ireland, January 3, 2003. (Pensioner)

Support the  
SUP Political  
Fund

## Dr. William Andersen dies

Dr. William Andersen, whose medical practice included the health care of SUP members shipping out of Wilmington before retiring in 1985, died on December 29, 2002 in Palos Verdes. He was 83.

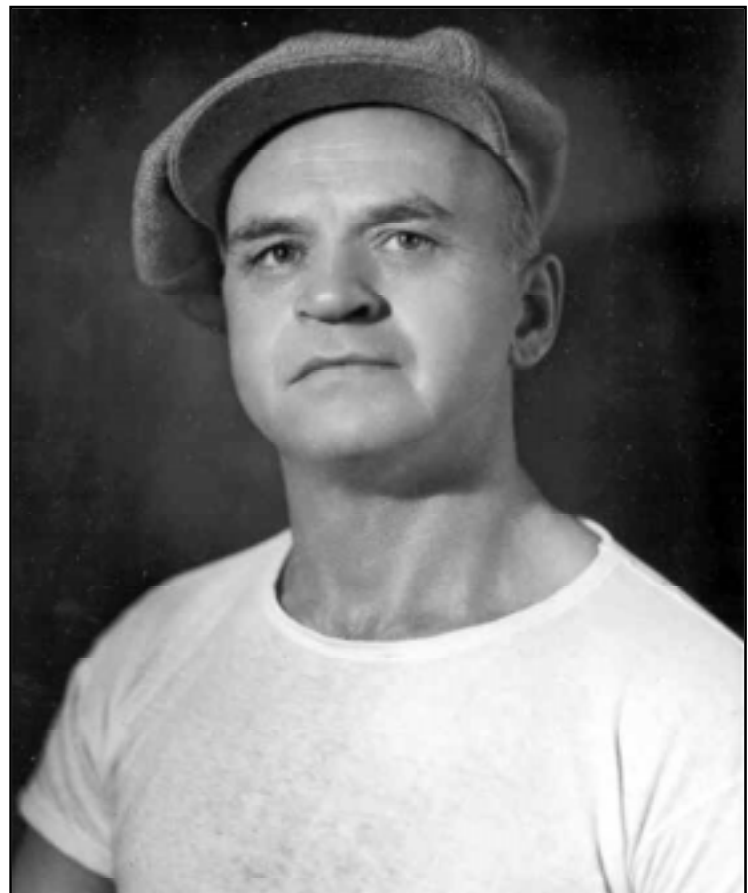
Dr. Andersen was a champion for the health of mariners. His efforts led to the creation of a separate branch of the American Medical Association dealing specifically with merchant seamen and the European Maritime Medical Association.

Dr. Andersen is survived by his wife Gretchen, five children, three step-children and five grandchildren.

## In Memoriam

# Harry Lundeberg

Mar. 25, 1901 - Jan. 28, 1957





## Senate bill passes allowing re-flagged cruise ships to operate in Hawai'i trade

On January 17, the U.S. Senate voted to approve an amendment sponsored by Senator Daniel Inouye (D-HI) to the Omnibus Appropriations Bill to waive the Passenger Vessel Service Act and give Norwegian Cruise Line (NCL) as subsidiary of Malaysia-based Star Cruises Ltd. the right to operate three foreign-built cruise ships in the Hawai'i trades.

The legislation would allow NCL to re-flag three foreign-flag cruise ships under the U.S.-flag. According to the company, the vessels will employ American mariners and comply with U.S. labor, health, tax and environmental laws. Informed maritime sources indicate that the SIU-AGLIWD/NMU and the AMO will crew the vessels.

The proposal dates to 1997 exemptions to federal law, introduced by Inouye, that paved the way for American Classic Voyages to run foreign-built, American-flagged ships in Hawai'i while building two domestic vessels. American Classic also got a \$1.1 billion loan guarantee from the U.S. Maritime Administration. But American Classic filed for Chapter 11 reorganization bankruptcy in October 2001, and the Maritime Administration withheld its loan guarantee.

Norwegian Cruise Lines bought the two

unfinished vessels and sent them to Europe to finish construction.

NCL has been cruising Hawai'i for six years, and runs Hawai'i's lone homeported ship, the *Norwegian Star*, as well as the *Norwegian Wind*. Both are foreign-flagged vessels. Both the *Star* and *Wind* include a Fanning Island stop to meet the requirements of the Passenger Services Act, which prohibits foreign vessels from moving passengers between American ports. Norwegian had been talking with Inouye about an exemption to the law. As U.S.-flagged vessels under Inouye's proposal, the "Project America" ships would not have to stop at Fanning Island, which is about 1,200 miles south of Honolulu in the Republic of Kiribati.

Senator John McCain (R-AZ), who has tangled with Inouye over the granting of special favors to individual cruise lines, made a motion to strike the NCL cruise provision, but the move was defeated in a 62-33 Senate vote.

Senator McCain opposed the 1997 plan and the provision endorsed by the Senate. "I am no fan of protectionist laws that required domestic cruise ships be U.S.-owned, U.S. built, U.S. operated, and U.S. crewed," he said. "But I strongly object to waiving those laws for only one foreign-owned company."

## Customs service formally rejects Jones Act waiver bid

In late December the U.S. Customs Service formally turned down a request by the National Industrial Transportation League (NITL) to waive the Jones Act for coastwise shipping.

The shippers group on October 23, 2002, wrote to Custom's Commissioner Robert Bonner requesting that the Jones Act be waived for 90 days to permit foreign-flag vessels to operate coastwise to

alleviate port congestion caused by the Pacific Maritime Association lockout of the International Longshore and Warehouse Union.

In response to NITL's request, SUP President Gunnar Lundeberg wrote to Bonner (see the November 2002 *West Coast Sailors*) stating that the request should be denied as it was not in the national interest.

## No foreign ships in China-Taiwan trade

In order to keep foreign shipping out, direct sailings between Taiwan and mainland China will only be open to ships registered in Taiwan or China, Hu Hanzhany, mainland China chairman of the Cross-Strait Trade Association said last month. Ships registered in Hong Kong or Macao will not be allowed in the trade, in the initial period, and ships flying flags-of-convenience will not be permitted at all. This is because both China and Taiwan have joined the WTO, and the Strait constitutes a domestic route.

Hu said the cross-Strait navigation could be open between all ports in China and Taiwan or between selected ports, and was open to negotiation.

### ILWU

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new work operating the new technology will not be outsourced to non-union workers," Spinosa said. "That work will be done by ILWU marine clerks."

Still, the Union expects PMA member companies to challenge that and to seek regular arbitrations to minimize clerk work as much as possible. PMA has been forcing clerk jurisdiction issues to arbitration ever since computers were first introduced to the docks more than 20 years ago and a number of PMA companies opposed the current jurisdiction deal. The new arbitration process on technology will likely be tested early and often.

Spinosa said the contract is also a victory for the collective bargaining process.

"Throughout the almost seven months of negotiations the workers' right to collective bargaining were being challenged," he said. "The government threatened to bring in troops to seize the ports if we had exercised our legal right to strike. The employers locked us out rather than bargain. And Bush invoked Taft-Hartley to try to force a settlement on us. But through it all we held fast and kept talking until we finally came out with a negotiated agreement. This shows the process can work if given a chance."

The new contract is retroactive to November 23, 2002 and runs through June 30, 2008.

## Cape Gibson in action



The SUP gang in the Ready Reserve Force ship *Cape Gibson* (ex-*President Jackson*, ex-*Indian Mail*) discharges live ammo to Mike-8 boats at anchor off the Indian Ocean island, Diego Garcia, on January 21, for transfer to *USS Shasta*.

## Sealift support role noted as critical to U.S. military

### National coverage for SUP-crewed LMSRs

The importance of the sealift, surge capacity of the Large Medium Speed Roll-On/Roll-Off (LMSR) fleet in support of the U.S. military has recently been spotlighted by national news media. The *New York Times* recently reported that Air Force General John W. Handy, chief of the United States Transportation Command (TRANSCOM), the branch of the military that is responsible for the movement of all war materiel said, "I am confident that if you say, 'Can you handle the job? The answer is 'Yes.'"

That confidence was echoed by the Military Sealift Command, "My comfort level is extremely high that we'll be able to clearly support the president in the war on terror in terms of providing the logistics support and sustainment for any war," Admiral Brewer, MSC commanding officer, said in a recent interview at his headquarters at the Washington Navy Yard.

More than 95% of all military cargo moves by ship, and the superiority of sealift over airlift as the primary and most reliable form of transportation is becoming widely recognized. Much of this superiority is embodied by the LMSRs. There is more than 350,000 square feet of cargo space in an LMSR, more than any other ship in the history of the U.S. Navy. An entire brigade, supporting 4000 soldiers, can be transported in one voyage. If TRANSCOM had to use the Air Force's C-17 Globemaster to do the same job it would take more than 240 missions. But there are only a few C-17's available for this type of work, consequently most of the work falls to sealift. Sealift is by far the better prepared of all the capabilities that we have," said General Handy.

The strategic advantage of sealift has also become recently apparent. The *Times* article quotes military planners as living by the axiom "Amateurs talk tactics. Professionals talk logistics." James R. Wilkinson, spokesman for the U.S. Central Command said, "Significant interruptions or distortions in the supply chain can invariably lead to significant delays on the execution side."

As the *West Coast Sailors* went to press, SUP gangs are aboard ten LMSRs in Full Operating Status.

## Neptune Orient CEO fired—receives "golden parachute"

Faced with staggering losses, the board of directors of Singapore-based Neptune Orient Lines (NOL) this month fired president and chief executive Flemming Jacobs. "The Board felt that it is time for a new leadership," Cheng Wai Keung, chairman of the government-linked shipping giant said. "The NOL Board and management is determined to focus the group towards sustained profitability in the future."

NOL suffered a \$151 million loss in the first six months of 2002, and full-year losses are expected to exceed \$250 million. NOL also carries debt in excess of \$2 billion, most of it incurred following the purchase of American President Lines. The Board has reshuffled the management hierarchy, bringing in finance expert Friedbert Malt as vice-chairman. Current executive vice-president Ron Widdows, an APL veteran, will be the acting chief executive officer. The Board's four-member executive committee, comprising of chair-

man Cheng, vice-chairman Malt, executive director and chief financial officer Lim How Teck and director Boon Swan Foo, will oversee management until a successor to Jacobs is appointed.

Jacobs won't have to rely on unemployment benefits to make ends meet. Under the terms of his contract with NOL, he will receive a \$2.4 million severance package.

### COMPANY REMAINS FINANCIALLY SHAKY

NOL announced on January 21 it will take an exceptional charge of up to \$110 million in the second half of the year. Combined with a first-half loss of \$151 million, Chairman Cheng Wai Keung said "our preliminary estimate of the results for the full year 2002 while worse than expected, is unlikely to exceed \$335 million."

Cheng emphasized that NOL has a strong asset based and positive operating cash flow.



**Robert G. Andersen**, Book No. 3356. Born in Denmark in 1922. Joined SUP in 1944. Died in New York, April 18, 2002. (Pensioner)

**George H. Bernard**, Book No. 5627. Born in Wisconsin in 1926. Joined SUP in 1953. Died in Pittsburg, Pennsylvania, July 27, 2002. (Pensioner)

**Solomon Bishaw**, Book No. 4638. Born in Hawaii in 1923. Joined SUP in 1944. Died in Hawaii, February 10, 2002. (Pensioner)

**Carl E. Boberg**, Book No. 5048. Born in Washington in 1927. Joined SUP in 1944. Died in San Francisco, California, July 29, 2002. (Pensioner)

**Durwood Brady**, Book No. 4503. Born in Idaho in 1922. Joined SUP in 1942. Died in Oregon, February 5, 2002. (Pensioner)

**David W. Buna**, Book No. 5549. Born in Hawaii in 1925. Joined SUP in 1952. Died in San Francisco, California, February 2, 2002. (Pensioner)

**Thaddeus F. Cahill**, Book No. 4785. Born in California in 1963. Joined SUP in 1980. Died at sea aboard the *s/s Maui*, April 1, 2002.

**Leland R. Carroll**, Book No. 4607. Born in Oklahoma in 1907. Joined SUP in 1952. Died in Picayne, Mississippi, July 2, 2002. (Pensioner)

**George F. Carter**, Book No. 4562. Born in Ohio in 1917. Joined SUP in 1949. Died in Colton, California, May 17, 2002. (Pensioner)

**Theodore Chrisostomo, Jr.**, Book No. 4739. Born in Hawaii in 1930. Joined SUP in 1957. Died in Seattle, Washington, July 3, 2002.

**Chris Christenson**, Book No. 3851. Born in Sweden in 1920. Joined SUP in 1945. Died in Santa Rosa, California, December 19, 2001. (Pensioner)

**Robert James Claunch**, Book No. 3570. Born in Washington in 1917. Joined SUP in 1944. Died in Berkeley, California, January 27, 2002. (Pensioner)

**Leonard Cohen**, Book No. 4713. Born in New York in 1927. Joined SUP in 1951. Died in Seattle, Washington, October 27, 2002. (Pensioner)

**Millard F. Comer**, Book No. 3678. Born in Illinois in 1919. Joined SUP in 1944. Died in Harrisburg, Illinois, September 30, 2002. (Pensioner)

**Thomas Cresci**, Book No. 3296. Born in California in 1923. Joined SUP in 1941. Died in California, September 19, 2002. (Pensioner)

**Richard T. Cummings**, Book No. 4666. Born in Ohio in 1927. Joined SUP in 1951. Died in San Francisco, California, June 25, 2002. (Pensioner)

**Kenneth R. Dahlby**, Book No. 2735. Born in Minnesota in 1938. Joined SUP in 1968. Died in San Francisco, California, December 2, 2001.

**James O. Dawson**, Book No. 2670. Born in Arkansas in 1928. Joined SUP in 1947. Died in North River Rock, Arkansas, December 12, 2001. (Pensioner)

**Jimmy L. Day**, Book No. 2719. Born in Washington in 1938. Joined SUP in 1964. Died in Vancouver, Washington, February 17, 2002. (Pensioner)

**Donald Deras**, Book No. 2666. Born in California in 1926. Joined SUP in 1944. Died in Livermore, California, August 24, 2002. (Pensioner)

**Dennis E. Dooley**, Book No. 18152. Born in Pennsylvania in 1950. Joined SUP in 1991. Died in San Francisco, California, July 2, 2002.

**Harry Dowell**, Book No. 2578. Born in Illinois in 1928. Joined SUP in 1945. Died in Las Vegas, Nevada, November 6, 2002. (Pensioner)

**James Eddleman**, Book No. 1702. Born in Oklahoma in 1922. Joined SUP in 1945. Died in Texas, July 12, 2002. (Pensioner)

**Mohammed S. Elhindi**, Book No. 1875. Born in Jordan in 1933. Joined SUP in 1960. Died in New Jersey, February 28, 2002. (Pensioner)

**Endre Endresen**, Book No. 1630. Born in Norway in 1912. Joined SUP in 1942. Died in Norway, March 19, 2002. (Pensioner)

**Fredrick R. Fried**, Book No. 1477. Born in Texas in 1915. Joined SUP in 1934. Died in Grandforks, North Dakota, August 1, 2002. (Pensioner)

**James W. Gallaher**, Book No. 2196. Born in Washington in 1921. Joined SUP in 1938. Died in Beaverton, Oregon, June 23, 2002. (Pensioner)

**Dean Gille**, Book No. 2956. Born in Washington in 1928. Joined SUP in 1952. Died in San Pedro, California, October 20, 2002. (Pensioner)

**Saichi Kinoshita**, Book No. 2219. Born in Hawaii in 1914. Joined SUP in 1935. Died in Sea Level, North Carolina, May 2, 2002. (Pensioner)

**Alfred Kroll**, Book No. 3096. Born in New York in 1915. Joined SUP in 1951. Died in Bellevue, Washington, September 1, 2002. (Pensioner)

**Woodrow Leiter**, Book No. 3291. Born in Missouri in 1914. Joined SUP in 1937. Died in Los Angeles, California, December 14, 2001. (Pensioner)

**Frank E. Lipskis**, Book No. 3649. Born in Illinois in 1922. Joined SUP in 1945. Died in Sealevel, North Carolina, November 6, 2002. (Pensioner)

**Peter P. Liptay**, Book No. 3725. Born in Pennsylvania in 1926. Joined SUP in 1945. Died in San Francisco, California, September 12, 2002. (Pensioner)

**John Posnar**, Book No. 3820. Born in California in 1939. Joined SUP in 1960. Died in Taiwan, September 28, 2002. (Pensioner)

**Santos Quintana**, Book No. 0099. Born in Illinois in 1924. Joined SUP in 1953. Died in Reno, Nevada, April 11, 2002. (Pensioner)

**Hollie O. Rice**, Book No. 2360. Born in Texas in 1911. Joined SUP in 1938. Died in Fort Worth, Texas, December 23, 2001. (Pensioner)

**Louis K. Scheer**, Book No. 4966. Born in Colorado in 1912. Joined SUP in 1935. Died in Long Beach, California, February 10, 2002. (Pensioner)

**William G. Schoenberg**, Book No. 7316. Born in Illinois in 1916. Joined SUP in 1953. Died in Sacramento, California, December 4, 2002. (Pensioner)

**Robert Shahan**, Book No. 7269. Born in Colorado in 1923. Joined SUP in 1953. Died in Nevada, March 20, 2001. (Pensioner)

**Elmer Lee Smith**, Book No. 7260. Born in Arkansas in 1923. Joined SUP in 1952. Died in Mountain Home, Arkansas, August 1, 2002. (Pensioner)

**Walter R. Soder**, Book No. 6428. Born in California in 1911. Joined SUP in 1944. Died in California, September 10, 2001. (Pensioner)

**Gary Stevens**, Book No. 7478. Born in Colorado in 1937. Joined SUP in 1975. Died in Las Vegas, Nevada, February 17, 2002.

**Oscar Strobel**, Book No. 6208. Born in California in 1915. Joined SUP in 1943. Died in Phoenix, Arizona, April 15, 2002. (Pensioner)

**Wilks Sullivan**, Book No. 5072. Born in 1912. Joined in 1935. Died in Washington, January 8, 2002. (Pensioner)

**Jack Sunada**, Book No. 6441. Born in Hawaii in 1910. Joined SUP in 1941. Died in Los Angeles, California, April 13, 2002. (Pensioner)

**William Allan Thomas**, Book No. 1943. Born in Texas in 1921. Joined SUP in 1943. Died in Fresno, California, December 14, 2001. (Pensioner)

**William R. Turner**, Book No. 1845. Born in Indiana in 1920. Joined SUP in 1938. Died in Washington, April 16, 2002.

**Alfonas Urbelis**, Book No. 151. Born in Lithuania in 1917. Joined SUP in 1943. Died in Florida, December 21, 2001. (Pensioner)

**Agustis H. Vastardis**, Book No. 654. Born in Greece in 1909. Joined SUP in 1943. Died in Burlingame, California, July 28, 2002. (Pensioner)

**Robert H. Watkins**, Book No. 2829. Born in Washington in 1924. Joined SUP in 1936. Died in Walnut Creek, California, July 22, 2002. (Pensioner)

**Orville Welch**, Book No. 3523. Born in Oklahoma in 1923. Joined SUP in 1951. Died in Kerrville, Texas, November 21, 2002. (Pensioner)

**Samuel Yates**, Book No. 245. Born in Hawaii in 1926. Joined SUP in 1952. Died in Hilo, Hawaii, November 6, 2002. (Pensioner)

**Fred Ybarra**, Book No. 222. Born in California in 1921. Joined SUP in 1951. Died in San Leandro, California, November 21, 2002. (Pensioner)

**Raymond K. Yim**, Book No. 0153. Born in Hawaii in 1922. Joined SUP in 1943. Died in San Francisco, California, October 23, 2002. (Pensioner)

**Lee Ellis Yost**, Book No. 237. Born in Idaho in 1927. Joined SUP in 1949. Died in Oregon, March 3, 2002. (Pensioner)

## In Memoriam

### Final Departures of SUP members reported in 2002

**Edward Gonsalves**, Book No. 2134. Born in Hawaii in 1916. Joined SUP in 1936. Died in Richmond, California, August 2, 2002. (Pensioner)

**Charles A. Gonyer**, Book No. 2921. Born in California in 1926. Joined SUP in 1951. Died in Vallejo, California, May 26, 2002. (Pensioner)

**Louis Greenwell**, Book No. 2994. Born in Oregon in 1928. Joined SUP in 1967. Died in Union, Washington, January 29, 2002. (Pensioner)

**George T. Hennessey**, Book No. 5495. Born in Wisconsin in 1926. Joined SUP in 1947. Died in Naperville, Illinois, April 9, 2002. (Pensioner)

**Alan Harold Hines**, Book No. 5736. Born in Illinois in 1928. Joined SUP in 1951. Died in Yakima, Washington, October 7, 2002. (Pensioner)

**John Hiram**, Book No. 3707. Born in Hawaii in 1915. Joined SUP in 1937. Died in Kirkland, Washington, December 26, 2001. (Pensioner)

**Patrick D. Hogan**, Book No. 4985. Born in Ohio in 1922. Joined SUP in 1944. Died in Columbus, Ohio, April 8, 2002. (Pensioner)

**Harry A. Holliday**, Book No. 5630. Born in Australia in 1927. Joined SUP in 1949. Died in Australia, September 9, 2002. (Pensioner)

**Hans P. Holm**, Book No. 4980. Born in Denmark in 1920. Joined SUP in 1944. Died in San Rafael, California, May 12, 2002. (Pensioner)

**Moon Hom**, Book No. 248. Born in China in 1927. Joined SUP in 1955. Died in San Francisco, California, November 27, 2001. (Pensioner)

**Grover Hunsick**, Book No. 4570. Born in California in 1919. Joined SUP in 1939. Died in California, August 7, 2001. (Pensioner)

**John Jurgenson**, Book No. 4214. Born in California in 1918. Joined SUP in 1948. Died in Torrance, California, May 14, 2002. (Pensioner)

**Ronald E. Jussila**, Book No. 15335. Born in Oregon in 1934. Joined SUP in 1967. Died in Long Beach, Washington, October 31, 2002. (Pensioner)

**William Kalani**, Book No. 2250. Born in Hawaii in 1914. Joined SUP in 1935. Died in Hawaii, January 4, 2002. (Pensioner)

**Gus Makris**, Book No. 5287. Born in Washington in 1924. Joined SUP in 1944. Died in Washington, January 7, 2002. (Pensioner)

**Lance Marlow**, Book No. 2672. Born in Argentina in 1927. Joined SUP in 1947. Died in Truckee, California, October 4, 2002. (Pensioner)

**German V.T. Martinez**, Book No. 4828. Born in Puerto Rico in 1903. Joined SUP in 1937. Died in Sonoma, California, July 2, 2002. (Pensioner)

**Raymond P. Maxwell**, Book No. 5112. Born in Oklahoma in 1916. Joined SUP in 1943. Died in Texas, March 22, 2001. (Pensioner)

**Francis McCormick**, Book No. 6093. Born in Pennsylvania in 1926. Joined SUP in 1947. Died in Pennsylvania, June 9, 2002. (Pensioner)

**Chester Mikulski**, Book No. 6302. Born in New Jersey in 1921. Joined SUP in 1943. Died in Beverly Hills, Florida, October 22, 2002. (Pensioner)

**Martin H. Mortensen**, Book No. 6454. Born in Denmark in 1934. Joined SUP in 1964. Died in San Francisco, California, March 23, 2002. (Pensioner)

**Vernon Lloyd Nelson**, Book No. 2341. Born in California in 1927. Joined SUP in 1947. Died in Washington, August 26, 2002. (Pensioner)

**John Nihipali**, Book No. 2447. Born in Hawaii in 1921. Joined SUP in 1955. Died in Honolulu, Hawaii, June 25, 2002. (Pensioner)

**Harry Hanalei Nuuhiwa**, Book No. 2435. Born in Hawaii in 1919. Joined SUP in 1951. Died in California, March 9, 2002. (Pensioner)

**William Nyback**, Book No. 2073. Born in Oregon in 1917. Joined SUP in 1937. Died in Vancouver, Washington, December 15, 2001. (Pensioner)

**Charlie Pino**, Book No. 3775. Born in Tennessee in 1924. Joined SUP in 1951. Died in Lomita, California, August 2, 2002. (Pensioner)

**Phillip Pino**, Book No. 3691. Born in Washington in 1926. Joined SUP in 1948. Died in Troutdale, Oregon, January 14, 2002. (Pensioner)

**Michael A. Plytas**, Book No. 3534. Born in Greece in 1919. Joined SUP in 1946. Died in Suisun City, California, September 6, 2002. (Pensioner)



## Murder on the high seas

The ship's officer suspected of murdering the master of the Panama-registered *Jin Bi* has been taken into custody by Chinese authorities. Legal consultants for Jin Bi Shipping of Hong Kong, the ship's owner, told *Fairplay* January 15, that the company considered all the legal implications and obligations before deciding to take the ship to China. The Chinese third officer allegedly confessed to fellow seamen to having murdered the master, a Canadian national, following an argument. The ship was on the high seas and the captain was thrown overboard. The crew kept the suspect securely chained until the vessel reached China.

## Monster squid attacks French yacht

A French yacht taking part in the Jules Verne round-the-world sailing trophy has been attacked by a giant squid in the mid-Atlantic.

Veteran yachtsman Oliver de Kersaun, at the helm of the *Trimaron Geronimo*, said the boat was hit by strange vibrations on January 12, so he sent a crew member below deck to try to identify what was wrong. "Suddenly he saw something moving," de Kersaun said. "It was tentacles. The squid was pulling really hard, so we put the boat about and when we came to a stop the tentacles let go. We saw it behind the boat and it was enormous. I have been sailing for 40

years, and I have never seen the like," he said.

Crew member Didier Ragault, who spotted the creature through a porthole said "the tentacles were as thick as my arm wearing an oilskin, and I immediately thought of the damage it could do. When we saw it behind the boat, it must have been seven, eight or nine meters long," he said.

The giant squid, *Architeuthis dux*, is the world's largest invertebrate and can reach 18 meters (60 feet) in length, but is also highly elusive, with only about 250 sightings official recorded—most of them of dead animals on beaches.

## Panel rejects minimum-wage increase for California workers

The California Industrial Welfare Commission on January 10, on a 3-2 vote, rejected a labor-backed proposal to increase the state minimum wage by \$1.25 over the next two years.

The proposal, which would have raised the earnings floor to \$8.00 an hour by July 2004, had been before the Commission since August, when members appointed a 10-member wage board to consider it.

That board returned to the Commission deadlocked on a recommendation. The Commission then took its own vote on the proposal, which would have raised the wage by 50 cents this July and an

additional 75 cents in July 2004.

Though few observers were surprised by the rejection, state labor leaders said they would ask the Commission to reconsider. If it does not, labor leaders will seek an increase through the Democratic-controlled legislature.

"You just can't live on \$6.75 an hour in the state of California," said Tom Rankin, president of the California Labor Federation, AFL-CIO. He noted that Oregon, Washington and Alaska have higher minimum wages. The current minimum wage of \$6.75 an hour is earned by more than 500,000 Californians.

## Inlandboatmen's Union of the Pacific election results tabulated

The results of the secret mail-ballot election of officers for the Inlandboatmen's Union of the Pacific (IBU),

the Marine Division of the ILWU, were announced on December 16.

National officers re-elected were President David Freiboth and Secretary-Treasurer Terri Mast.

David Tseu was elected Alaska Regional Director; Jeff Engels, Puget Sound Regional Director; Tom Williams, Columbia River Regional Director; Marina V. Secchitano, San Francisco Regional Director; Peter Karody, Southern California Regional Director; Richard Gurtiza, Region 37 Regional Director; and Lono Kane, Hawai'i Regional Director.

In the San Francisco Region, Terry Miyashiro, son of retired SUP member Richie Miyashiro, was elected as Chairman and Patrolman.

The term of office for officials of the IBU is three years.

## SUP Meetings

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

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

\*Tuesday

## Wilmington Branch celebrates



Gang who set up SUP/MFOW holiday party in December: Left to right: Mark Hurley, Ramon Serbellon, Jose Alves, Art Pond (cook), Eli Wegger (ice man), Monte Kalama, Steve Callahan, Mario Barahona (DJ) Ernie Jaloma and Keith Miller. Photos: Jim Wainio.



It was a full house at the Wilmington hall with plenty to eat and drink.

## China Shipping charters world's largest container vessels

The mainland's second-largest boxline, China Shipping Container Line, will operate the world's largest containerships following a deal with Canada's Seaspan Container Lines and South Korea's Samsung Heavy Industries.

The carrier has agreed to charter five 8,100 TEUs container ships that Seaspan has ordered from Samsung Heavy Industries at a cost of \$80 million each. It is the first time vessels larger than 8,000 TEUs have been ordered and puts China Shipping Container Line among the world's top boxlines.

The largest containerships currently being fabricated are a series of eight 7,700 TEUs ordered by Orient Overseas Container Line (OOCL); the first two due next spring. Danish shipping line Maersk Sealand has proposed larger containerships but never revealed the exact size. Korean and Japanese shipbuilders also have conceptual plans for larger vessels of 10,000 TEUs.

## WTC steel recycled for USS New York

Steel salvaged from the wreckage of the World Trade Center was headed to a Mississippi shipyard last month, to use in the construction of the *USS New York*, a warship named in honor of those who died in the September 11 terrorist attack.

Captain Kevin Wensing, a Navy public affairs officer in Washington, said it was the Navy's idea to incorporate the steel into the vessel. The steel was removed from the New York landfill that holds much of the debris from the twin towers and was being shipped to the Northrop Grumman shipyard in Pascagoula, Mississippi, where the ship will be constructed.

The *USS New York* will be the fifth of twelve amphibious assault ships in the San Antonio class, which the Navy calls one of its most technologically innovative. The 684-foot vessel will carry a crew of 402 plus as many as 800 Marines.

The \$800 million vessel should be ready for active duty in 2007. "We're very proud that the twisted steel from the WTC towers will soon be used to forge an even stronger national defense," New York Governor George Pataki said.

## Chief mate awaits jail decision on pumpman's death

A chief mate has made his first appearance in a U.S. court charged in connection with the death of a crewman during routine cleaning on board the tanker *Trinity* after leaving New York on May 18, 2000. Gilbert Thurston is charged with causing the death of pumpman Frederic Albert Cambra while Cambra was under his command. Thurston, who appeared briefly in a Fort Myers court in western Florida, January 7, faces up to ten years in jail if convicted. The U.S. Justice Department says Thurston sent the pumpman to clean a cargo tank "despite the fact that [Thurston] knew the atmosphere in the tank contained dangerous levels of combustible gas." Cambra died in the tank.

Thurston was employed by Iowa-based Sabine Transportation Company which operated the U.S.-flagged tanker.

## West Coast Sailors

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## ESU Office Assignments

For the month of February, Leo DeCastro will be in the Baytown office and John Straley will be in the Benicia office.

# ESU NEWS

JANUARY 2003

Official Publication of the Exxon Seamen's Union

## NASSCO to develop contract design for new double-hull crude oil tanker for SeaRiver Maritime

San Diego—In an announcement on January 6, 2003, National Steel and Shipbuilding Company (NASSCO), a wholly owned subsidiary of General Dynamics stated that it had reached an agreement with SeaRiver Maritime, Inc. of Houston, Texas, to develop a contract design for a 750,000-barrel capacity, double-hull crude oil tanker. Included with the contract design package will be NASSCO's price and delivery proposal for the detail design and construction of a minimum of two vessels. The SeaRiver tankers will be designed primarily for the movement of crude oil from Alaska to West Coast refineries.

NASSCO's President Richard Vortmann, stated, "We are very pleased to have this opportunity to work with SeaRiver Maritime on the design of a new double-hull tanker. This project continues NASSCO's long history of commercial tanker construction."

Work on the contract design will begin immediately and will be delivered by September 2003, subject to SeaRiver's acceptance of NASSCO's proposed price and delivery schedule, the agreement is expected to lead to a detail design and

construction contract by the end of 2003. SeaRiver spokesman Ray Botto stated, "This development represents the next step in SeaRiver's ongoing evaluation of its vessel replacement alternatives to meet the ANS transportation requirements of its principal customer."

Concurrent with this announcement, new build tanker project team members Captain Tom Hill and Chief Engineer Dave Knopp began working out of the Ocean Fleet office in Benicia, California on January 6, 2003. This location facilitates their access to the majority of SeaRiver vessels so they can spend increased time reviewing project details and gathering fleet input. It also places them in close proximity to the engineering firm in Alameda who has the lead on the vessel and equipment design.

NASSCO is currently building two trailer ships for Totem Ocean Trailer Express, Inc. (TOTE), and four double-hull tankers for BP Shipping Company of Alaska. In October 2001, NASSCO was awarded a contract for the design and construction of the TAKE dry cargo/ammunition ship for the Navy. Three ships of the 12-ship program are presently under contract.

## SeaRiver sells entire river fleet operation

*Kirby Corporation buys tugs and barges*

On January 7, 2003, SeaRiver Maritime informed its River fleet employees that the company would discontinue its "River" Fleet operations, sell all related equipment and transition to an in-charter operation. Fleet optimization and transportation efficiencies were the reasons given for SeaRiver's decision.

SeaRiver Maritime Inc. President Paul Revere stated in a press release that, "an evaluation of the River Fleet has been underway for some time and it is now complete. After careful consideration of fleet optimization and transportation efficiency issues, the value of the River Fleet business has proven to be more attractive to other transporters when compared to the return that we have been able to generate for our shareholder. As such, Sea River will begin transitioning its entire inland marine transportation coverage to other transporters on or about January 7, 2003. In addition, the River Fleet operating offices in Baton Rouge, Joliet and Baytown will be closed. Commercial activities coordinated out of the Houston office are unaffected by this

decision. We will be working closely with all affected employees and business partners to ensure that the transition is carried out in a smooth and orderly fashion. We will continue to focus our efforts to ensure that our customers receive safe, reliable and efficient marine transportation. About 200 SeaRiver fleet and shoreside personnel will be affected by the discontinuation of the River Fleet operations. In addition to severance benefits, SeaRiver will provide career placement assistance to help employees through the transition period."

SeaRiver also announced the signing of an asset purchase agreement with Kirby Corporation (Kirby) for the sale of SeaRiver's owned River Fleet assets. Under the terms of the agreement, SeaRiver will sell 48 double hull inland tank barges and 7 inland towboats to Kirby for \$35.4 million in cash. SeaRiver's two remaining towboats and two of its harbor tugs will also be sold, and in-chartered chartered equipment will be returned to its owners or assigned to service providers as a result of this announcement. Commercial contracts and other operating agreements will be initiated, as necessary.

## Nonexistent Long Term Disability

On October 1, 1998, Exxon Corporation (before the merger with Mobil) suddenly announced sweeping changes to the Company disability benefits plan that they planned to implement on January 1, 1999.

The announcement was made without any negotiations with the labor organizations that represent the rank and file employees within Exxon.

The ESU met with SeaRiver Management on December 29, 1998 to discuss bargaining the changes and the impact that it would have on the unlicensed employees. At that meeting the company (SeaRiver) informed the Union that they (SeaRiver) didn't have the authority to bargain the changes but they would answer any questions with regard to the impending changes. The ESU informed management that they were making the request to bargain under Article XVII, Section 1, of the Collective Bargaining Agreement and believed that we were correct in doing so. As a result of the corporation's announced unilateral changes to the disability plan, a coalition of unions within Exxon including the ESU filed suit to seek legal remedies and to demonstrate a united resistance. The suit was unsuccessful and Exxon implemented the changes on February 1, 1999.

At the December 29, 1998 meeting with Management, the ESU voiced their concerns about changes to the plan that we deemed objectionable. Of these changes, the one that we were most concerned about was the Benefit Continuation Test (BCT). We were assured by Management that if a person was truly disabled they would not fail the BCT and further, if it was deter-

mined that the person in question was able to earn 60% of their normal pay (excluding overtime), the administrator of the plan would have to find a similar job in the same geographical location where the person lives. The ESU was skeptical then and our skepticism was well founded. Our greatest fears concerning long term disability have been realized.

Since the inception of the plan on February 1, 1999, almost all of our members have failed the Benefit Continuation Test the first time it was administered. Apparently the plan was designed with this in mind. A typical denial will read in part:

"The Long Term Disability policy states, to qualify for benefits under your Long Term Disability plan, during the first 24 months, you must be unable to perform the essential duties of your occupation. Thereafter, you must be unable to engage in the essential duties of any occupation to qualify for benefits, subject to any other benefit limitations stated in the disability plan."

### Vocational Assessment

To assess your vocational capabilities, your file was referred to a certified Occupational Specialist who reviewed a summary of your training, education and experience provided by you and your employer. A transferable Skills Study was performed. This study is a method of determining whether an individual can apply previously learned work skills to new, but related occupations. The occupations that appear on a completed Transferable Skills Study are taken from the Dictionary of Occupational Titles. This is a federal publication which lists jobs

that are performed anywhere in the United States. Several jobs were identified that are commensurate to the earnings requirement of your Long Term Disability contract.

### Summary

After reviewing the information we have on file, we understand you do have some limitations. However, we were able to identify several jobs that you would be capable of performing. Your policy states that after being disabled for two years you must be disabled from performing the duties of any occupation. Regrettably, we must inform you we are denying your claim for Long Term Disability. You do not meet the definition of total disability as defined in the policy. Based on the provisions of your Long Term Disability policy, you will receive 6 months of transition benefits beyond the Benefit Continuation Test (BCT)."

What does this mean to you the employee? For all intents and purposes there will be no more medical retirements, no matter how long you have been with the company.

It appears that ExxonMobil has entered into a cozy little deal with the insurance companies that administer their disability plan whereby, the SeaRiver Medical Department will deem you unfit to go to sea and then you're turned over to the disability administrators and at the first BCT you're history. Long-term employees will be treated exactly as new hires when they are injured on or off the job. Remember, the policy defines "productive employment" as being able to earn 60% of your base pay (no OT is included); if in their

opinion you can earn that amount, you will get no disability benefits; this does not mean that you will receive employment, only that in their opinion you are capable of earning 60% of your base pay.

Once you have failed their Benefits Continuation Test, you will be terminated; you will not receive any retirement benefits unless you otherwise qualify for a standard retirement (age 50 or above with 15 or more years of service). We have many employees with 15 years of service who are well short of the retirement age. Should they be terminated under this plan, it could be many years before these benefits would be reinstated.

If an employee is 40 years of age with 15 years of service and is separated under this plan, he/she would be without welfare benefits for 10 years. Further, employees in the 15 plus year category are older individuals and certainly will not be attractive candidates to a potential employer, especially with a disability. In reality, the chances a maritime worker finding work after being terminated from SeaRiver Maritime, Inc. because of a disability are for all practical purposes very slim. It is easy to conceive that an employee who becomes disabled under this plan can be forced to survive with no income or welfare benefits for many years, depending upon the age the individual is separated from the Company.

Is it legal? That's debatable, and the war is still being fought over that. It is certainly not ethical and the ESU will continue to seek legal remedies and publicize and document this corporate bad behavior at every opportunity.



## ESU News

## Three ESU members retire

AB Davis (Dave) Quinones and AB George Ramirez long time ESU members have elected to retire from SeaRiver Maritime, Inc. and Fleet Chef Ella Pike, is medically retired.

Able Seaman Dave Quinones started his career with the company when he joined the Exxon Jamestown in May 1980 at Corpus Christi, Texas. Dave joined the ESU on November 1, 1980 and remained a member in "good standing" from that time until his retirement on January 1, 2003. He completed his last voyage on November 10th 2002 aboard the SeaRiver Wilmington. Dave said that one of his most anxious moments at sea occurred when he was a crewmember aboard the *Exxon Chester* and they lost their mast in a furious Atlantic storm just outside New York. Dave sends his best regards to all his Union brothers and sisters. Dave was a good shipmate and friend we will miss him.

Able Seaman George Ramirez didn't have far to go to board his first ship with the company. He joined the *Esso Boston* at Baytown, Texas in October 1974. His last ship was the *SeaRiver Baytown* and he walked down the gangway into retirement on December 3, 2002. George joined the ESU in October 1974 and remained a member in "good standing" from that time until his effective retirement date, January 15, 2003. George's first trip left a lasting impression on him because when they left the dock and set sail for Aruba they ran into a hurricane. It took them five days to reach Aruba. George said he will miss everyone, he said they were like family. George was a good AB, friend and shipmate. We will miss him also.

Fleet Chef Ella Pike began her seagoing career aboard the *Exxon Lexington* on May 17, 1986. She joined the Union on September 23, 1987 and remained a member in "good standing" from that time until her retirement (medical) on February 1, 2003. She was promoted to Fleet Chef in December 2000. According to Ella, one of her most memorable voyages was on the *S/R Charleston* when they rescued three Cuban fishermen that were adrift. Ella wanted to keep working but her condition prevented her from doing so. Ella's last ship was the *S/R American Progress*. Ella was a great shipmate and a good friend to all. She will be missed. We wish these shipmates and ESU brothers and sister well in their retirements and all of their future endeavors.

## Ship reports

### S/R American Progress

Vessel scheduled to discharge in Benicia around the 23 of January. Will Ackley is filling in as the Temporary Ship Rep. until one can be elected at the next Union meeting.

### S/R Baytown

Board officer visited the vessel on January 14 at the Long Wharf in Richmond. Thor Floreen took over the Temporary Ship Rep. position from Jim Byrd. Everything going well here.

### S/R Bristol Bay

Vessel has been trading between Valdez and Puget Sound. David Franklin is serving as Temporary Ship Representative. Question about use of Safety Shoe card for reimbursements. SeaRiver has streamlined their list of vendors that they will make direct payments to.

### S/R Charleston

Ship Boarded at ExxonMobil in Baytown, TX on 1-4-03 and 1-5-03. Temporary Ship Representative Mike Gore is doing a good job filling in for Bob Knight. ESU aided in resolving MMD problem for ESU member. All Unlicensed members were urged to keep track of their premium tank cleaning overtime and send copies to the Baytown ESU office until the code issue is resolved. Vessel has recently made calls at Providence, Rhode Island, Corpus Christi, TX and Convent La. Mike reports no beefs.

### S/R Columbia Bay

Upon completion of her shipyard period in Singapore the vessel will load in Valdez. Union will hold a nomination period and election for the Ship Representative position for this vessel in the near future.

### S/R Galena Bay

ESU Board member visited ship while at Valero in Benicia on January

13. Regular Ship Representative Levy Ponce on board and reports everything is going well.

### S/R Hinchinbrook

ESU Board member visited the ship while discharging at Valero in Benicia on January 3 and on January 8 at Pier 80 in San Francisco. Earl Doucet is filling in as Temporary Ship Rep. Vessel was at Pier 80 for a couple of days for repairs. No beefs reported.

### S/R Long Beach

Vessel visited at the Valero in Benicia on January 17. Regular Ship Representative Joe Graca on board. No problems reported.

### S/R Mediterranean

Vessel will need to complete a yard period before reentering crude service. Frank O'Maila ran unopposed for the Ship Representative position here last year and will assume his duties when the vessel is crewed up.

### S/R Puget Sound

Vessel discharged in Hawaii on January 11th and is scheduled to discharge in Anacortes following the next load in Valdez. Adam Anderson serving as Temporary Ship Representative. Adam Anderson has called in to discuss Union business and issues.

### S/R Wilmington

The Baytown Board Officer boarded the *S/R Wilmington* on 1-1-03 at ExxonMobil in Baytown, TX. All Unlicensed members were advised to keep track of their premium tank cleaning overtime and send copies to the Baytown ESU office until the code issue is addressed. Another mail issue was resolved and the ESU assisted in getting an overdue medical payment for ESU member. New Ship Representative Allen Cooper joined the vessel in Wilmington, N.C. and reports all is well.

## SeaRiver purchases 188,500 DWT tanker

On January 7, 2003, SeaRiver Maritime, Inc. announced that in order to better serve its customers' transportation requirements, SeaRiver has purchased the 188,500 DWT *S/R Columbia Bay* (formerly the *BT Alaska*) from Bankers Trust Company (formerly operated by the Alaska Tanker Company). This vessel will be used in the ANS fleet. With the exception of the *S/R Long Beach*, this double bottom VLCC is capable of moving more crude oil per voyage than any other vessel in SeaRiver's ANS fleet. The *S/R Columbia Bay* built in 1978 has a double bottom and an overall length of 958 feet. The vessel will help satisfy the Company's ANS tonnage requirement until her OPA 90 phase out date on March 14, 2006.

SeaRiver will take control of the vessel around the 21st of January in the shipyard in Singapore where the vessel will conduct a series of required surveys and inspections. Upon completion of the yard period the vessel is expected to begin ANS service around the first part of March.

SeaRiver also stated that, "In addition to this acquisition, SeaRiver continues to study its tanker tonnage requirements including the need for new construction and the potential for vessel re-deployment. As always, the professionalism, flexibility, and vigilance of the entire SeaRiver team is appreciated as we continue to shape our future and meet the needs of our customers".

## Continuing proof of Basic Safety Training

The U.S. Coast Guard has offered guidance to Fleet Chef's, Cooks, and Maintenance Seamen who do not hold an STCW 95 certificate and are required to have in their possession, when joining a vessel, proof of Basic Safety Training (BST). All members have met the initial requirement for this STCW 95 training by either having completed a BST assessment during 1998 while onboard a SeaRiver vessel, attending a BST course during the New Hire Orientation session or possessed the BST when hired. Regardless of the means of obtaining the original documentation, your initial document is only valid for a period of five (5) years.

To keep your BST current and valid in order to be allowed to sign onboard a vessel, members affected must prove one (1) year of sea service within the past five (5) years. Simply carrying and making available to the ships Master, discharges providing evidence of one (1) year of sea service within the last five (5) years will accomplish this.

As an example, assume that the initial completion of the BST onboard assessment was dated June 1, 1998; the BST would become invalid five (5) years from that date, or May 31, 2003, without proof (discharges or sea service letter) of further sea service. However, if you possess proof of completing at least one (1) year of seagoing service within the five (5) years after acquiring the BST you remain current and valid for five (5) years from the date of the earliest discharge being used to demonstrate the required one (1) year.

Essentially, members should carry their most recent certificate of discharges verifying the year of sea service. For instance, if a mariner used a discharge from 1999 as the earliest date to start the 5-year running calendar, BST proof is only good until 2004. Though, had a later discharge been used from 2000, with a supporting

discharge(s) verifying one (1) year of seagoing service, proof would be valid until 2005.

Valid proof of BST is mandatory to sail in all represented positions aboard SeaRiver vessels. The U.S. Coast Guard states that, "If a mariner cannot provide evidence of one year of sea service within the last five years, the mariner will no longer be considered competent in BST and must complete a U.S. Coast Guard approved or accepted training course approved for revalidation of BST."

It is recommended that members without the STCW 95, before joining a vessel check to ensure that they have in their possession the original BST document and certificates of discharge proving 365 days of sea service within the last 5 years. Additionally, that the proof is valid during the entire sea tour.

Members that suspect that they may not be able to, for whatever reason, comply with this requirement should contact either Fleet Manning or Training with any questions or requests for assistance.

## Final Departure

Mr. Kenneth Bush a fraternal retired member of the ESU passed away at his home in Tampa Florida on December 15, 2002. For those of us that had the pleasure of sailing with Kenneth he will be fondly remembered as an excellent sailor an ardent supporter of the ESU and a good friend and shipmate.

Kenneth is survived by his wife, Lucila, one son Kennerly, two daughters Terrelin and Thelda and three brothers, one brother is ESU member Ray Parchmon a pumpman in the ocean fleet presently sailing aboard the *SeaRiver Charleston*. The ESU extends its condolences to the Bush family.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Tel (281) 420-9276  
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President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson



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

## Schedule of Course Offerings for 2003

### STCW 95 Basic Safety Training

• Basic Fire Fighting	• Basic First Aid		
• Personal Survival	• Personal Safety and Social Responsibility		
Feb 10-14	Apr 21-15	Jul 14-18	Sep 22-26
Feb 24-28	May 5-9	Jul 28-Aug 1	Oct 6-10
Mar 10-14	May 19-23	Aug 11-15	Oct 20-24
Mar 24-28	Jun 9-13	Aug 25-29	Nov 3-7
Apr 7-11	Jun 23-27	Sep 8-12	Nov 17-21

### Small Arms Training (MSC approved)

Mar 3-5	Apr 21-23	Aug 25-27	Nov 17-19
Mar 24-26	May 26-28	Sep 29-Oct 1	Dec 15-17
	Jun 30-Jul 2	Nov 3-5	

### LMSR Vessel Training (MSC approved)

Feb 18-28	Apr 8-18	June 17-27	Sep 16-26
Mar 11-21	May 13-23	July 22-Aug 1	Oct 21-31
		Aug 12-22	

### Survival Craft (Lifeboatman)

Feb 25-28	Apr 22-25	Aug 19-22	Nov 18-21
Apr 1-4	Jun 3-6	Sep 30-Oct 3	Dec 16-19
	Jul 29-Aug 1	Oct 28-31	

### Training Information and Enrollment

#### Contacts

Rich Reed, SUP Welfare Plan Rep  
SUP Welfare Plan  
450 Harrison St., San Francisco, CA 94105  
Tel: (415) 778-5490  
Fax: (415) 778-5494  
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Dave Connolly, SUP Vice President  
c/o Andrew Furuseth School of Seamanship  
450 Harrison St., San Francisco, CA 94105  
Tel: (415) 777-3400  
Fax: (415) 777-5088  
E-mail: daveconnolly@msn.com

## Maritime Unions meet in Wilmington



Maritime Unions in Los Angeles meet on a regular basis to discuss common issues. The November 6, 2002 meeting was at Ante's Restaurant in San Pedro. From left are: Al Camelio MEBA, Steve Callahan MFOW, Paul Nielsen MM&P, Tony Perkou Ante's owner, Mark Hurley SUP, Mike Nizetich MEBA, Ole ILWU and Dave Boatner MM&P.

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

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# Welfare Notes

January 2003

Shipboard life and working conditions can be very damaging to the hearing of sailors. With needle guns, chipping hammers, compressors, winches and generators, onboard it isn't surprising that hearing loss strikes a large number of maritime personnel.

Most people lose their hearing slowly, over a 15 to 20 year period because regular and repeated noise exposure damages the cells of the inner ear. It is recommended that you have your hearing checked once a year along with your annual physical. Wear earplugs when you must work around loud noise, such as a needle gun or "hurdy gurdy." To be effective, earplugs must block the ear canal, creating an airtight seal. They come in various sizes and are usually made of foam that expands to create the seal. Industrial earmuffs cover the entire outside of the ear and are also helpful.

If an active member finds the required need for a hearing aid to continue employment or to participate in normal activities and this is certified by a licensed physician, then the SUP Welfare Plan may help you. The Welfare Plan has a benefit allowance for active members who may need hearing aids. This benefit allowance is for \$400 per ear and will be payable once in four years. For further information on this benefit, please refer to your Summary Plan Description book or contact the SUP Welfare Plan.

Retired SUP members on the Annual Medical Allowance may use this money for hearing related items. For more information on hearing and hearing loss, you may check the internet. One site that may help is [www.hearinglossweb.com](http://www.hearinglossweb.com)

### SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

#### Telephone Numbers:

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

## Record of SUP Shipping December 2002

	Hdqs .....	Seattle .....	Wilm .....	Hono .....	Total
Bosun .....	4	1	4	1	10
Maint. Man .....	6	0	0	0	6
A.B. Dayworker .	0	0	3	0	3
A.B .	20	16	18	8	62
O.S. ....	2	3	2	2	9
Standby .....	11	14	56	23	104
<b>TOTALS .....</b>	<b>43</b>	<b>34</b>	<b>83</b>	<b>34</b>	<b>194</b>

### Work day at the hall



Julian Torre volunteers his time to repair chairs at the Wilmington hall Nov. 11.

## Vessel ownership is key to security

Maritime security would be significantly enhanced if the beneficial ownership of a vessel could be exposed, states the Organization for Economic Cooperation and Development (OECD).

A new report presented to the OECD's Maritime Transport Committee on January 10, claims that terrorists could easily hide behind the complex corporate structures associated with ship ownership.

Despite strong support from the United States, the IMO's Legal Committee dismissed the disclosure of beneficial ownership as a means of best identifying security threats in a meeting last year. The committee concluded that focusing on day-to-day operational control was the most appropriate level of disclosure. The OECD Committee, however, accepted the findings of the new report and have commissioned a second phase report to investigate how such threats could be countered.

The report should complement the work already completed by the IMO.



**FOCs linked to al Qaeda** *continued from page 1*

could point to terrorists approaching ships, the U.S. Coast Guard's chief of intelligence Frances Fragos-Townsend was quoted as saying in the article.

"If all you do is wait for ships to come to you, you're not doing your job," she was quoted as saying. "The idea is to push borders out."

Since the September 11th attacks, U.S. officials have kept a log of al Qaeda "mystery ships" varying from a low of 12 to a high of 50, the article noted. While generating profits for al Qaeda, they could also be used to attack targets anywhere in the world, U.S. officials were quoted as saying.

**CONGRESSIONAL HEARINGS**

The *Washington Post* article and a subsequent New Year's Eve CNN telecast (details follow) were the latest in a round of developments that underscored the threat of the flag-of-convenience shipping and its use by the al Qaeda to facilitate terrorist activities.

Indeed, the issue was aired during the course of hearings held last June by the House Armed Services Committee's Special Oversight Panel on the Merchant Marine, where witnesses, including U.S. Maritime Administrator William G. Schubert and the U.S. Coast Guard's Assistant Commandant for Marine Safety and Environment Paul J. Pluta warned of the national security dangers posed by flag-of-convenience shipping.

Flag-of-convenience shipping could "open the door for criminal and terrorist activity that would be impossible under the U.S.-flag registry, or other reputable flag states with high standards like

the United States," Schubert testified. "In today's environment, we should not compromise our security. In the United States we know who owns our ships, who operates them and who crews them. There is no better assurance to our nation's security interests than a strong U.S.-flag merchant marine."

The need to know the actual ownership of a vessel is urgent in light of reports that Osama Bin Laden secretly owns a fleet of ships, and also used a cargo vessel in 1998 to deliver ammunition that was used to destroy U.S. Embassies in Kenya and Tanzania, Pluta told the Merchant Marine Panel.

**CNN REPORTS IN NEW YEAR'S EVE TELECAST**

The *Washington Post* report was immediately picked up by CNN in a New Year's Eve telecast in which commentators agreed that the newspaper's disclosure was a "sobering report," due in part to the easy ins and outs of flag-of-convenience registries.

"You've got countries like Liberia where changing a ship's registry is very, very easy, and usually can be bought against the regulations that are withstanding," CNN's national security analyst Kelly McCann said. "So it's a very difficult thing to discern."

A successful tracking of one vessel that sailed from Korea to Yemen carrying scud missiles represents "the tip of the iceberg" of what is now going on in international shipping, CNN said. Tracking cargo around the world is "a very complex problem," CNN reported. "We are getting a grip on it, but it is an overwhelming problem."

*Source: AMC Washington Letter*

## Bush administration strips airport screeners of bargaining rights

Admiral James Loy, Under Secretary of Transportation for Security Administration (TSA) on January 9 signed an order precluding collective bargaining by the TSA's 56,000 airport screeners after determining "mandatory collective bargaining is not compatible with the flexibility required to wage the war against terrorism."

Admiral Loy's order was in response to petitions filed with the Federal Labor Relations Authority by the American Federation of Government Employees (AFGE), which asked for elections to designate the union as the exclusive representative of TSA security screeners at New York LaGuardia and Baltimore-Washington International airports.

"Fighting terrorism demands a flexible workforce that can rapidly respond to threats," said Admiral Loy, who exercised his legal authority under the 2001 Aviation and Transportation Security Act (ATSA). "That can mean changes in work assignments and other conditions of employment that are not compatible with the duty to bargain with labor unions."

Mark Roth, general counsel for AFGE, said that law gave Loy great latitude in personnel decisions but not the power to stiff-arm unions on national security grounds. Roth also questioned the timing of the move, which comes weeks before TSA merges into the new Department of Homeland Security.

"Only the president would have this authority," Roth said. He added that the union would seek to overturn the deci-

sions in federal court. "His action is murky at best, and his timing is certainly objectionable."

TSA spokesman Robert Johnson said Loy acted because January 8 was the deadline to respond to the union's petition. He also said that since the mid-1970s, several administrations have excluded from collective bargaining workers in agencies such as Defense, Transportation and the Secret Service.

Union officials said they would press on with efforts to unionize workers at BWI, La Guardia and other airports. Screeners' salaries range from \$23,600 to \$35,400 a year. Union officials said screeners have complained about not getting their paychecks on time, last-minute changes to their work schedules and being forced to work double shifts.

"These employees are on the job, worrying about things that they shouldn't be worrying about," said Diane Witiak, an AFGE spokeswoman. "We're not abandoning these employees. They're entitled to a union, and we're going to give them one."

"Once again the Administration has used the war as a weapon to deny rights to the very workers it relies on. This is a shameful act that should not stand," said AFL-CIO President John J. Sweeney.

Senate Minority Leader Tam Daschle (D-SD) said the Bush administration's action "has nothing to do with security and everything to do with this administration's politics."

## Military Sealift Command chief: "I want to see more U.S.-flagged ships"

Ideally, all U.S. military cargo would be transported aboard U.S.-flagged ships, but there are not currently enough to meet the demand, said Rear Admiral David Brewer III, commander of the U.S. Navy's Military Sealift Command.

In an interview with the publication *Defense Week*, Rear Admiral Brewer said that MSC "will embark cargo or equipment on a foreign flag" vessel, "but, in a perfect world, we want a U.S. flag."

Employment of trusted U.S.-flagged vessels by MSC decreases security threats to sensitive government cargoes.

An expanded U.S. fleet would also alleviate concerns the government has about a possible shortage of available contract civilian mariners in the case of a full activation of the Maritime Administration's Ready Reserve Force. A larger fleet of U.S.-flagged ships would create a larger job base for American seafarers and, in turn, a larger pool of manpower available to man military sealift vessels in times of war.

"I want to see more U.S.-flagged ships, period," Rear Admiral Brewer said. "More U.S.-flagged ships, number one, will be good for the economy. We are a maritime nation."

"More importantly," he added, "it is essential for our national security" because more U.S. ships would mean "the less we have to depend on foreign-flagged shipping today."

According to a General Accounting Office study cited in the *Defense Week* article, and reported on in the December 2002 *West Coast Sailors*, the U.S. Department of Defense effectively relinquishes control of military cargo when it uses foreign ships as a transportation platform.

Admiral Brewer said that MSC watches the foreign vessels it charters "very closely" and will sometimes "embark our personnel aboard those ships to make sure the cargo is secure." Currently, no armed U.S. guards travel aboard the foreign vessels chartered by MSC to protect the

military cargoes, and that is an issue MSC is considering.

As the war on terrorism continues, the workload of the MSC fleet has "increased in the sense that we are operating with the increased operational tempo with the battle groups," Admiral Brewer said.

The role of sealift support vessels in current military operations has brought the need for increased force protection, as highlighted by the terrorist bombing of the French-owned tanker *Limburg* in Yemen in October, an attack very similar to that against the *USS Cole* in Yemen in 2000.

MSC is budgeting a "significant amount" of money through 2009 to enhance force protection training and technology in the fleet. Admiral Brewer told *Defense Week* that augmenting the force protection capability of MSC vessels with new technology was particularly important because the crew size aboard these ships means "there's not extra people onboard our ships to be armed."

MSC is also working to address the issue of available manpower in the event of a fleet-wide activation.

The Maritime Administration maintains a fleet of 76 Ready Reserve Force ships in various states of readiness. These ships are maintained by minimal crews, in most cases, and are to be fully manned by contract civilian seafarers when activated for military missions. When the ships are activated, they are turned over to MSC jurisdiction.

Admiral Brewer said some concern exists that there may be a shortage of American civilian seafarers to man the MSC fleet if the entire Ready Reserve Force were to be activated.

"If we have to take those ships to a full operating status, there is some concern there," Rear Admiral Brewer said. "But we're working this issue very diligently with the Maritime Administration and the maritime unions and we feel we could satisfy any wartime requirements."

## Anti-Jones Act candidate wins Hawai'i House seat

Democrat Ed Case bested 43 other candidates to win a special election for the House of Representatives from the 2nd District of Hawai'i.

Case was an incumbent for five weeks after winning a special election to finish the remainder of the late Patsy Mink's term. The special election was needed after Mink was posthumously re-elected to her seat representing rural Oahu and the neighbor islands. She died September 28, a week after easily winning her primary but two days after a deadline to replace her name on the general election ballot.

On the Jones Act, Case told the *Honolulu Advertiser*, "I have believed for a long time that on balance the Jones Act is harmful to Hawai'i. I have said publicly and have not changed my mind that the Jones Act should either be repealed or Hawai'i should be provided an exemption to facilitate competition for shipping between Hawai'i and the U.S. Mainland as long as there is full compliance with federal labor laws and environmental laws. I don't believe foreign ships should be able to transit U.S. waters and ignore U.S. laws. I do believe in foreign vessels coming in and being able to compete on an equal footing with U.S.-flagged vessels."

"That is something that is a divisive issue in Hawai'i. If you talk to anyone in the business community other than the people that are running Matson and CSX, they will tell you the Jones Act should be amended. Ranchers on Maui or the big Island will tell you it is a disaster. Agriculture interests will tell you they want increased competition. They don't like two companies controlling the lifeline of Hawai'i."

## Hawai'i longshore agree to new pact

Local 142 of the International Longshore and Warehouse Union which represents longshore workers in Hawai'i reached agreement with the Hawai'i Employers council on January 4 for a new collective bargaining agreement.

While details of the new contract, which is subject to membership ratification, were not announced, sources indi-

cate that it is similar to coastwise agreement reached by the ILWU on the mainland. If approved by Local 142, the contract would run from July 1, 2002 through June 30, 2008.

The Hawai'i Employers Council is comprised of Matson Terminals, Inc., Hawai'i Stevedores Inc., HT&T Company and McCabe, Hamilton & Renny Ltd.





# SUP President's Report

January 13, 2003

## PATRIOT CONTRACT SERVICES

### LMSR Activations

During the past month the number of Large Medium Speed Roll-On/Roll-Off (LMSR) activated to Full Operating Status by the Military Sealift Command has risen to six: *USNS Gilliland*, *USNS Mendonca*, *USNS Seay*, *USNS Brittin*, *USNS Ptililau* and *USNS Yano*. In addition the *USNS Bob Hope* last month completed a trip to Kuwait and is now in Reduced Operating Status (ROS) in Charleston and the *USNS Fisher* is in ROS in Louisiana after a round-the-world voyage.

While security regarding the movement of these vessels is tight, the *New York Times* reported yesterday, January 12, that the *Gilliland* and *Mendonca* will begin loading M1 Abrams tanks, Apache helicopter gunships and other military equipment in Savannah tomorrow while the *Seay* is scheduled to leave Beaumont with Patriot anti-missile batteries and wheeled vehicles by week's end.

Given the situation in Iraq and for that matter on the Korean peninsula, it is anticipated that more LMSRs operated by Patriot Contract Services for the MSC will be activated.

**All members who have taken MSC-required training for these vessels should be prepared to serve in these ships if so requested. Members with Class B, Class C seniority and Class D registrants who have taken the MSC-required training should be aware that under SUP Shipping Rule #9 they "must accept jobs to which they are assigned. If any Class B member or Class C member fails to accept a job to which dispatched, without a reasonable excuse, their registration shall be cancelled and they will not be allowed thereafter to register again."**

This emergency requires the cooperation of all SUP members so that the Union can fulfill its contractual obligations and to serve the nation in time of war.

### Cape Gibson

The Ready Reserve Force vessel *Cape Gibson*, which was activated in November is now in the Far East on extended deployment with the Military Sealift Command and will likely be stationed in the Indian Ocean at Diego Garcia.

Given the duration of the deployment, the SUP requested that the length of assignment aboard this vessel be in accordance with the old APL Shuttle Ship arrangement. On January 11, Captain Saunders Jones, chief operating officer of Patriot and American ship Management agreed that "assignments shall be for a period up to six months. Crew members shall be repatriated with transportation upon request after completing a minimum of 120 days of employment."

Recommend membership ratification of this agreement.

### Imminent Danger Pay

Although President Bush has not yet declared war, an imminent danger zone has been designated for the following bodies of water: The Arabian Sea north of 10 degrees North Latitude and west of 68 degrees East Longitude, the Red Sea (including the Suez Canal), the Gulf of Aden, the Gulf of Oman and the Persian Gulf.

Mariners in government vessels transiting those areas will be paid \$150 a month in "imminent danger pay."

## U.S. TRANSPORTATION COMMAND

From December 9-11, 2002, attended a Joint Planning Advisory Group (JPAG) meeting co-chaired by the United States Transportation Command (USTRANSCOM) and the Maritime Administration at Scott Air Force Base (USTRANSCOM's Headquarters) in Illinois.

Among the issues discussed were the Voluntary Intermodal Sealift Agreement (VISA) Program, Military Sealift Command Vessel Force Protection (FP), Supercargoes, MarAd RRF, Merchant Mariner Manning and Ammunition Planning.

VISA is a joint Department of Defense/Department of Transportation program that provides a coordinated,

seamless transition from peacetime to wartime for the acquisition of commercial sealift and related global intermodal services required to augment DoD's sealift capabilities. The DoD sequence for contingency sealift in a major activation would be the Prepositioned Vessels, Fast Sealift Ships (FSS) and LMSR vessels, RRF vessels and volunteer vessels. Next would be activation of VISA vessels.

Vessel Force Protection includes a means for the government to track vessels in the theater in the event a ship needs military assistance. Vessel Force Protection has already begun. Commercial shipping can keep visibility of movements through established position reporting of AMVER. Carriers can notify MarAd of transits or port calls of particular interest and MarAd will forward the information to U.S. government agents to highlight visibility.

In addition to the SUP, the Unions in attendance included the MM&P, MEBA, SIU-A&G and AMO plus high ranking military and government representatives and VISA participating companies including Patriot Contract Services and Matson Navigation Company.

## MARITIME ADMINISTRATION

On December 27, Vice President Dave Connolly and your secretary participated in a meeting via telephone called by the Maritime Administration in Washington regarding a Department of Defense requirement that mariners sailing in high threat areas be inoculated against smallpox and anthrax.

MarAd faces a major challenge in how to provide the vaccinations due to the limited supply of vaccine stockpile and the restricted number of vaccination sites.

The end result of this meeting was that MarAd in conjunction with the Military Sealift Command will send out a directive to all seagoing maritime Unions regarding the inoculation requirement.

Will inform all hands when this information becomes available.

## MARITIME SECURITY PROGRAM

As reported in the November 2002 issue of the *West Coast Sailors*, Maersk Line, Ltd. asked the Maritime Administration to rule on its eligibility to operate fifteen Maritime Security Program (MSP) vessels currently operated by the United States Ship Management, Inc.

In response to Maersk's request, the SUP and MFOV submitted the following comments to Maritime Administrator William Schubert on December 19:

*Dear Captain Schubert:*

*The Sailors' Union of the Pacific (SUP) and the Marine Firemen's Union (MFOV) offer the following comments regarding the pending request by Maersk Line, Limited, to re-write the Maritime Security Act and overturn MarAd's carefully considered decisions and rulings in all prior transfers of MSP Operating Agreements.*

*We represent U.S. merchant mariners employed on all vessels operated by American Ship Management LLC (ASM) pursuant to collective bargaining agreements with ASM. ASM is a Section 2 citizen company which operates nine U.S. flag vessels enrolled in MSP, making it the second largest MSP contractor after United States Ship Management, Inc. (USSM). Prior to the sale of American President Lines, Ltd. (APL) to foreign-owned Neptune Orient Lines, Ltd. (NOL) in 1997, MarAd had awarded nine MSP Operating Agreements to APL. In approving the transfer of those Agreements to ASM, MarAd emphasized, as it has done consistently since the inception of MSP, that vessels with first priority status in the Program must be owned and operated by Section 2 citizen companies. In reliance on MarAd's interpretation of the law, our Unions signed a collective bargaining agreement with ASM in 1997.*

*In connection with the approval of the transfer, MarAd also required APL "to continue to make good faith efforts to apply for inclusion in the MSP of two additional vessels, if additional slots for such program become available" before March 2000. However, no additional first priority slots became available, and as a result the APL China and the APL Japan were not*

*included in MSP, and our members lost employment opportunities on those ships which now operate under foreign flag. In connection with subsequent transfer requests, we have consistently urged MarAd to re-award MSP Operating Agreements for those two vessels. APL has itself argued that they would be prejudiced by any approvals of transfer requests on terms more favorable than the terms approved for the transfers to ASM.*

*The priority under MSP for Section 2 citizen companies is, of course, reflective of a fundamental policy objective of the Merchant Marine Act of 1936 -- to create a Merchant Marine "owned and operated under the United States flag by citizens of the United States in so far as may be practicable." In its Report to Congress on U.S. Maritime Policy, May 1998, pp. 10-11, MarAd enumerated the following seven goals of the MSP:*

*1. Foster and maintain a United States merchant marine capable of meeting economic and national security requirements;*

*2. Improve the vitality and competitiveness of the United States foreign-trade liner fleet and the seafarers who serve on board the ships;*

*3. Reverse the decrease in the number of ships in the U.S.-flag fleet;*

*4. Stabilize the number of mariners available to crew U.S. merchant vessels;*

*5. Achieve adequate manning of merchant vessels for national security needs during a mobilization;*

*6. Ensure that sufficient civil maritime resources will be available to meet defense deployment and essential economic requirements in support of our national security strategy; and*

*7. Ensure that the United States maintains the capability to respond unilaterally to security threats in geographic areas not covered by alliance commitments, and otherwise meets sealift requirements in the event of crisis or war.*

*In his testimony before the House Armed Services Committee on October 8, 2002, Commander in Chief of the U.S. Transportation Command, General John W. Handy, reiterated these goals, noting that MSP assures the viability of the U.S. merchant marine needed to activate the Ready Reserve Fleet.*

*Maersk's request that MarAd permit "documentation citizen" companies the same priority under MSP as Section 2 citizen companies would enable it to dominate MSP with a single manpower pool, and is in plain conflict with the goals outlined by MarAd. If granted, the request would de-stabilize the U.S. Merchant Marine and potentially disenfranchise U.S. maritime unions, since elimination of the Section 2 citizen management companies would weaken, if not eliminate, the collective bargaining units that have been established in reliance on MarAd's position that priority status under MSP must be reserved for Section 2 citizen companies.*

*For these reasons, we strongly urge MarAd to be cautious in revising the Section 2 requirements under MSP. Sincerely, Gunnar Lundeberg, President/Secretary-Treasurer, SUP; Whitey Disley, President/Secretary-Treasurer, MFOV*

As of today's meeting, MarAd has not made a decision on Maersk's request.

Sources in Washington indicate that MarAd is drafting legislation to reauthorize MSP past its expiration date of September 30, 2005. The details of the draft are unknown at this time. However, reauthorization legislation must be endorsed by the Bush administration in order to be passed by Congress.

In the Congress itself, the Republicans have given key committee assignments to two strong MSP supporters. Representative Duncan Hunter (R-CA) was elected this month as Chairman of the House Armed Service Committee and Senator Kay Bailey Hutchison (R-TX) will chair the Surface, Transportation and Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee.

## READY RESERVE FLEET

On December 27, the Union was informed by Patriot Contract Services that the Maritime Administration had



been advised by the United States Transportation Command that Ready Reserve Force (RRF) vessels *Cape Breton*, *Cape Bover*, *Cape Blanco* and *Cape Borda*—all former Lykes Brothers breakbulk vessels crewed on deck by the SUP in Reduced Operating Status in Alameda—would be “downgraded” in status. What this means in practical terms is that Patriot’s ship manager contract for these vessels will be terminated, the crews will come off and the ships themselves will become part of the National Defense Reserve Fleet—one step away from the scrapyard.

In response, the SUP sent the following letter to Captain William Trost, MarAd’s Director of Ship Operations on January 2:

*Dear Captain Trost:*

*This is to register our disapproval and protest of the recent decision to downgrade the Cape Breton and Cape Bover to NDRF status. As you know, Sailors’ Union of the Pacific (SUP) members employed in these ships, and their reliefs, will be thrown out of work because of this decision. Despite the relatively small numbers of seamen employed in Reduced Operating Status, these defense assets provide valuable experience and training to U.S. merchant mariners. Moreover, we contend these positions have a far-reaching effect beyond immediate employment, and provide an invaluable if sometimes intangible service to the U.S. government.*

*In the unlicensed deck department, the ships employ a Maintenance AB (Bosun) and General Vessel Utility (Ordinary Seamen). Those employed as bosun are afforded a rare opportunity to learn the operation and maintenance of gear requiring a developed knowledge and understanding of marlinspike seamanship. That skill set is infrequently required in other ships, but it is occasionally critical to the continued operation of any ship. Therefore these ships help maintain a reliable pool of seamen qualified in all the traditional skills of seamanship—seamen ready to supply the nation’s military in any contingency, in any ship.*

*Even more important is the Ordinary Seamen’s position. Not simply a fitting introduction to ships, or solely a training platform, the Capes Breton and Bover provide all-important sea service recognized by the United States Coast Guard. Without adequate access to recognized sea service opportunities for entry-level personnel, the nation’s ability to produce an adequate supply of Able Seamen is seriously compromised. As the long-term impact of STCW on the recruitment and retention of mariners becomes more evident, the importance of these beginning billets is magnified. Consequently, in terms of the West Coast supply of qualified Able Seamen, the downgraded readiness of the Capes Breton and Bover would also have an amplified negative impact on mariner recruitment and retention.*

*Leaving the apparent utility of these vessels—their underway replenishment capability, shallow-draft riverine capability, break-bulk and odd-sized cargo capability—to the experts at MarAd and the DoD, we urge you to also consider the impact to not only those mariners currently employed therein, but also in terms of long-term defense readiness relating to mariner recruitment, retention and training.*

*Sincerely,*

*Gunnar Lundeberg, President/Secretary-Treasurer*

As of this date, Captain Trost has not responded.

## SEAFARERS’ MEDICAL CENTER

For over two years the employer (American Ship Management and Matson) Trustees of the Seafarers’ Medical Center Trust have contended that the current facility in San Francisco and the outport clinics in Seattle, San Pedro and Honolulu are too costly to operate and fail to properly screen or diagnose medical conditions that should be caught prior to a vessel’s departure, necessitating unnecessary repatriations.

The Union Trustees have continuously refuted these allegations as incorrect and have repeatedly pointed out that under Section 32 of the General Rules of both the ASM and Matson collective bargaining agreements that the employers are obligated to “pay into the Trust a per manday contribution adequate to sustain the program with reasonable cash reserves.”

The issue came to a head at the December 17, 2002 trust meeting when, after a heated discussion, the employers moved to have annual physical examinations performed by clinics under contract to the SIU-A&G’s Sea-

farers’ Health and Benefits Plan Medical Department and that if the Union Trustees agreed, the employers would drop the requirement for sign-on physical exams.

The Union Trustees rejected the employers initiative which brought the matter to a deadlock and prompted the employers to threaten to move the issue to arbitration.

If the dispute does proceed to arbitration, the Union Trustees are confident that employers will not achieve the result they desire.

Will keep the membership informed on this issue.

## WALL OF HONOR

This month the Sailors’ Union achieved its goal of contributing \$25,000 toward the construction of the American Merchant Marine Memorial Wall of Honor adjacent to the Los Angeles Maritime Museum in San Pedro.

This effort which began in April 1999 was strictly funded through voluntary contributions from the membership and other interested individuals. A check for \$16,600 was presented to the American Merchant Marine Veterans Memorial Committee in February 2000. The remaining \$8,400—plus contributions received after the \$25,000 mark was reached—will be transmitted to the Committee this month.

The Wall of Honor will be the first national memorial in the United States, listing the names of the more than 7,000 merchant mariners and the ships they served in who sacrificed their lives for their country during World War II and subsequent conflicts. The names of those mariners who were prisoners of war and those who received the Distinguished Service Medal will also be listed.

Those members who donated to this important endeavor are to be commended. Special recognition is due to former Wilmington Branch Agent Bill Berger who initially spearheaded the SUP effort and to current Wilmington Branch Agent Mark Hurley who is involved in the work of the Memorial Committee.

The Wall of Honor will be dedicated on Maritime Day (May 22) with the name of the Sailors’ Union of the Pacific emblazoned on the front wall of the memorial.

## BOSUN’S STAMP COMMITTEE

In the 2001-2002 election of officers and referenda on amendments to the SUP Constitution and Shipping Rules, the membership passed a proposition that stated:

**“Are you in favor of forming a committee of rank-and-file members from each port to study the issue of re-qualification for bosun’s stamps for the purpose of making a recommendation to the membership?”**

At the coastwise meetings in February 2002, it was recommended by your secretary and approved by the membership to elect a committee in early 2003.

The Bosun’s Stamp Committee will be elected at next month’s Headquarters and Branch meetings in Seattle, Wilmington, and Honolulu (one at each port). Once constituted, the Committee will meet at Headquarters on February 24, 2003.

In the period prior to the committee’s election, urge all hands who are interested in this issue to submit proposals in writing to this office which will then be reviewed by the Committee.

Any recommendations of the Bosun’s Stamp Committee will be forwarded to the Committee on Constitution which will be elected in June. The Committee on Constitution will review specific proposals made to amend the Shipping Rules regarding bosuns which will be subject to membership approval at the coastwise meetings before going on the 2003-2004 ballot.

## 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 2002, and report back to the membership at the February coastwise meetings. In the event the committee cannot be filled today, or is short-handed when it convenes, recommend that necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Head-

quarters on February 7 at 9:00 A.M.

## HOLIDAYS

Next month all SUP halls will be closed on Wednesday, 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.

On Monday, February 17, 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). Under the Chevron and San Francisco Bar Pilots agreements, Washington’s Birthday is observed on February 22.

Due to the holiday, the Branch meetings will be on Tuesday, February 18.

## ACTION TAKEN

M/S to accept the *Cape Gibson* Shipping Rule clarification. Carried unanimously.

Quarterly Finance Committee: Bill Berry, Sonny Cooper, Romaine Dudley, Paul Fuentes, and Terry O’Neill were elected to the Committee.

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

*Gunnar Lundeberg*

## Vice President's Report

January 2003

In addition to the routine duties of the front office, and clarification issues on all contracts, a considerable amount of my time in past month has been spent crewing and attending to the LMSR fleet. As the *West Coast Sailors* goes to press, eight LMSRs are underway in support of the nation’s military overseas. Since we expect the remaining ships to be activated shortly, and since our solid performance in this wartime activation is critical to the future of the Union, we strongly encourage all LMSR trained sailors to consider service to the country and the Union in these ships. The Andrew Furuseth School of Seamanship will conduct a special accelerated LMSR class beginning January 27th in San Diego. All interested members please contact your Branch Agent, Rich Reed, or me. The following is a brief summary of the ships’ status.

**USNS Brittin.** Made a successful sea trial and will stay in Full Operating Status. Bosun Robin Colonas, delegate Michelle Volz. Departing New Orleans for a Beamont load.

**USNS Seay.** Activated January 7, 2002. Departed Norfolk to load in Texas. Bosun Dean Gross, delegate Kenyon Taylor. Running smooth.

**USNS Mendonca.** Departed Norfolk to load in Savannah, Georgia. Bosun Dennis Belmonte, delegate Izzy Isdris. Experienced gang.

**USNS Fisher.** Just completed round-the-world mission in SUP-style. Kudos to Bosun Paul Gatewood and delegate Al Lillibridge. Transition down to ROS in Louisiana. Activated again on January 21, 2002.

**USNS Gilliland.** Activated on January 9, 2003 from Norfolk for an East Coast load port. Bosun Ken Dooley, delegate Jim Young.

**USNS Gordon.** In modified Reduced Operating Status in Norfolk. Bosun Bernie Lape, delegate Dave Pangan. One of only two remaining ROS LMSRs.

**USNS Yano.** Activated January 3, 2003 for a load in the Carolinas. Repairs in Ft. Lauderdale. Now enroute theater of operations. Clarification on watchstanding: it’s a three-man watch in FOS with the bosun and the ordinary seamen standing bridge watches. Bosun Mike Henderson has things well in hand, delegate Paul Harsany.

**USNS Pūlilaau.** Activated December 19, 2002 in New Orleans. Loaded in Beamont for theater of operations.

## Vice President's Report

*continued on page 12*



# SUP Branch Reports

## Seattle

December 16, 2002

Shipped 12 AB job's filled by 3 A cards and 4 B cards to steady jobs and 2 A cards to relief's, 2 B card's and 1 D-card to USNS ships; 2 OSs to USNS ship's; and 7 standbys to 2 A's, 4 B's and 1 C card.

During the period registered: 8 A cards for a total of 26; 8 B cards for a total of 29; 8 C cards for a total of 22.

### Ships checked

APL Thailand and APL Singapore back from the Far East with little or no problems. Maui and Kauai in twice and running smoothly, the Manulani in at terminal 18 and reports all is well.

The Cape Gibson, a former American Mail Line C-5, visited Puget Sound on a run for the Navy and will be out-bound for points unknown. There were problems with transportation on and off the dock due to military regulations, it was a couple of miles walk to the gate and the captain did the best he could under the circumstances to get the crew back and forth.

We are still settling in to our new quarters and the MFOW's Steve Petritz continues to be a tremendous help in making the new hall operable. SUP pensioner Jim Larsen has been stopping by frequently to help out and his efforts are greatly appreciated.

The Christmas party went off without a hitch and a "good time was had by all". Robin Colonas did an excellent job making it all happen. The Tony Jones family provided the fish and tree. Norm Christianson and the Rigging Loft gang came in after work and set up. Mike Carr and I cooked. We had over a hundred people with the majority of them being pensioners and the expression we heard most was "jez, I haven't seen that guy in twenty-five years".

With action in the Persian Gulf seemingly inevitable, shipping has shown an unusual increase in this port with the bulk of the jobs going to the MSC ships. Make sure you have a valid drug card. When you get off a ship renew your drug card right away. Many members wait until they are going back to work and when they walk in for a slip to the doctor's there is a good job on the board and they can't compete because they don't possess a valid drug card.

Vince O'Halloran  
Branch Agent

## Wilmington

December 16, 2002

Shipped the following during the period: 4 bosuns, 16 ABs, 3 AB Maints., 2 OS, and 54 standbys for a total of 79 jobs shipped.

Registration is at 42 A members, 24 B members, 7 C members and 3 D registrants.

### Ships checked

Lihue, Joe Eckert delegate; President Grant, President Truman, Chief Gadao, John Kerlin delegate; Manoa, R.J. Pfeiffer, L.J. Benson delegate; Lurline, Carl Ziegeler delegate; President Jackson, Mokihana, Chevron Washington, APL Thailand, Dave Shands delegate; President Kennedy, Ewa, Joe McDonald delegate; President Adams, Mahimahi.

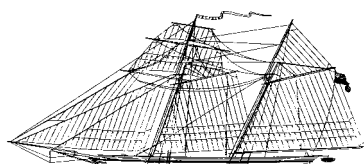
On November 18, I went to the L.A. County Federation Labor Meeting. On Sunday, November 11, Steve Callahan, Julian Torre and I worked on the hall. We fixed four chairs and hung some pictures. Thanks Julian, you were a big help. The Hall looks better for our efforts.

On November 25, I attended a Veterans' Memorial meeting. It was decided that the dedication for the new wall would be on Maritime Day, May 22, 2003. That gives us plenty of time to finish the new Wall and renovations on the existing memorial. On December 11, there was a good turn out for the marlinspike class with George Jackson and Eli Wegger as instructors. On 12 December, we had another Veteran's Memorial Meeting. This time we had the contractor and engraver there. We took care of some of the details about the name placements. The engraver will be starting on the Wall very soon.

On December 13, we had our annual Christmas party. All went very well with plenty of food and drink for everyone. It's always good to see the retirees and everyone enjoying themselves. Special thanks to Art Pond, Jim Wainio, Mario Barahona, Eli Wegger, Keith Miller, Ernie Jalomo, Dave Gillis, Jose Alves, Barry Fisher and all the members who helped out with the set up and break down.

Thanks to Keith Miller for relieving me from December 22 to January 4.

Mark Hurley  
Branch Agent



## Honolulu

December 16, 2002

During the month of December, 2002, dispatched the following: 1 Bosun relief-return, 4 ABs and 2 AB returns, filled by 4 A members and 3 B members. Also shipped 31 standbys filled by 5 B Members, 20 C members, and 6 D registrants for a total of 38 jobs shipped.

Registered: 4 A members, 5 B members, 2 C members, and 2 D registrants during the period. To date have registered: 8 A members, 6 B members, 6 C members, and 6 D registrants for a total of 26 registered.

### Ships checked

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

On December 15, we had our annual Christmas party at the hall. It was a full house and a good time was had by all. Plenty of food and drink!

On December 18 attended the Hawaii Ports Maritime Council meeting. Discussion on the upcoming January 4 special election for the 2nd Congressional seat vacancy.

On December 24, I took off to the mainland for vacation. Wish to thank Bonny Coloma for relieving me; did his usually perfect job! Also want to thank Jon Rose and Charlie Duke for handling the phones and manning the office.

Mike Duvall  
Branch Agent

## Norfolk Office

December 2002

In the month of December, shipped 1 Bosun, 8 ABs, and 2 OSs, filled by 2 B members and 9 C members.

Our Christmas party was very good and our members, top and bottom, are proud to be members of the SUP/MFOW.

On December 25, I traveled to Charleston, South Carolina, to pay off the Bob Hope. They were gone 63 days and hit several ports including a nice stay in Lavonia, Italy.

The Britton called for a full crew December 30, for sea trials and possible activation. The Yano broke down three days out to sea and limped in to Fort Lauderdale, Florida, for repairs. Last I heard she is over the horizon heading for ports unknown.

The Shugart still sits in Baltimore quiet.

The ships in the Norfolk area all in good shape. It looks like we are headed for troubled times in the Mid East, I hear all LMSR ships will be activated. Please check your certificates and make sure all are up to speed.

Happy New Year to all.

Jack Stasko  
SUP Representative

### New Pensioner

Effective January 1, one SUP member has joined the rank of pensioner bringing the total number of SUP members now receiving a pension to 950:

Vicente C. Nieva, 66, Book No. 18106, joined SUP in 1991.

## San Francisco Business Agent

January 13, 2003

Visited and paid off the following ships: **Kauai**—John Morrell, delegate: Change of guard, new bosun. Very clean ship.

**Mahimahi**—Miguel Palacios, delegate: No disputes.

**Manoa**—Tom Larkin, delegate: Problem with the bow-thrusters. It's been inoperable for several trips; shipyard job. Refuse container will be replaced in Guam.

**Matsonia**—Jim Clay, delegate: Had problem with washdown leaving port, which was squared away.

**Maui**—Alexander Earle, delegate: First Matson ship at new dock, 7th Street Terminal closed.

**R.J. Pfeiffer**—John Benson, delegate: No disputes.

**President Grant**—Vince Estrada, delegate: Voyage pay off. Clarification on delayed sailing. Also bosun working from 0800 to 1200.

**President Kennedy**—Augusto Silva, delegate: No disputes; voyage pay off.

**President Wilson**—Gilbert Wilson, delegate: Ongoing beef. Port and starboard pilot accommodation ladder needs to be repaired. Company to replace it in shipyard.

**Chevron Washington**—Rocky Ziemba, delegate: Good feeder. Krista Bjelde, her father was a long-time captain and chief mate at Matson.

A reminder to the membership who mail their dues to Headquarters: Please put your membership number on your checks.

Also worked in the front office during the month.

William Berger

## Dispatcher's Report

Headquarters—Dec. 2002

<b>Deck</b>	
Bosun .....	4
Carpenter .....	0
MM .....	6
AB .....	20
OS .....	2
Standby .....	11
<b>Total Deck Jobs Shipped .....</b>	<b>43</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>16</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ....</b>	<b>43</b>
<b>Total B, C, D Shipped-All Depts. ..</b>	<b>16</b>
<b>Total Registered "A" .....</b>	<b>78</b>
<b>Total Registered "B" .....</b>	<b>63</b>
<b>Total Registered "C" .....</b>	<b>8</b>
<b>Total Registered "D" .....</b>	<b>7</b>

## Vice President's Report

Continued from page 11

Repairs in Bahia (Salvador, Brazil). Enroute Cape of Good Hope. Bosun Alan White, delegate Mike McGrahan.

**USNS Bob Hope.** Successfully completed delivery to the theater of operations. Military personnel in country commended crew for the fastest load-out on record. Back in ROS in Charleston, South Carolina. Expected activation soon. Bosun Joe Richwagen, delegate Kelly Eggers.

**USNS Shugart.** In ROS in Baltimore. Bosun Mike Binsky and delegate Liam Flynn have the ship in excellent shape. Activated on January 21, 2003.

**Cape Gibson.** This ship was activated in Alameda CA, loaded ordnance in the Puget Sound and sailed for Sasebo, Japan. Two days outside the Straits of Juan de Fuca, the ship was battered by a winter gale in the Gulf of Alaska. Cargo came adrift and the SUP gang under the direction of Bosun Danny Foster performed emergency shoring and lashing without incident. The ship will be pre-positioned in Diego Garcia for an indefinite period and available for underway replenishment duties. Delegate John Crockett relieved Teo Rojas and reports most things well in hand. Various clarifications on watch schedules and rotations.

Dave Connolly