



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, June 22, 2001

SIU-AGLIWD and NMU members ratify merger

Members of the Seafarers' International Union-Atlantic, Gulf, Lakes and Inland Waters District (SIU-AGLIWD) and the National Maritime Union (NMU) last month ratified the specifics of merger of the two organizations.

The vote taken at all SIU-AGLIWD and NMU halls across the country in May was the third one taken on the SIU-NMU merger issue and according to the *Seafarers' Log*, official organ of the SIU, was approved "by a nearly unanimous tally."

From December 1, 1999, through January 31, 2000, SIU and NMU members voted by secret ballot on whether the Unions should proceed with merging. SIU members approved the measure by 86 percent, while the NMU voted 93 percent in the affirmative.

During the most recent SIU-A&G General Election from November 1, through December 30, 2000, SIU members approved two constitutional amendments related to the proposed merger: 84 percent of those voting approved the amendment adding "NMU" to the Unions' full name; 87 percent approved the amendment calling for the addition of two "Vice Presidents-at-Large."

The merger of the NMU into the SIU-AGLIWD ends 64 years of conflict between the two unions. Prior to 1937 all orga-

nized seamen within the American Federation of Labor were affiliated with the International Seamen's Union of America (ISU). Organized in 1892 by the Sailors' Union of the Pacific under the leadership of Andrew Furuseth, the ISU was a federation of autonomous unions that included, in addition to the SUP, the Marine Firemen's Union of the Pacific Coast, the Marine Cooks and Stewards, the ISU Eastern and Gulf District, the Marine Firemen's Union of the Atlantic Coast and several affiliates in the Great Lakes.

After the 1921 strike and lock-out, the ISU went into slow decline, with its leadership losing touch with the rank-and-file. The deathknell for the ISU came in 1937 when the SUP was expelled for its militancy. Ultimately the SUP was issued a charter by the AFL in 1937 to form a new federation and in October 1938—the Seafarers' International Union of North America (SIUNA), under the leadership of SUP Secretary/Treasurer Harry Lundeberg, was organized. The organizational structure of the SIUNA is similar to that of the ISU in that the affiliated unions are all autonomous. The SIU-Atlantic and Gulf District was also chartered by the SIUNA in 1938.

The National Maritime Union of America (NMU) was formed by ISU dissidents on the East Coast led by Joe Curran. The NMU became part of the Congress of Industrial Organizations (CIO) until the merger of the AFL-CIO in 1955. The NMU affiliated with the SIUNA in 1998 and remained an autonomous affiliate until last month's merger vote.

Under the merger the new organization will be named Seafarers' International Union—Atlantic, Gulf, Lakes and Inland Waters District/National Maritime Union (SIU/NMU). The Constitution of the SIU-AGLIWD will govern the merged union.

The full text of the merger agreement was published in the April 2000 issue of the *Seafarers' Log* and highlighted in the April 2001 issue of the *West Coast Sailors*.

SUP Constitution Committee considers ballot resolutions

The SUP Committee on Constitution met at Headquarters on June 19 to review, consider and make recommendations on the nine proposed amendments to the SUP Constitution and the ten proposed amendments to the SUP Shipping Rules, submitted by the membership.

The full Committee's report is subject to membership action at the July coastwise membership meetings.

In accordance with the SUP Constitution, "the proposed amendment shall be considered in connection with the report of the committee and any amend-

ment to the amendment that may be offered. If the proposed amendment or substitute thereof be endorsed by a majority at Headquarters and the branches...it shall be referred to a general vote of the Union." The next scheduled general vote of the Union begins on December 1, 2001 and concludes on January 31, 2002. That secret mail ballot referendum vote will also include the election of SUP officers for the 2002-2004 term.

In order for a proposed constitutional amendment to be adopted it requires a two-thirds majority of the votes cast. SUP Shipping

Rule changes require a simple majority of the votes cast.

The Committee on Constitution is comprised of Paul Fuentes #2239, Duane Hewitt #5748 (Chairman), Frank Portanier #3835, Paul Calais #4781, (alternate) elected at the June 11 Headquarters meeting and Norman Christianson #4770, Keith Miller #6497, and George Lua #4078, elected at the June 18 Seattle, Wilmington and Honolulu Branch meetings.

The Committee's report and the action taken by the membership will be published in the July *West Coast Sailors*.

Los Angeles Times investigates the state of the U.S. merchant marine

A page one feature in the May 29 edition of the *Los Angeles Times*, by reporter Dan Weikel investigated the current state of the U.S. Merchant Marine, and chronicled numerous dangers should the industry be neglected by decision-makers in Washington, D.C.

Most troubling is the eye-popping decline in the number of ships operating under the U.S.-flag registry.

Shortly after the end of the Second World War, the *Times* reports, 2,332 cargo ships flying the U.S. flag traversed the globe's oceans, carrying approximately 45% of all American waterborne trade. Today that number has dwindled to about 250 U.S.-flag vessels that transport only 3% of the country's sea-based commerce.

While this decrease, which reflects a growing dependence on foreign ships for goods, makes U.S. commercial interests potentially vulnerable, it poses an even greater threat to American national security.

The U.S. military has relied on the Merchant Marine to transport defense cargoes overseas in times of war or national emergency since the American Revolution. Yet the current paucity of U.S.-flag ships may imperil the ability of the military to

project its power abroad to the world's hot spots.

Perhaps no where is this risk more glaring than with the tanker fleet. According to the *Times* 106 tankers currently fly the U.S. flag. Yet due to the lack of new vessel production, Captain Warren Leback, former administrator of the Maritime Administration at the U.S. Department of Transportation, predicts that only 22 U.S.-flag tankers will be available to haul precious gasoline and jet fuel to forward-deployed U.S. forces during a crisis by 2015.

"This is a wake-up call," Leback said in the article. "If we do nothing, our tanker fleet will become almost nonexistent."

Yet the state of the tanker fleet is merely a microcosm of the broader issues facing the U.S. Merchant Marine. Given the Merchant Marine's current size and trends, the *Times* states, "maritime experts say it is highly unlikely today that the armed forces could enlist the cargo ships necessary for a sea-lift the size of the one used in the 1990 Gulf War. A decade later, there are about 100 fewer cargo ships and half the civilian seafarers, declines that are expected to continue."

This means greater reliance on foreign-flag vessels to move military cargoes. Yet the Gulf War

experience reveals troubling problems with this dependency.

Although many foreign-flagged ships performed adequately, the *Times* reports, "studies also show that it was more costly to ship on foreign vessels than on American transports during the war. In addition, some nations friendly to the U.S. declined to contribute vessels, 13 foreign-flag ships refused or hesitated to enter the war zone, and 40% of the foreign shipping lines hired for the campaign had been blacklisted by the U.S. Coast Guard for safety reasons."

Conversely, not one U.S.-crewed ship refused to sail into the Persian Gulf.

The outstanding performance record of U.S.-flag vessels in wartime, and the decrease in the number of U.S.-flag ships on the high seas, has led many to call for a reinvestment in the U.S. Merchant Marine.

In the words of VADM A.J. Herberger, USN (Ret.), former Maritime Administrator and current chief of the National Defense Transportation Association's (NDTA) Working Group on Maritime Policy Initiatives, "We are the greatest trading nation in the world, but our cycle of support and neglect of the U.S. merchant marine has got to end."

Source: AMC Washington Letter



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

| | |
|-------------------------|--------|
| Douglas Chesshire | 100.00 |
| Donald Cushing | 10.00 |
| Carrol Heick | 20.00 |
| Leo Moore | 20.00 |
| Julio Nunez | 20.00 |
| Mario Ramella | 50.00 |
| James Rexford | 100.00 |
| Francisco Rosales | 25.00 |
| Jose Rovelo | 20.00 |
| Whitey Secrest | 50.00 |
| Jack Stasko | 50.00 |
| David Sylstra | 20.00 |

Wall of Honor

(San Pedro Merchant Marine Memorial)

| | |
|-------------------------|-------|
| Anonymous in memory | |
| of Peter Oh | 50.00 |
| Howard Christian | 25.00 |
| Rafael Cooper | 10.00 |
| Verness Johansen | 10.00 |
| David McMurry | 3.00 |
| Joseph Napier | 35.00 |
| Francisco Rosales | 25.00 |

West Coast Sailors

Political Fund

| | | | |
|--------------------------|--------|--------------------------|--------|
| Jose Alves | 20.00 | Knud Andersen | 50.00 |
| Jose Angeles | 30.00 | Christopher Bright | 20.00 |
| Dennis Belmonte | 100.00 | Ray Brown | 24.24 |
| Rogelio Berioso | 20.00 | Douglas Chesshire | 100.00 |
| Durwood Brady | 20.00 | Howard Christian | 25.00 |
| Christopher Bright | 20.00 | Edward Coester | 20.00 |
| Douglas Chesshire | 100.00 | Frank Enright | 25.00 |
| Edward Coester | 20.00 | David Erikson | 10.00 |
| Dave Connolly | 25.00 | Thor Erikson | 20.00 |
| Joe Eckert | 20.00 | James Fernandes | 25.00 |
| Allen Gonzales | 10.00 | George Gooden | 30.00 |
| Robert Greene | 50.00 | Robert Greene | 50.00 |
| Michael Henneberry | 20.00 | Herman Hallman | 50.00 |
| Philip Howell | 50.00 | Carrol Heick | 20.00 |
| Gunnar Lundeberg | 25.00 | Philip Howell | 25.00 |
| Gary McDevitt | 10.00 | Evert Johansson | 50.00 |
| Joseph Napier | 35.00 | Peter Karmelich | 40.00 |
| Vince O'Halloran | 100.00 | Woodrow Leiter | 25.00 |
| Bill Ofsthus | 100.00 | Joseph Marusak | 20.00 |
| Donald Persian | 10.00 | Bill Ofsthus | 50.00 |
| Francisco Rosales | 25.00 | Thomas Riley | 10.00 |
| Jack Stasko | 25.00 | Francisco Rosales | 25.00 |
| Harry Tsukamoto | 10.00 | Jack Stasko | 25.00 |
| Gene VanKlinken | 40.00 | Clifford Thornhill | 25.00 |
| Will Williamson | 20.00 | Harry Tsukamoto | 10.00 |

Dues-Paying Pensioners

| | | | |
|-------------------|------------|-------------------|------------|
| Archie Aki | Book #3791 | Peter Paul Liptay | Book #3725 |
| John Battles | Book #5512 | Joseph Napier | Book #2299 |
| Roy R. Camerio | Book #4577 | Frank Parks | Book #3798 |
| Richard Cummings | Book #4666 | John Perez | Book #3810 |
| Knud Jensen | Book #3940 | Charles Rafael | Book #3141 |
| John Jewett | Book #4291 | Ralph Senter | Book #7323 |
| Alfred Kerns | Book #3167 | Kai Sorensen | Book #7479 |
| Kaj E. Kristensen | Book #3120 | William Tice | Book #3239 |
| Gunnar Larsen | Book #3516 | Charles H. Wall | Book #3420 |

Final Departures

Benito Ortega, Book No. 2425. Born in Puerto Rico in 1923. Joined SUP in 1946. Died in New York, April 23, 2001. (Pensioner)

James P. Tornos, Book No. 2032. Born in California in 1927. Joined SUP in 1944. Died in California, May 11, 2001. (Pensioner)

Clair "Stogie" Hill, Book No. 5135. Born in Oregon in 1924. Joined SUP in 1945. Died in Everett, Washington, May 26, 2001. (Pensioner)

Albert Wauters, Book No. 3528. Born in Wisconsin in 1923. Joined SUP in 1952. Died in Long Beach, California, April 13, 2001. (Pensioner)

Jon Nelson, Book No. 2458. Born in New York in 1942. Joined SUP in 1967. Died in Florida, May 30, 2001. (Pensioner)

Walter Alandi, Book No. 3661. Born in Estonia in 1913. Joined SUP in 1948. Died in San Francisco, California, May 26, 2001. (Pensioner)

Maritime Day in Wilmington



Celebrating Maritime Day festivities, May 19, in Wilmington are from left: SUP members Mark Hurley, Wilmington Branch Agent; Joe Itson, Steve Zachmann, Keith Miller, Ken (Sinbad) Delancey, Ed Sandro, Ernie Jalomo, Tom Riley. Photo by Margaret Hurley.

The Old Man

He came aboard in Yokohama
and rode her back
Lookin' around, taking in the slack.
Then he took command in Oakland
and that's no crap.
He stalks the bridge with his superman grips
Just shrugging his shoulders and punching his fists.
He even pumps iron and punches the bag
Don't mess with him or you'll be had.
He drinks that coffee cup after cup
As a first trip skipper, he's sure had good luck.

Hey! Who wants a barbecue
Let's see some hands
You better raise 'em while he's in command.
Two trips now, just feeling his way
and he stops for coffee with the sailors almost every day.
Now in a few more days he's going to split
but knuckles will be back
to this poor ole ship.

Thomas Larkin #4065
Mahimahi

West Coast Sailors

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Teresa Anibale, Editor

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PENSION PLAN OFFICE

(415) 437-6889

Support the SUP Political Fund

Timely Reminder
Third quarter 2001
dues are due
and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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

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



Posing for the camera in the *s/s Jeremiah O'Brien* for the annual Maritime Day celebration on May 19, in San Francisco, with the SUP and MFOW wreaths are from left to right: Vice President Bobby Iwata, MFOW; former Wilmington Branch Agent, William Berger; "Commander" Bill Quinlan; Tony Petrovich, MFOW; Freddy Jensen, SUP; Pete Mattioli, SUP; and Curly Savant, MFOW. Photo submitted by Freddy Jensen.

House resolution honors service and sacrifice of U.S. merchant mariners

The U.S. House of Representatives on May 21, passed a resolution (House Concurrent Resolution 109) by voice vote honoring U.S. merchant mariners.

The resolution states:

- Whereas** throughout our history, the United States merchant marine has served the Nation during times of war;
- Whereas** the merchant marine served as the Nation's first navy, and defeated the British Navy to help gain the Nation's independence;
- Whereas** during World War II more than 250,000 men and women served in the merchant marine, and faced dangers from the elements, and from mines, submarines, other armed enemy vessels, and aircraft;
- Whereas** during World War II vessels of the merchant marine fleet, such as the *SS Lane Victory*, provided critical logistical support to the Armed Forces by carrying equipment, supplies, and personnel necessary to the war effort;
- Whereas** President Franklin D. Roosevelt and many military leaders praised the role of the merchant marine as the 'Fourth Arm of Defense' during World War II;
- Whereas** during World War II more than 6,800 members of the merchant marine were killed at sea, more than 11,000 were wounded, and more than 600 were taken prisoner;
- Whereas** one out of every 32 members of the merchant marine serving during World War II died in the line of duty, a higher percentage of war related deaths than in any of the armed services;
- Whereas**, at a time when the people of the United States are recognizing the contributions of the Armed Forces and civilian personnel to the national security, it is appropriate to recognize the service of the merchant marine; and
- Whereas** the merchant marine continues to serve and protect the United States:
- Now, therefore, be it Resolved** by the House of Representatives (the Senate concurring), that the Congress:
- (1) honors the service and sacrifice of members of the United States merchant marine;
 - (2) recognizes the critical role played by vessels of the United States merchant marine fleet in transporting equipment, supplies, and personnel in support of the Nation's defense;
 - (3) recognizes the historical significance of May 22 as National Maritime Day, so designated in 1933 to commemorate the anniversary of the first transoceanic voyage under steam propulsion, and finds it fitting and proper on this day of paying tribute to our Maritime history to pay special honor to the merchant Marine;
 - (4) encourages the American people and appropriate government agencies, through appropriate ceremonies and activities, to recognize the services and sacrifices of the United States merchant marine, and to observe this day by displaying the flag of the United States at their homes and other suitable places; and
 - (5) requests that all ships sailing under the United States flag prominently display the flag on this day.

Introduced in the House on April 25, by Representative Steve LaTourette (R-OH), the resolution was cosponsored by Representatives: Neil Abercrombie (D-HI), Gary Ackerman (D-NY), JoAnn Davis (R-VA), Phil English (R-PA), George Gekas (R-PA), Wayne Gilchrest (R-MD), Virgil Goode, Jr. (I-VA), Bob Goodlatte (R-VA), Gene Green (D-TX), Jane Harman (D-CA), Stephen Horn (R-CA), Johnny Isakson (R-GA), Walter Jones, Jr. (R-NC), Peter King (R-NY), James Langevin (D-RI), William Lipinski (D-IL), James McGovern (D-MA), John McHugh (R-NY), Ed Paster (D-AZ), Rob Simmons (R-CT), Floyd Spence (R-SC), Karen Thurman (D-FL), Don Young (R-AK).

The resolution was referred to the Senate Judiciary Committee.



Showing the SUP memorial wreath are from the left: Adm. Tom Patterson (ret.), President of the National Liberty Ship Memorial; Captain Pat Maloney, skipper of the *O'Brien*; Bill Quilan, Freddy Jensen, Rich Reed (behind) and Bill Berger.

Industry letter backs MSP citizenship requirements

In a May 25 letter to Congressman Duncan L. Hunter (R-CA), a coalition of U.S.-flag operators, U.S. seafaring and longshore unions, (including the SUP) American shipyards, and U.S. maritime industry trade associations applauded the Congressman's unflinching support for the Maritime Security Program (MSP), and urged him to pursue aggressively its reauthorization.

"The reauthorization of this vital national security program is urgently needed to enable U.S.-flag vessel operators to initiate long-term vessel procurement, recapitalization, and other U.S.-flag merchant fleet development programs," the letter stated, Congressman Hunter, Chairman of the House Armed Services Committee Merchant Marine Panel, submitted in the Congressional Record on April 26 a statement that endorsed strongly the reauthorization of MSP with the retention of U.S. citizenship requirements and contractual commitments.

Citing the needs of national security, the letter echoes Congressman Hunter's words.

"As you concluded in your statement, 'reauthorization of the MSP program must ensure that current U.S. citizenship requirements continue to apply for operators of U.S.-flagged, U.S.-crewed commercial vessels,'" the letter states.

It continues, "There is no justification to do otherwise. Immediate access to U.S.-flag vessels must not be subject to the competing interests of foreign maritime entities or powers. Maintaining the current U.S. citizenship priority for the operation

of U.S.-flag vessels under the MSP program ensures continued availability of such vessels for DoD in the event of war or other national emergencies."

Under the MSP program, U.S.-flag vessel operators agree to carry DOD defense cargo during times crises in exchange for funding that allows those operators to fly the U.S. flag. MSP is due to expire on September 30, 2005.

The following companies and organizations signed the letter: American Maritime Congress (AMC); American Ocean Enterprises, Inc.; American Roll-On, Roll-Off Carrier, L.L.C.; American Ship Management, L.L.C.; American Waterways Operators (AWO); Central Gulf Lines, Inc.; Crowley Maritime Corporation; CSX Lines; E-Ships, Inc.; First American Bulk Carrier Corporation; International Longshore and Warehouse Union (ILWU); International Longshoremen's Association (ILA); International Organization of Masters, Mates and Pilots (MM&P); Labor Management Maritime Committee (LMMC); Marine Engineers' Beneficial Association (MEBA); Marine Firemen, Oilers and Water Tenders (MFOW); Maritime Institute for Research and Industrial Development (MIRAID); Matson Navigation Company; NPR, Inc. (dba Navieras), OSG Car Carriers, Inc.; Pasha Hawaii Transport Lines; Sailors' Union of the Pacific (SUP); Saltchuk Resources Inc.; Shipbuilders Council of America; United States Ship Management, Inc.; Waterman Steamship Corporation.

Source: AMC Washington Letter

American Ship Management Wage Rates effective July 1, 2001

C-10 and C-11 Class Vessels

| Rating | Wages | | Supp. | Supp. | Benefit | Money |
|--------------------------------|------------|----------|----------------------|---------|------------|-----------------------------|
| | Monthly | Daily | Benefit Base Monthly | Daily | Monthly | Purchase Pension Plan Daily |
| Bosun over 20,00 GT | \$4,141.04 | \$138.03 | \$4,267.49 | \$66.38 | \$1,991.46 | \$25.00 |
| Bosun 15,001-20,000 GT | \$3,937.84 | \$131.26 | \$4,098.48 | \$63.76 | \$1,912.73 | \$25.00 |
| Bosun 9,001-15,000 GT | \$3,749.38 | \$124.98 | \$3,912.56 | \$60.85 | \$1,825.86 | \$25.00 |
| A.B. Maint. | \$2,814.96 | \$93.83 | \$3,082.33 | \$47.95 | \$1,438.41 | \$25.00 |
| A.B. | \$2,948.54 | \$98.28 | \$3,217.47 | \$50.05 | \$1,501.39 | \$25.00 |
| AB Watchstander/ Daystander | \$2,948.54 | \$98.28 | \$3,217.47 | \$50.05 | \$1,501.39 | \$25.00 |
| O.S. | \$2,282.34 | \$76.08 | \$2,550.52 | \$39.68 | \$1,190.32 | \$18.51 |

OVERTIME RATES

The hourly overtime rate for all ratings

| | |
|----------------------------|---------|
| except the Ordinary Seaman | \$23.24 |
| Ordinary Seamen | \$17.43 |

CARGO RATES

The hourly cargo rate for all ratings:

| | |
|---------------------|---------|
| Straight Time Hours | \$17.43 |
| Overtime Hours | \$28.72 |

SHORTHANDLED (Section 7 SUP Work Rules)

| | |
|-------|---------|
| Bosun | \$39.67 |
| A.B. | \$29.89 |

STANDBY RATES (Section 43 SUP Work Rules)

| | |
|---------------------|-----------------------|
| Bosun | |
| Straight Time Hours | \$22.18 \$25.00 |
| Overtime Hours | \$36.48 |
| A.B. | |
| Straight Time Hours | \$21.25 \$25.00 |
| Overtime Hours | \$35.04 |

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

| | |
|---------------------|-----------------------|
| Bosun | |
| Straight Time Hours | \$19.65 \$25.00 |
| Overtime Hours | \$32.69 |
| A.B. | |
| Straight Time Hours | \$18.53 \$25.00 |
| Overtime Hours | \$31.24 |

DECK PORT WATCHES (Section 55 SUP Work Rules)

| | |
|---------------------|---------|
| Bosun | |
| Straight Time Hours | \$26.46 |
| Overtime Hours | \$39.67 |
| A.B. | |
| Straight Time Hours | \$19.92 |
| Overtime Hours | \$29.89 |

FUEL OIL SPILL CLEANUPS

| | |
|----------------------------|---------|
| Straight Time, all ratings | \$13.55 |
|----------------------------|---------|

SUP Shoregang Maintenance Agreements

RATING

| | | |
|--|---------|---------|
| Rigging-Splicer and Sail Maker | | |
| Straight Time | \$24.85 | \$25.00 |
| Overtime | 40.28 | |
| Rigging-Wire Splicer's Helper | | |
| Straight Time | \$22.87 | \$25.00 |
| Overtime | 37.42 | |
| Rigging-General Maintenance Work | | |
| Straight Time | \$22.59 | \$25.00 |
| Overtime | 36.98 | |
| Spray Painting, Sandblasting, Steam Cleaning and Welding | | |
| Straight Time | \$23.79 | \$25.00 |
| Overtime | 38.73 | |
| Storekeeper-General Maintenance | | |
| Straight Time | \$23.79 | \$25.00 |
| Overtime | 38.73 | |
| Bosun | | |
| Straight Time | \$27.37 | \$25.00 |
| Overtime | 43.90 | |
| Bosun's Mate or Leaderman | | |
| Straight Time | \$24.85 | \$25.00 |
| Overtime | 40.28 | |
| Carpenter | | |
| Straight Time | \$24.34 | \$25.00 |
| Overtime | 39.63 | |

Spraying, Sandblasting enclosed spaces additional per hour \$1.70

J-10 Class Vessels

RATING

| | |
|-----------------------------|--------------------------|
| Bosun/AB | |
| Monthly Base Wage | \$3,490.38 \$25.00 |
| Daily Base Wage | \$116.35 |
| Daily Supplemental Wage | \$55.76 |
| A.B. Watchstander/Dayworker | |
| Monthly Base Wage | \$2,650.51 \$25.00 |
| Daily Base Wage | \$88.35 |
| Daily Supplemental Wage | \$45.05 |
| Hourly Overtime Rate | \$20.91 |

CARGO RATES

The hourly cargo rate for all rating:

| | |
|---------------------|---------|
| Straight Time Hours | \$15.69 |
| Overtime Hours | \$25.84 |

SHORTHANDLED (SECTION 7. SUP Work Rules)

| | |
|-------|---------|
| Bosun | \$35.70 |
| A.B. | \$26.90 |

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

| | |
|----------------------------|---------|
| Bosun | |
| Straight Time Hours | \$23.81 |
| Overtime Hours | \$35.70 |
| A.B. | |
| Straight Time Hours | \$17.91 |
| Overtime Hours | \$26.90 |
| Fuel oil spill cleanup | |
| Straight Time, all ratings | \$12.20 |

Matson Navigation Company

Wage Rates

effective July 1, 2001

ITB Moku Pahu

| RATING | Money Purchase Pension Plan Daily |
|----------------------------------|---|
| Bosun | |
| Monthly Base Wage | \$3,301.45 |
| Daily Base Wage | 110.05 |
| Daily Supplemental Wage | 40.59 \$19.93 |
| A.B. | |
| Monthly Base Wage | \$2,231.78 |
| Daily Base Wage | 74.39 |
| Daily Supplemental Wage | 31.88 \$15.28 |
| Overtime | \$20.92 |
| CARGO RATES | |
| Straight Time Hours: | \$15.70 |
| Overtime Hours: | 25.87 |
| FUEL OIL SPILL CLEANUPS | |
| All Ratings: Straight Time | \$12.21 |

SUP officers' wages

In accordance with Article XV, Section 3, of the SUP Constitution: "Every time the new wage scale is printed in the *West Coast Sailors* showing the seagoing [dry cargo-offshore] members and standby gang wage scale, the benefits and wage scale of the Union officials shall be printed right along with, and in the same issue, of the *West Coast Sailors*."

Weekly Wages for SUP officers effective July 1, 2001:*

| | |
|--|------------|
| President/Secretary-Treasurer | \$1,405.14 |
| Vice President/Assistant Secretary-Treasurer | \$1,113.70 |
| Branch Agent | \$1,113.70 |
| Business Agent | \$1,093.99 |

*These wages reflect the \$1.00 per-man, per-day allocation authorized by the membership from the July 2000 wage increase to support the hiring hall.

Benefits: Medical and dental coverage; four weeks vacation per year, and participation in the SIU-Pacific District Pension Plan. SUP officials are not participants in the SUP Money Purchase Pension Plan.

071, Roll-On/Roll-Off, C-8 and C-9 class vessels

| Rating | Wages | | Supp. Benefit Base | | Supp. Benefit | | Money Purchase Pension Plan Daily |
|-------------|------------|----------|--------------------|---------|---------------|---------|---|
| | Monthly | Daily | Monthly | Daily | Monthly | Monthly | Daily |
| Bosun | \$4,123.62 | \$137.45 | \$4,249.77 | \$66.10 | \$1,983.21 | | \$25.00 |
| A.B. Maint. | \$2,800.50 | \$93.35 | \$3,069.52 | \$47.75 | \$1,432.45 | | \$25.00 |
| A.B. | \$2,933.76 | \$97.79 | \$3,204.11 | \$49.84 | \$1,495.32 | | \$25.00 |
| O.S. | \$2,272.63 | \$75.75 | \$2,539.93 | \$39.50 | \$1,185.15 | | \$18.51 |

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be \$23.14
 Ordinary Seamen (overtime rate) \$17.35

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time Hours \$17.35
 Overtime Hours \$28.59

SHORTHANDLED (SECTION 7. SUP Work Rules)

| | |
|-------------|---------|
| Bosun | \$39.50 |
| A.B. | \$29.76 |

STANDBY RATES (Section 43 SUP Work Rules)

| | |
|---------------------------|-----------------------|
| Bosun | |
| Straight Time Hours | \$22.06 \$25.00 |
| Overtime Hours | \$36.33 |
| A.B. | |
| Straight Time Hours | \$21.16 \$25.00 |
| Overtime Hours | \$34.88 |

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

| | |
|---------------------------|-----------------------|
| Bosun | |
| Straight Time Hours | \$19.58 \$25.00 |
| Overtime Hours | \$32.57 |
| A.B. | |
| Straight Time Hours | \$18.44 \$25.00 |
| Overtime Hours | \$31.11 |

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

| | |
|---------------------------|---------|
| Bosun | |
| Straight Time Hours | \$26.34 |
| Overtime Hours | \$39.50 |
| A.B. | |
| Straight Time Hours | \$19.84 |
| Overtime Hours | \$29.76 |

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$13.48

SUP SHOREGANG: MAINTENANCE AGREEMENTS WAGE RATES

| | |
|---|-----------------------|
| Working Bosun | |
| Straight Time | \$27.25 \$25.00 |
| Overtime | \$43.72 |
| General Maintenance | |
| Straight Time | \$22.51 \$25.00 |
| Overtime | \$36.82 |
| Spraying, Sandblasting enclosed spaces: additional per hour | \$1.70 |

Attend your Union meetings

Record of SUP Shipping May 2001

| | Hdqs | Seattle | Wilm | Hono | Total |
|---------------------|------------|---------------|------------|------------|------------|
| Bosun | 6 | 1 | 8 | 1 | 16 |
| A.B. | 40 | 9 | 20 | 11 | 80 |
| A.B. Dayworker . | 0 | 0 | 7 | 0 | 7 |
| O.S. | 4 | 2 | 2 | 2 | 10 |
| Standby | 34 | 18 | 89 | 33 | 174 |
| TOTALS | 84 | 30 | 126 | 47 | 287 |

GET YOUR STCW 95 NOW!

Sailors' Union of the Pacific/ Training Resources Ltd Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

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

| | | | |
|----------------|------------|----------------|------------|
| July 9-13 | Aug. 20-24 | Oct. 1-5 | Nov. 12-16 |
| July 16-20 | Aug. 27-31 | Oct. 8-12 | Nov. 26-30 |
| July 23-27 | Sep. 3-7 | Oct. 15-19 | Dec. 3-7 |
| July 30-Aug. 3 | Sep. 10-14 | Oct. 22-26 | Dec. 10-14 |
| Aug. 6-10 | Sep. 17-21 | Oct. 29-Nov. 2 | Dec. 17-21 |
| Aug. 13-17 | Sep. 24-28 | Nov. 5-9 | |

LMSR Vessel Training (MSC approved)

| | | |
|------------|----------------|----------------|
| July 10-20 | Sep. 11-21 | Nov. 27-Dec. 7 |
| Aug. 7-17 | Oct. 23-Nov. 2 | |

Small Arms Training (MSC approved)

| | | | |
|----------------|------------|----------|------------|
| July 23-25 | Aug. 20-22 | Oct. 1-3 | Dec. 10-12 |
| July 30-Aug. 1 | Sep. 24-26 | Nov. 5-7 | |

Survival Craft (Lifeboatman)

| | | | |
|------------|----------------|------------|----------------|
| July 16-20 | Sep. 10-14 | Nov. 12-16 | Jan. 7-11 |
| July 23-27 | Sep. 17-21 | Nov. 26-30 | Jan. 14-18 |
| Aug. 6-10 | Oct. 15-19 | Dec. 10-14 | Jan. 28-Feb. 1 |
| Aug. 20-24 | Oct. 29-Nov. 2 | Dec. 17-21 | |

Training Information and Enrollment

Contacts

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

Dave Connolly, SUP Vice President
c/o Andrew Furuseh School of Seamanship
450 Harrison Street, San Francisco, CA 94105
Tel: (415) 777-3400
Fax: (415) 777-5088
E-mail: daveconnolly@msn.com

IMPORTANT!

Get your STCW '95 NOW!

Welfare Notes

June 2001

Active members

The road to retirement can be an adventurous challenge. One of the tools the Sailors' Union offers is the 401(k) investment program. Columbia Funds offers many services for 401(k) participants that you may not be aware of. Participants can get immediate information on their accounts by phone or on the internet. Columbia may be reached at 1-800-547-1037 or by the web site at www.columbiainvestments.com.

Our members have access to all the services of Columbia Funds. These services can range from financial and goal planning to managed allocation portfolios. The participants in the S.U.P. 401(k) plan may also talk to our own account representative who can assist you with any questions you may have on your investments. You may call the Welfare office for phone numbers and e-mail information.

Columbia plans to open an office in the San Francisco area late this summer. This will be a benefit for those participants who would like a personal financial contact.

Pensioners

A NOTE REGARDING MEDICAL PREMIUM REIMBURSEMENTS

When you are submitting claims for your supplemental medical payments, it is necessary that you submit a letter from your health insurance company with your name on it stating how much the monthly statement is for yourself.

When the retiree submits this letter with the explanations to the Welfare Plan, he must also include a copy of cancelled checks along with a copy of the coupon with the specific months that the Plan is reimbursing. If your premiums are withdrawn from your bank account electronically, we will need a copy of your bank statements showing the deduction. You may cross out any account numbers or any information that does not pertain to your claim with the Welfare Plan. What all of this means is that just sending in cancelled checks and/or money orders alone is not acceptable. The Welfare Plan needs itemized bills, dates of service, and a description of services in order to process your claim.

REMINDER

**THE NEW FISCAL YEAR ON YOUR ANNUAL ALLOWANCE
STARTS AUGUST 1, 2001.**

**SUP Welfare Plan
450 Harrison Street
San Francisco CA 94105**

Telephone Numbers:

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

Monterey damaged off East Africa

The former Matson and Pacific Far East Line cruiseship *Monterey*, suffered damage off East Africa in April, after it hit a sunken object in the Mozambique Channel. The ship was drydocked in Durban, South Africa for repairs, and two cruises had to be canceled by the ship's operator, Starlite Cruises.

Mediterranean Shipping Cruises of Italy now owns the *Monterey*, which was originally built as a freighter, the *Free State Mariner* back in 1952.

Recognizing sexual harassment

Sexual harassment may be so subtle that it passes unnoticed by those who are not victims of it. Or it may be so pervasive that it affects many workers at a single job site.

One thing is very clear: sexual harassment prevents workers from achieving their full potential on the job, deprives them of the respect to which every worker is entitled, and can cause serious physical and emotional harm.

"Quid pro quo" harassment is fairly easy to identify: someone in a position of authority states or implies that the victim's job, promotion or assignment depends on complying with sexual advances.

"Hostile work environment" harassment is somewhat harder to define but is, no less real. A hostile work environment exists when undesirable, unwanted conduct unreasonably interferes

with the victim's job performance or creates an intimidating, offensive workplace.

Unwelcome and unwanted behavior may include:

- Propositioning
- Sexually explicit jokes
- Demeaning comments
- Sexual innuendo
- Discussing sexual activity
- Unnecessary touching (pinching, rubbing, bumping)
- Commenting on physical attributes
- Reading or displaying sexually suggestive materials
- Using demeaning or inappropriate terms
- Using offensive gestures
- Workers of one gender ostracizing those of the other
- Granting job favors to those who participate in consensual sexual activity

- Using crude, offensive language

Types of sexual harassment include:

Sexual favoritism: Incidents involving a supervisor playing favorites, rewarding those who respond to sexual advances. Employees who do not go along with the supervisor's demand and are denied pay raises, promotions or the best job assignments may claim harassment.

Indirect harassment:

An employee who witnesses sexual harassment on the job, but isn't the target, can claim sexual harassment. For example, a California court ruled that an "environment of sexual harassment" was created by a boss who grabbed workers in full view of an employee who ultimately brought charges. Although the charging employee was not directly harassed by the boss, she was adversely impacted by his actions, which created a

hostile, intimidating environment in which she was required to work.

Harassment by non-employees:

In both quid pro quo and hostile environment cases, the employer may be held responsible for harassment by non-employees, like vendors, contractors or customers, if the employer knew or should have known of the conduct, failed to take immediate and appropriate corrective action, and has control or responsibility over the non-employees.

Harassment based on gender:

This consists of behavior that is not overtly sexual, which is directed at a woman explicitly because she is a woman. This may include profanity, pranks, and derogatory comments.

ESU Office Assignments

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

ESU NEWS

JUNE 2001

Official Publication of the Exxon Seamen's Union

ESU/SeaRiver reach tentative agreement

On June 14, 2001 the ESU Executive Board met with SeaRiver's Bargaining committee to address issues and the 2001 wage reopener/contract negotiations. This meeting was a result of an ongoing dialogue that has continued since we met with Operations Vice President, Jack Buono on May 14. After a year of intense negotiations that were at times conducted in a highly charged atmosphere of mistrust from the perspective of both parties involved, the Exxon Seamen's Union and SeaRiver Maritime found common ground and compromise to resolve the pay issue. The Union has agreed with the Company that it will submit the following proposal to ESU membership for balloting. The proposal will become effective upon ratification by the ESU membership.

Proposal

1. Effective upon ratification a single payment of \$1550 will be paid to all unlicensed employees. This payment will be made by a separate check.

2. Effective September 1, 2001 increase Base, CSB, SSHOT, penalty rates and overtime rates by 9.0% for all unlicensed ratings.

3. Extend the current Agreement to remain in effect through August 31, 2002.

4. Remove the January 7, 1997 (RE: Arbitration Locale) side letter from the Agreement.

5. Develop a procedure for a periodic meeting between the Company and the Union to discuss pending issues.

This Memorandum of Understanding is not everything that we wanted but we feel it is a good compromise.

Positive aspects of the MOU:

- The proposed financial terms of the

MOU are far above where we started with the Company last June and are above inflation rates for last year and current trends.

- The Union now has the flexibility to conduct arbitrations cases in a more cost effective manner that will better serve the membership by removing the Arbitration Locale side letter from the Agreement. This letter requires the Union to conduct all arbitrations in New Jersey unless management and the Union mutually agree to change the location. After relocating our Bayonne office to Baytown, the Board has come to believe the use of an arbitration panel sponsored by the Federal Mediation and Conciliation Service (FMCS) will be a more effective way to handle arbitration of grievances. Sharon Groth, our attorney in Baytown has been very successful in representing the Baytown refinery workers through this process. By using the services of FMCS we expect the arbitration process to move faster and



ESU Executive Board, pictured at a recent meeting. From left to right standing: John Straley, Rick Baur, Charlie Pollard, Tommy Thompson and Jerry Nelson. Seated from left to right; Jerry Patterson and Kevin Conroy.

at a fraction of the current cost.

- Management has committed to meet periodically with the Union to address pending issues.

- No concessions to the current agreement.

Based on the above, the Executive Board's recommendation is that the proposed MOU be ratified by the membership. We have requested a great deal from the membership over the past year, and

you the membership have delivered on everything we asked of you and we are eternally grateful.

Now, it is in the hands of the membership as it should be and we are confident you will make the right decision. Most importantly, please take the time to exercise your right as an ESU member and vote! Should the proposed MOU be ratified, you can expect to receive payment of \$1550.00 by separate check around the end of August.

Ship reports

S/R American Progress

Currently on the Valdez/Anacortes run. Ed Stoeckel filling in as Temporary Ship Representative.

S/R Baytown

Vessel in Portland for shipyard (TAPS) survey. An ESU Board officer boarded the vessel at Chevron Richmond on June 5. No outstanding issues. Joe Butler filling in as Temporary Ship Representative.

S/R Benicia

Spoke with Regular Ship Rep. Joe Graca via cell phone. Ship called on San Francisco after a shipyard period in Portland. No beefs other than relief shortages.

S/R Charleston

Vessel in shipyard in Mobile, Alabama. Regular Ship Rep. Chester Bell aboard. Chester reports all going well. The Ship is scheduled to complete repairs around the end of June.

S/R Galena Bay

Entered ANS under the SeaRiver flag on June 8. Expected to be on the Valdez to Anacortes run. Will have a more extensive shipyard period in the fall.

S/R Galveston

Vessel visited on June 3 at Valero, Benicia. Mark Myser Regular Ship Rep. aboard. Ship expected to discontinue lightering service in San Francisco Bay in the very near future.

S/R Hinchinbrook

Ship visited at Valero, Benicia on May 22. Ship had a few days at anchorage in Babers Point, Hawaii during the first part of June. Brendan Martin filling in as Temp. Ship Rep. Vessel scheduled to load in Valdez and discharge in Long Beach, CA.

S/R Long Beach

Vessel visited at Valero in Benicia, CA on June 5. No problems.

S/R Mediterranean

The Ship is currently enroute to Port Stanvac, Australia. Regular Ship Rep. John Detwiler has been doing a good job staying in touch with the ESU offices via e-mail.

S/R North Slope

Union officer boarded the vessel on June 10 at Valero in Benicia. Wayne Dymont filling in as Temp. Ship Rep. Many new faces aboard but everything under control. The Union would like to welcome new members, Enriquito Estipona and Erwin Laserna!

S/R Puget Sound

Union officer boarded the vessel at Chevron Richmond on June 8. Regular Ship Rep. Mike Harrison aboard. Ship schedule for one more trip to San Francisco before a scheduled shipyard period.

S/R Wilmington

Visited in Baytown on June 6 and 7. Johnny Navarro reports things going smoothly.

SeaRiver up to 12 ships

On Friday, June 8, SeaRiver took over the *Chesapeake Trader* on a long-term bareboat charter, in Portland, Oregon, which brings the number of ships in the fleet up to 12. The vessel was renamed the *S/R Galena Bay* and is expected to sail for Alaska after a brief shipyard period. Currently the vessel is being fitted with various equipment in order to bring it to Company standards. Additional betterments are scheduled for later this fall when the vessel will undergo a full shipyard period. Certainly, this will place additional burden on manning the vessel and sea tours. The company intends to continue to hire in order to address the need for additional personnel. Further, the company may not be at 12 ships for very long with the expectation of laying up a vessel in the very near future.

Strike authorization vote

On May 31, 2001, the ESU Baytown office received notification from the Federal Mediation and Conciliation Service (FMCS) that the Strike Authorization ballot submitted to the membership was overwhelming approved. This ballot empowers the ESU Executive Board with the authority to call a general strike against SeaRiver Maritime, Inc. after September 1, 2001, should the current Agreement not be extended or contract negotiations fail to produce an agreement. The results were: **170 YES—9 NO**

Trustees needed

Charlie Pollard and Rick Baur have decided not to seek re-election this fall. If you have been contemplating running for a Trustee position and need nomination forms, please see your Ship Rep. or call either ESU office. Remember all nomination forms must be received in the Baytown office by October 1, 2001. The Board would like to say thanks to Charlie and Rick for their many contributions to the Union over the course of their terms.

The *ESU News* is written and edited by the Exxon Seamen's Union.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

701 W. Sterling Ave.

Baytown, TX 77520

1(800) 213-7236

Fax (281) 422-0710

E-Mail: esubay@msn.com

P.O. Box 792

Benicia, CA 94510

1(800) 729-3101

Fax (707) 746-7859

E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Kevin Conroy

Recording Secretary Thomas Thompson III

Deck Trustee Ulrich Baur

Engine Trustee Charlie Pollard

Steward Trustee Gerard Nelson

Summary Annual Report for the SIU Pacific District Pension Plan

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2000. The annual report has been filed with the U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Plan. Plan expenses were \$14,427,974. These expenses included \$1,077,005 in administrative expenses and \$13,350,969 in benefits paid to participants and beneficiaries. A total of 4,476 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$144,055,342 as of July 31, 2000, compared to \$147,907,172 as of July 31, 1999. During the plan year the plan experienced a decrease in its net assets of \$3,851,830. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$10,576,144, including employer contributions of \$88,130, and earnings from investments of \$10,480,347, and other income of \$7,667.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers
3. Assets held for investment
4. Transactions in excess of 5% of plan assets;
5. Actuarial information regarding the funding of the plan

To obtain a copy of the full annual report or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 1422 Market Street, San Francisco CA 94102. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 1422 Market Street, San Francisco, CA 94102 and the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

USNS Mendonca to the rescue

As the *West Coast Sailors* goes to press, the *USNS Mendonca*, a Large Medium-Speed Roll-On/Roll-Off (LMSR), with an SUP deck gang is enroute to Korea to relieve a Ready Reserve Force vessel that went aground during Military Sealift command exercises.

The *Cape Mohican*, managed by Interocean Uglund, went aground near Korea after encountering "sudden strong winds," according to MEBA's *Telex Times*.

The *Mendonca*, managed by Patriot Contract Services, is scheduled to load *Mohican's* cargo while that vessel is in the shipyard.

AFL-CIO launches the Alliance for Retired Americans

The AFL-CIO launched the Alliance for Retired Americans, a new 2.5 million-member advocacy group on May 23. The group's first mission will be to lobby for passage of affordable, comprehensive prescription drug coverage for all Medicare recipients.

At a Capitol Hill press conference, AFL-CIO President John Sweeney, said the independent advocacy organization is the "largest retiree-only advocacy organization in our country and we believe its size and national scope make it an instant political force to be reckoned with." Retiring members of AFL-CIO unions automatically will become members of the alliance, Sweeney said, predicting membership in the group will grow to five million over the next five years.

The AFL-CIO Executive Council voted to create and fund the organization last month. Retirees are enrolled by their unions, which pay their membership fees. Membership is also open to retirees from outside the labor movement, who pay their own dues. Membership is limited to retired workers and their spouses.

In talking about the alliance, Sweeney said the "sole purpose is to be an advocate for retired workers and their families, wherever that advocacy is needed." Other issues the alliance will advocate included secure retirement income, good housing, affordable fuel and electricity, and low-cost, high-quality health care for all retirees. Sweeney said, "Our goal is to provide lifelong unionism for retired members and to influence government through action on retiree legislative and political issues at the federal, state, and local levels." The alliance has been set up as a tax-exempt organization.

Summary Annual Report for the SIU Pacific District Supp. Benefits Funds, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2000. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statements:

The value of the plan assets, after subtracting liabilities of the plan, was \$3,191,777 as of July 31, 2000, compared to \$4,490,436 as of July 31, 1999. During the plan year the plan experienced a decrease in its net assets of \$1,298,659. During the plan year the plan had total income of \$6,440,453, including employer contributions of \$6,260,575 and earnings from investments of \$179,878.

Plan expenses were \$7,739,112. These expenses included \$323,003 in administrative expenses, and \$7,416,109 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information:

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers.
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc., at 1422 Market Street, San Francisco, CA 94102, telephone number (415) 437-6832. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 1422 Market Street, San Francisco, CA 94102, and at the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



Deck gang in the LMSR *USNS Gilliland* alongside in Newport News during a call by SUP representative Jack Stasko. Sitting from left: Bosun Jerrell Hill and AB Lamumba Lasana. Standing is AB Tom Perkins and AB John McAuliffe.

Human error blamed for sewage discharge in Alaskan waters

After it had been determined that human error was responsible for the dumping of sewage in Alaskan waters, the first engineer of a Norwegian Cruise Lines' luxury passengership was fired. Last month, on her first visit to Alaska, the *Norwegian Sky*, allegedly left a stream of effluent half to three-quarters-of-a-mile long between Juneau and Ketchikan during a 20-30 minute discharge, according to the U.S. Coast Guard reports.

This is the first known violation of a new U.S. federal law that sets standards for treated sewage from cruise ships in the Inside Passage's so-called 'donut-hole,' areas in the channel more than three miles from shore.

"It was very unfortunate that it was the first Alaska cruise of the season and I was

extremely disappointed," said the head of Norwegian Cruise Lines Colin Veitch.

Both the U.S. Coast Guard and NCL are investigating the case, which could be significant in terms of NCL's future presence in the area.

John Hansen, who heads the association of cruise line operators, confirmed that the *Norwegian Sky* had been cited, but said the discharge was the result of "human error" as the ship steamed to where dumping was permitted.

He said the standards for sewage treatment, which are under federal jurisdiction, and grey water for sinks and showers—which are covered by state legislation, are extremely high. However, the industry believes the standards are achievable by installing new equipment and treatment systems on board.

Summary Annual Report for the SUP Welfare Plan, Inc.

This is a summary of the annual report of the SUP Welfare Plan, Inc. EIN 94-1243666 for the year ended July 31, 2000. The annual report has been filed with the U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of the SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental, disability, accidental death and dismemberment, vision, burial, and prescription drug claims incurred under the terms of the plan.

Insurance Information

The Plan has contracts with Kaiser, PacifiCare of Washington, Health Plan of New York, Blue Cross and Blue Shield of Louisiana, Health Net, Group Health Cooperative of Puget Sound, Health Management Center, Inc. to pay certain medical and prescription drug claims incurred under the terms of the plan. Certain dental benefits are provided through contracts with Naismith Dental Group, Harbor Dental, Dental Health Service, Guaranty Assurance Company, Dental Care Centers of Hawaii, Pacific Union Dental, and PMI Dental Health Plan. Total premiums paid for the contract years which ended within the plan year ended July 31, 2000 were \$2,078,462.

Basic Financial Statements

The value of the Plan assets, after subtracting liabilities of the Plan, was \$22,152,810 as of July 31, 2000, compared to \$23,004,018 as of July 31, 1999. During the plan year the Plan experienced a decrease in its net assets of \$851,208. This decrease includes unrealized appreciation or depreciation in the value of Plan assets; that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the Plan had total income of \$4,723,088. Employer contributions of \$3,876,271, earnings from investments of \$777,405, realized loss of \$6,624 from the sale of assets and other income of \$76,036.

Plan expenses were \$5,574,296. These expenses included \$1,184,169 in administrative expenses and \$4,390,127 in benefits paid to or for participants and beneficiaries.

Your Rights to Additional Information:

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report.

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of the Plan assets; and
5. Insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the SUP Welfare Plan office, who is the administrator, at 450 Harrison Street, San Francisco, California 94105, telephone (415) 778-5490. The charge to cover copying costs will be \$.25 per page.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 450 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Summary Annual Report for the SUP Money Purchase Pension Plan

This is a summary of the annual report for SUP Money Purchase Pension Plan, 94-3134523 for the year ended July 31, 2000. The annual report has been filed with the US Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Plan. Plan expenses were \$913,609. These expenses included \$53,378 in administrative expenses and \$860,231 in benefits paid to participants and beneficiaries. A total of 998 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$12,691,015 as of July 31, 2000, compared to \$11,323,294 as of July 31, 1999. During the plan year the plan experienced an increase in its net assets of \$1,367,721. This increase includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,281,330, including employer contributions of \$1,655,936, losses of \$7,557 from the sale of assets, and earnings from investments of \$632,951.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payment to service providers;
3. Assets held for investment, and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, who is the plan administrator, 450 Harrison Street, San Francisco CA 94105. The charge to cover copying costs will be \$2.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.




You also have the legally protected right to examine the annual report at the main office of the plan, 450 Harrison Street, San Francisco, CA 94105 and the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

On watch in the *Chevron Colorado*



Will Williamson, delegate, standing by the fire monitor, starboard side of the house in the *Chevron Colorado* early June at Richmond Long Wharf.

Photo by Bill Henneberry.

| | | |
|---|---|---|
| Sømændenes Forbund i Danmark | |  |
| Hoch Trolles Gade 8 - 1082 København K | | |
| Gunnar Lundberg President of the S.U.P. 450 Harrison Street San Francisco Ca 94105 USA | Telefon: Forbunden 33 11 44 83 Arkivet 33 11 28 88 Fax: 33 93 42 46 E-mail: unisa@post.dk Postboks: 305 8900 | |
| | København | May 28, 2001 |
| | | 427/01 Morten Bach/ta (Billeder udeladt ved besvarelser) |
| Dear Comrades, | | |
| Referring to the centenary of the birth of your former great chairman Harry Lundberg the Danish Seamen's Union would like to send you and your organization our best and most friendly regards. | | |
| We hope that the ties between our two organizations may be strengthened in the future and in that way contribute to better the conditions of the sailors and the brotherhood of the sea. | | |
| "A good sailor is always a good union man". | | |
| | Yours sincerely, | |
|  Willy Thomsen President |  Morten Bach Branch Agent | |



SUP President's Report

June 11, 2001

ASM AND MATSON WAGE INCREASES

American Ship Management

The collective bargaining agreements between the Union and American Ship Management provides for a three percent (3%) increase on all rates of pay (base wages, overtime rates, etc.) and wage-related items (supplemental benefits) in the company's vessels and for those employed under the SUP Maintenance Agreement and the SUP Extra Maintenance Agreement effective July 1, 2001.

Recommend, subject to membership approval, that the 3% increase be allocated to all rates of pay and wage-related items.

Matson Navigation Company

The collective bargaining agreement with Matson provides that a cost-of-living allowance (COLA) based upon the percentage increase between the April 2000 Index and the April 2001 Index of the Consumer Price Index—United States City Average for Urban Wage Earners and Clerical workers or its agreed-upon successor—published by the Bureau of Labor Statistics of the U.S. Department of Labor effective July 1, 2001 a full cost-of-living adjustment equal to such percentage increase in the Consumer Price Index shall be added to the base wage and all wage-related items.

The Department of Labor reports that the Consumer Price Index increase from April 2000 to April 2001 was three-point-three percent (3.3%).

Recommend, subject to membership approval, that this 3.3% increase be allocated to rates of pay and wage-related items for those employed under the Offshore Agreement, the SUP Maintenance Agreement and the SUP Extra Maintenance Agreement.

It should also be noted that there is a two percent (2%) increase in wages and wage-related items for the *IBT Moku Pahu* under an agreement bargained and ratified in 1999. This agreement expires on June 30, 2002 along with the other Matson agreements.

Recommend, subject to membership approval, that the wage increase for the *Moku Pahu* be allocated to rates of pay and wage-related items.

If approved by the membership, the new wage scales will be published in the June *West Coast Sailors*.

CHIEF GADAO BEEF

In the late afternoon of May 18, Vice President Dave Connolly was notified by Matson that two sailors, Charles Duke and Clinton Gregg, were being discharged from the *Chief Gadao* in Oakland, by Captain Paul Godot on the grounds that they only had STCW 78 certificates.

Despite previous and specific Coast Guard rulings stating that an STCW 78 is the only documentation necessary until February 1, 2002, Godot's contention was that Brothers Duke and Gregg as well as two members of the steward's department were not in compliance as they had not taken Basic Safety Training which to the Coast Guard is the basis for issuing an STCW 95.

To validate his opinion, Godot squeezed a "qualified" agreement from Stewart Walker, of the Coast Guard's National Maritime Center in Washington, D.C. Armed with this erroneous interpretation and ignoring all the other compliance options available under the Code of Federal Regulations, Godot then sought confirmation from Coast Guard Captain Larry Hereth, who is captain of the Port of San Francisco and is headquartered in Alameda. Given the information provided by Godot and Walker and despite a contrary opinion given to Brother Connolly earlier in the day, Captain Hereth agreed with Godot.

Connolly registered the SUP's strong objections to this ruling to Godot, Matson labor relations, and to the Coast Guard. Since Godot was backed by a "Potsdam

agreement" from the Coast Guard, Connolly correctly concluded that it was prudent for Brothers Duke and Gregg to comply with Godot's discharge order rather than have the Union hit with a damage suit by tying-up the vessel. Brothers Duke and Gregg plus the affected steward department personnel signed off in protest and the *Chief Gadao* sailed for Honolulu shorthanded.

The irony of this is that Godot sailed shorthanded in the name of compliance with international safety codes! Shame on the Coast Guard and shame in particular on Matson for letting the tail wag the dog. Godot is a gazoony with a long history both with Matson and APL of attempting stunts similar to this by out thinking himself, only this time he was successful.

Because Gadot is the representative of the company onboard, it is the Union's contention that Matson is obligated to the pay wages, fringe benefits and transportation costs for Brothers Duke and Gregg who were wrongfully discharged.

Vice President Connolly continued to pursue this beef after the *Chief Gadao* sailed by seeking reinterpretation of the STCW requirements at the highest levels of the Coast Guard. While attending a conference at the U.S. Merchant Marine Academy at Kings Point, New York, Connolly requested and received clarification on this issue from Captain Ernest Fink, the newly appointed head of the National Maritime Center. On May 30, Captain Fink formally responded to Connolly in writing stating that a letter from the company documenting a mariners shipboard training and participation in onboard drills would suffice as being in compliance with the STCW code—until February 1, 2002—for those who sailed in the five-year period prior to January 31, 1997.

At the request of the Pacific District Unions (SUP, MFOW, SIU-A&G Cooks) a meeting was held with Matson at MFOW Headquarters on May 30. Representing the Unions were MFOW President Whitey Disley, MFOW Vice President Bobby Iwata, SIU-A&G Vice President Nick Marrone, SIU-A&G Assistant Vice President Nick Celona, SUP Vice President Dave Connolly and your secretary. Matson was represented by Captain Jack Sullivan, Director of Vessel Operations and Offshore Labor Relations and Tom Percival, Senior Manager Labor Relations.

At the outset, Connolly presented the communication from Captain Fink as evidence that the interpretation Godot received from the Coast Guard was in error. The Union's also argued that the "requirement" concocted by Godot that forced Brothers Duke and Gregg plus the two SIU-A&G members off the *Chief Gadao* were specific only to that ship and, therefore, represented an unevenly applied and arbitrary policy change by the company. Although Matson rejected the charge of a unilateral policy shift, it did acknowledge that the correspondence from Captain Fink provided sufficient grounds to overturn the opinion Godot previously squeezed out of the Coast Guard. The company, however, waffled and cautioned that it did not necessarily agree with the legality of the latest ruling and speculated that it might not withstand further scrutiny.

Therefore, given the latest clarification from Captain Fink, given the level of inconsistency in regulation interpretation, given the uneven application of the requirements, and given the negative effect greater visibility and erroneous interpretation could have on the entire seafaring population, the parties mutually agreed to the implementation of the following four-point plan for compliance going forward:

1) Matson to issue clarification to the fleet prohibiting any action against STCW 78 sailors.

2) Matson to generate individual cover letters and attach a package of safety training documentation for qualified individuals (those who sailed on company vessels between January 31, 1992 and January 31, 1997) on an as-needed basis to satisfy required proof of additional training associated with STCW 78 sailors.

3) The Unions to continue to seek Coast Guard reinterpretation of the "gap closing" requirements of the STCW code.

4) The Unions to accelerate present Basic Safety Training efforts.

With those issues resolved, the SUP and the SIU-

A&G demanded back wages, fringe benefits contributions and transportation for the four wrongfully discharged crew members from the date of discharge to the date of reinstatement aboard the *Chief Gadao*.

Matson rejected the Union's contention that the discharges were unfair, repeating its earlier assertion that because the Coast Guard initiated the discharges, the company did not consider them improper or unfair. Matson did, however, agree to review that documentation submitted by the Unions on this matter. The SUP will pursue this grievance.

SAN FRANCISCO BAR PILOTS

As reported last month, met with the San Francisco Bar Pilots to discuss a proposal to designate one of the dispatchers as Chief Dispatcher.

Signed a Memorandum of Understanding on this issue on May 11, with Port Agent Captain Peter McIssac, signing for the Pilots, early this month. The Memorandum, subject to membership approval, is as follows:

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is entered into as of May 11, 2001 between the San Francisco Bar Pilots and the Sailors' Union of the Pacific regarding the terms and conditions of employment for the Chief Dispatcher position. The parties agree that this document shall amend and supplement the Memorandum of Agreement covering the Regular Dispatchers and Assistant/Relief Dispatcher currently in effect. The provisions herein described shall become effective on June 1, 2001 and shall remain in effect for the duration of the Memorandum of Agreement (August 15, 2002).

The parties agree to amend the Dispatcher Memorandum of Agreement in Section 1, Wages and Manning, by adding a new subsection (subsection E) entitled "Chief Dispatcher." The conditions, duties, and responsibilities of the Chief Dispatcher shall be as follows:

1) The Chief Dispatcher is the first point of contact for SFBP management and Dispatcher communications. Notwithstanding the provisions of Section 6, the Chief Dispatcher, working in conjunction with the Port Agent, shall review all Dispatcher schedules, rotations, and requests for vacation. The scheduling recommendations of the Chief Dispatcher, with the agreement of the Port Agent, shall become policy.

2) The Chief Dispatcher is the supervisor of the Dispatch Office. This includes initiating requests for equipment, software and office operational changes.

3) The Chief Dispatcher supervises Dispatcher training and will report to SFBP management when trainee qualification is attained or trainee performance is deficient.

4) The position of Chief Dispatcher is always filled by the designation of SFBP management.

5) Upon effective date above, the person designated by SFBP management as Chief Dispatcher will receive an additional 10% compensation in base wage.

Recommend membership approval.

In other Pilot matters, the membership employed by the Pilots requested that the Union propose that the station boat crews change at midnight rather than 10:00 A.M. Although this is not a cost item, the Pilots' Policy Committee rejected it but stated that they were "open to discussing other alternatives that would address the needs of those employed in the Pilot boats."

Will pursue this matter and if not resolved before then, will address it in bargaining next year.

TRAINING

STCW

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

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

Members who do not hold an STCW 95 certificate should enroll in one of the training sessions scheduled for

SUP President's Report continued

this year. A complete schedule for the five-day training course will be printed in this month's *West Coast Sailors*.

Applications to attend STCW 95 classes at the SUP/Training Resources Ltd. site in San Diego are available at every SUP hall, the SUP Welfare Plan, and on the internet at www.sailors.org.

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

LMSR

Members interested in working the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels operated by Patriot Contract Services for the Military Sealift Command must take the 11-day, MSC-required training at the SUP Training Resources Ltd. site in San Diego. Those contemplating taking this training should be physically fit and have a clean record (no felonies or misdemeanor convictions for domestic violence). In addition, members desiring to take the training are required to first sign a letter of commitment agreeing to serve in these vessels for a period of at least two, four-month assignments, and/or if service is requested by the Union in order to fulfill our contractual obligations. This training is costly and will not be wasted on those who are not committed. It should also be noted that members dispatched to LMSRs are expected to complete their assignments (of at least four and up to six months).

Applications for LMSR training are available at every SUP hall and the SUP Welfare Plan. All questions regarding individual eligibility should be referred to Rich Reed, Welfare Plan Representative, or Dave Connolly, Vice-President.

CONSTITUTION COMMITTEE

In accordance with Article XXVIII of the SUP Constitution, all resolutions to amend the Constitution and the Shipping Rules must be submitted to today's Headquarters' meeting or at the Branch meetings on June 18. The resolutions will be referred to a Committee on Constitution consisting of three members elected at today's Headquarters' meeting and one member elected from the Seattle, Wilmington, and Honolulu Branches next week.

The Committee, which will turn-to at Headquarters on June 19, will review the proposed amendments and Shipping Rule changes submitted and report back to the membership at the July meetings. If the proposed amendment or substitute thereof is endorsed by a majority at Headquarters and the Branches, it will be placed on the 2001-2002 referendum ballot.

FOURTH OF JULY

All SUP halls will be closed on Wednesday, July 4, in observance of Independence Day.

BLOODY THURSDAY

The annual commemoration of Bloody Thursday, July 5, will be observed at ports up and down the West Coast.

In San Francisco at ILWU, Local 10, 400 North Point Street at 10:00 A.M.

In Seattle a memorial picnic sponsored by ILWU Local 19 will be held in Bellevue at Vasa Park & Resort, 3560 West Lake Sammamish Road, S.E. starting at 10:00 A.M.

In Portland a picnic starts at noon at Oaks Park.

In Long Beach commemorative events sponsored by all Los Angeles ILWU locals start at 10:00 A.M. at El Dorado Park.

SUP members on the beach are urged to attend on these events which marks a red letter day during the coastwise 1934 strike.

ACTION TAKEN

New Business: Motion by Paul Calais, seconded by Paul Fuentes that the deck department shall only turn-to upon the order of the bosun as per the agreement. Carried unanimously.

M/S that ASM wage increases be allocated to wages and wage-related items: Carried unanimously.

M/S for Matson increases to be allocated to wages and wage-related items. Carried unanimously.

M/S for wage increase in *Moku Pahu* allocated to wages and wage-related items. Carried unanimously.

M/S to concur in the MOU for Chief Dispatcher at the San Francisco Bar Pilots. Carried unanimously.

Election of Committee on Constitution: Duane Hewitt (41 elected); Bob Copeland (declined); Paul Fuentes (29 elected); Paul Calais (23 alternate); Frank Portanier (40 elected); Sonny Cooper (16); Terry O'Neill (10); and Danny Foster (13).

President Lundeberg answered several questions from the membership regarding scope of work, cleaning rooms when getting off a ship, duties of the bosun, making oil spill rounds in Matson's C-9s.

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

Gunnar Lundeberg

Attend your Union meetings!



Audra Tasa, delegate in the Matson IBT *Moku Pahu*, operating the stores crane in Crockett, CA, last month. Photo by Bill Henneberry.

Vice President's Report

June 2001

Pacific Coast Training Consortium

On May 9 traveled to Seattle to attend a meeting of the Pacific Coast Labor-Management Training Consortium. The group consists primarily of five maritime unions that among other activities, are together seeking alternative sources of funding for training activities such as STCW 95's Basic Safety Training. Along with Seattle Branch Agent Vince O'Halloran, I renewed our commitment to the Consortium, and specifically resolved to mobilize political support for a Department of Labor grant application that will provide additional funding to meet STCW 95 requirements.

Chief Gadao Beef

On May 18, a new set of troubles began in the *Chief Gadao*. Since the reports of Gunnar Lundeberg and MFOW President Whitey Disley have already dealt with the topic in detail, the following will be brief and general. When STCW 95 was first explained to us as a standard based on the practical demonstration of competency, our uniform response was favorable: we are nothing if not capable of demonstrating skill in seamanship. The regulations were supposed to overlay existing Coast Guard requirements, document important skills on-board ships, and bring the rest of the seafaring world up to our standards. But on the way to implementation there intervened the many-layered interpretations of the bureaucrats. They produced a vast body of compliance possibilities, which in turn created an opportunity for pedantic, overzealous captains to test their interpretative skills and play at amateur bureaucrats. Some common sense is needed in the still nascent field of STCW interpretation. The central concept of STCW compliance is not rigid adherence to a myriad of sometimes conflicting factors: it's about practical demonstration of competency. Insisting on one aspect of compliance to the exclusion of other aspects violates both the dictates of logic and the spirit of the regulation. That kind of thinking led someone to utter the famous Vietnam oxymoron "we had to destroy that village to save it." Now there's a new one: "we sailed the ship short-handed for safety reasons." Our members were unfairly discharged from the *Chief Gadao* that day and the Union continues to pursue the appropriate adjustment.

Conference on Mariner Recruitment and Retention

On May 22 and 23, traveled to New York to attend an industry conference at King's Point centering on mariner recruitment and retention. It's ironic that after reducing billets, cutting entry level positions, flagging out ships, and working to keep wages and benefits down,

the shipowners now bemoan the lack of qualified mariners. But this was not a collective bargaining session, and in the cooperative spirit of the conference, I participated in numerous brainstorming sessions on a variety of topics to help solve what is really an industry-wide problem. On behalf of the SUP and the MFOW, I repeated the key points of attraction and retention, including a quantum leap in compensation (perhaps in the form of tax relief for mariners), improvement in quality of life issues (such as better access to shipboard communications, improved time off, training on company time, etc.), freedom from regulatory hassles, and the revitalization of the hawsepipe career path. Some of these issues, such as more favorable interpretation of STCW 95 regulations, will be dealt with at an August 2-3 meeting at MITAGs in Baltimore. Along with the highest levels of the Coast Guard, and a cross-section of industry players, Gunnar Lundeberg, Whitey Disley, and I will attend. Will keep the membership informed on the progress.

Ship Operations Cooperative Program

Attended a meeting of the above group on June 12 and 13, at Massachusetts Maritime Academy in Buzzard's Bay, Massachusetts. The SOCP is an industry-government partnership created to enhance the U.S. maritime industry. Comprised of a broad spectrum of interests including government agencies, ship owners, ship operators, technology developers, maritime academies, and research and training institutions, SOCP has been in operation since 1992. Through the Andrew Furuseth School of Seamanship, the SUP is a full voting member. Among the topics discussed were the impact of STCW on original license programs and the hawsepipe career path. A working group was formed to study the issue. Also became a member of a working group seeking solutions to the problems of renewal of Basic Safety Training.

Power Rally

On June 6, attended an Oakland rally marking the beginning of a campaign to force the Federal Energy Regulatory Commission to fulfill their mission to regulate energy prices. Chuck Mack, International Vice-President of the Teamsters, eloquently tied the price-gouging freedom of the electricity producers to the worldwide corporate effort towards privatization and globalization. Following the speeches, marched alongside SUP members and UFCW Agents Mike Henneberry and Julian Nunez to symbolically seize the Duke Power Plant under the doctrine of eminent domain. Spearheaded by the Central Labor Council of Alameda County, the campaign will continue all summer in various locations throughout the state.

Dave Connolly

SUP Branch Reports

Seattle

May 21, 2001

Shipped the following during the period: 2 Bosuns, 1 relief and 1 steady to Navy ship filled by B-cards; 7 ABs, 3 A-cards to steady jobs; 1 A-return and 1 A to a relief, 1 B to a relief and 1 D to a steady fly job.

Registration for the period stands at: 12 A-cards for a total of 27. 9 B-cards for a total of 26 and 5 C's for 14.

Ships checked

APL Korea checks out okay. APL Thailand, entire crew suffering from low morale as Captain Carson keeps trying to reinvent the wheel. President Jackson, Bosun Keith Miller with delegate Joe Eckert had a clean pay-off after a long trip and time spent in the shipyard. The deck department encountered problems and all were settled aboard in SUP style. Any crew is in good hands with Keith and Joe in the top slots. *Kauai and R.J. Pfeiffer* running smoothly. Rigging Loft checks out okay.

I met with U.S. Congressman Jim McDermott and put forth issues facing the maritime community. Attended the King County Labor Council meetings. Along with the Marine Firemen's Union we were front and center at a rally protesting the loss of family-value jobs at Sea-Tac Airport to anti union subcontractors.

Both Vice-President Dave Connolly and I attended the Puget Sound Ports Council Maritime Trades meeting where on behalf of The Deep Sea Fisherman's Union we alerted union leaders to a move by the Port of Seattle to lease out workboat moorages at Fisherman's Terminal for recreational vessel use. The DSFU members are adamantly opposed to any such action by the Port.

Sailors have been reporting that Mark Hurley is doing a fine job as Wilmington Branch Agent. Former Agent Bill Berger is a tough act to follow.

Vince O'Halloran
Branch Agent

Wilmington

May 21, 2001

Shipped the following during the period: 9 bosuns, 12 ABs, 8 AB Maint., and 114 standbys, for a total of 143 jobs shipped.

Registration for the period stands at: 47 A cards, 345 B cards, 15 C cards, and 9 D cards.

Ships checked

APL Singapore, Maui, Lurline—washing machine beef, Manulani, President Wilson, President Adams, Ewa—losing a good steward because of company penny pinching, President Truman, President Grant, APL Korea, APL Philippines, Mokihana, APL Thailand, President Kennedy, Manoa, President Jackson, Mahimahi.

May was a month of picket lines, memorials and meetings. Over 1,000 union men and women showed up to support ILWU 20-A at Borax in the Los Angeles harbor, including over 10 SUP members, to fight against Rio Tinto and their union busting tactics, on April 27. On May 2, supported IBU in their fight against Catalina Red and White's non-union stance. The SUP also supported SEIU Local 399 in their effort to bring Harbor City Dental back to the bargaining table after the owners decided to go non-union.

Some of our members want to start a school here in Wilmington. A possible location would be a shaded area in the parking lot. Any volunteers or ideas?

Attended the following meetings: Harry Bridges Lunch/Meeting; Harbor Labor Coalition; MTD Committee Meeting; Veterans Memorial Meeting; Maritime Day. The Maritime Day celebration was held on May 19 at the Merchant Seaman's Memorial in San Pedro. There were many speakers. I introduced State Assemblywoman Sally Havice, who wrote legislation that designates June 12-18 as Merchant Marine Remembrance Week in California.

Thanks to Duane Nash for relieving me on Memorial Day weekend while I went to San Francisco to see my nephew graduate. Thank you Bill Berger for coming to

Wilmington in July to relieve me while I go to another nephew's wedding in Wisconsin. If it weren't for nephews, I wouldn't get any time off.

Thanks to all union officials, staff and ran-and-file members for their help and support in putting this AB behind a desk.

Mark Hurley
Branch Agent

Honolulu

May 21, 2001

Shipped the following jobs during the month of April: 1 bosun relief, 5 ABs, 1 AB relief. These jobs were filled by 5 A members and 2 C members.

Also shipped 27 casual standby jobs filled by 9 B members, 10 C members, and 8 D registrants for a total of 34 jobs dispatched in April.

Registered during the month of April: 6 A members, 6 B members, 2 C members, and 3 D registrants. To this date, we have 9 A members, 14 B members, 5 C members, and 9 D registrants for a total of 37 registered.

Ships checked

Maui, Lurline, R.J. Pfeiffer, Matsonia, Lihue, Kauai, and the Manulani. The Chief Gadao arrived here shorthanded due to an STCW interpretation dispute. One AB was way under STCW rest period requirements. Referred this matter to the U.S. Coast Guard investigations office in Honolulu.

Paint and rigging gang running smoothly with George Lau as bosun.

On May 16, 2001, attended the Honolulu Port Maritime Council meeting. On May 20, 2001, many of the Honolulu membership and I participated in the annual Maritime Memorial Day Boat Parade where we scattered lei's and flowers in memory of departed seamen. This was a particularly poignant affair for me due to the May 11 death of my very good friend and union brother Jimmy Tornos. I laid a floral wreath off Waikiki Beach in his memory. Smooth sailing Shortlegs! You will be greatly missed.

Mike Duvall
Branch Agent

Norfolk Office

June 2001

Shipping is still fair in the port of Norfolk, as the second wave of turnovers are coming up through the month of June.

The USNS Mendonca crewed up in Violet, Louisiana and sailed for Beaumont, Texas, to load up and sail for Pearl Harbor. Then she will sail out to Korea and return to San Diego. Had a Big Problem with the chief mate; had to refer to Headquarters to get it squared away.

At this time I would like to report that all LMSR's in this area are in good shape.

Also a big thanks to Brother Rich Reed, for questions that arise about health and welfare and scheduling members for training in San Diego. Also many thanks to all Agents, for giving a hand, when hands were needed.

Registered for shipping are 3 C members and 4 D registrants.

Jack Stasko
SUP-MFOW Rep.

SUP member joins pension ranks

The following SUP member joined the rank of pension bringing the total number of SUP members now receiving a pension to 1,238:

Nick M. Rajevich, 67, Book No. 3156, joined SUP in 1959, 15 years of seetime.

SUP Meetings

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

| | Hdqs. | Branch |
|-----------|-------|--------|
| July | 9 | 16 |
| August | 13 | 20 |
| September | 10 | 17 |
| October | 9* | 15 |
| November | 13* | 19 |
| December | 10 | 17 |

*Tuesday

San Francisco Business Agent

June 11, 2001

Chief Gadao - Trev Motlow, delegate: The company agreed to pay the cargo rate for rigging safety lines and preparing flat racks for the stock tenders to reach the livestock carried aboard. Otherwise this remains a fine ship with a top gang.

Kauai - Rich Cahill took his trip off and Archie Bickford is the new delegate. Checked out OK.

Mahimahi - Tom Larkin, delegate: Vessel is due for the shipyard and needs to take care of a lot of work to keep with her age.

Manoa - Vince Estrada, delegate: In good shape.

Matsonia - James Meador, delegate: Routine.

Mokihana - Charles Mohun finished up his time and the new delegate is Dean Smith. Storing problems on this ship; taken care of for this trip.

Moku Pahu - Audra Tasa, delegate: Vessel called the gang back for at least three trips to the islands for sugar. Sailed for Kahalui.

R.J. Pfeiffer - Frank Faraola, delegate: No problems.

San Francisco Bar Pilots - Roy Tufono was relieved as delegate by Terry O'Neill.

Foss Maritime - Tom Tynan and Mike Worth co-delegates: OK.

Chevron Colorado-Kingsley Baidoo is back on the shore gang at the Long Wharf. Will Williamson is the new delegate.

Chevron Mississippi - Bert Burriss, delegate, Thor Erikson, bosun.

Chevron Washington - Richard Ziemba, delegate: Ship in the yard in Portland.

Chevron Dock - Rick Wilson, bosun: In good shape.

Ready Reserve Fleet-Alameda - Danny Foster, delegate: The *Capes Blanco* and *Gibson* over the Memorial Day weekend. The operation was a complete success, and should serve to show MarAd the ships are fully operational.

ASM Shore Gang - Norman Kwak, delegate. All OK.

President Adams - Philip Howell, delegate: On the C-11 run.

President Grant - Ted Ochoa, delegate: running smoothly.

President Jackson - Dennis Tinsley, delegate: Routine.

Pres. Kennedy - Lee Dancer, delegate: no problems.

President Polk - Ray Morgan, delegate: Routine.

President Truman - Lou Frazier took over the sheet from Ernie Stimach who took his trip off. Roland Gerbacio is bosun.

President Wilson - Mick McHenry, delegate: Clean payoff after a good trip. The new bosun is Norbert Black.

APL Singapore - Gary McDevitt, delegate: Disputed overtime based on a company audit. The mate had already approved the overtime, but the company shorted the checks at pay-off, and then decided to dispute the hours payable afterwards. We have collected most of this, but when the facts surrounding each payable event are only known to the ship, and the ship is in Asia, communications becomes a problem.

Bill Henneberry

Dispatcher's Report

Headquarters—May 2001

| Deck | |
|--------------------------------------|----|
| Bosun | 6 |
| Carpenter | 0 |
| MM | 0 |
| AB | 40 |
| OS | 4 |
| Standby | 34 |
| Total Deck Jobs Shipped | 84 |
| Total Deck B, C, D Shipped | 26 |
| Engine/Steward | |
| QMED | 0 |
| Pumpman | 0 |
| Oiler | 0 |
| Wiper | 0 |
| Steward | 0 |
| Cook | 0 |
| Messman | 0 |
| Total E&S Jobs Shipped | 0 |
| Total E&S B, C, D Shipped | 0 |
| Total Jobs Shipped - All Depts. | 84 |
| Total B, C, D Shipped-All Depts. .. | 26 |
| Total Registered "A" | 91 |
| Total Registered "B" | 75 |
| Total Registered "C" | 9 |
| Total Registered "D" | 8 |