



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXV No. 6 583

SAN FRANCISCO, CALIFORNIA

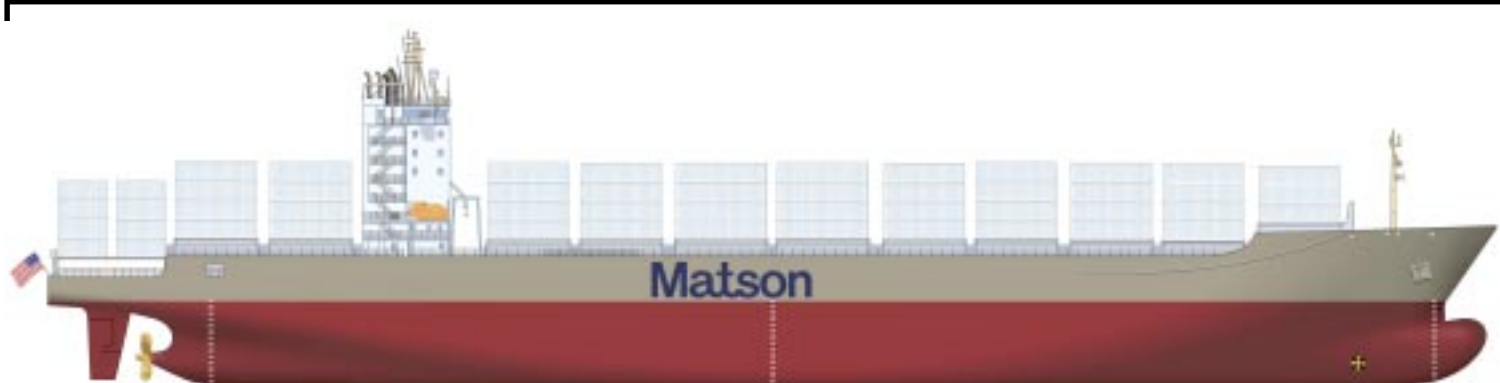
Friday, June 21, 2002

Matson buys two new containerships for the Hawai'i trades—commits to fleet replacement program

On May 29, Matson Navigation Company signed a contract with Kvaerner Philadelphia Shipyard for two new containerships. The first vessel under construction is scheduled for delivery in June 2003. The second in April 2004.

The diesel-powered vessels, with a capacity of 2,600 containers (twenty-foot equivalent units) including a reefer box capacity of 300, cost \$110 million per ship, including owners costs. Both are similar in size and speed to Matson's flagship *m/v R.J. Pfeiffer*. To finance the deal, Matson will tap its existing Capital Construction Fund of \$170 million, supplemented by approximately \$50 million in loans.

C. Bradley Mulholland, company president and CEO, said, "These two new ships will help ensure that Matson continues to



Artist's rendition of the new containerships being built at Kvaerner Philadelphia Shipyard Inc. courtesy of Matson Navigation Company

provide Hawai'i with efficient, dependable ocean transportation services of superior quality and value. This significant investment in our Hawai'i service underscores our long-term commitment to remaining the state's leading ocean carrier."

Mulholland stated that Matson has an "oral understanding" with

Kvaerner to build two more ships, but that no agreement had yet been reached. He added that Matson "could need six new ships in the next ten years."

The news of the ship purchases was announced just prior to the beginning of negotiations between the SUP, MFOW and SIU-Marine

Cooks and the company. On June 17, during bargaining, Captain Jack Sullivan, Director of Vessel Operations and Offshore Labor Relations, said that the new vessels will most likely replace two of the company's three C-8 type vessels (*Chief Gadao*, *Ewa* or *Lihue*). These vessels were origi-

nally built as LASH ships for Pacific Far East Lines in 1971-72 and named *Golden Bear*, *Japan Bear* and *Thomas E. Cuffe*. In 1979 they were bought by American President Lines and renamed *President Grant*, *President Tyler* and *President Hoover*. In 1995-96 they were sold to Matson.

Flag-of-convenience shipping comes under scrutiny at Congressional hearing

MarAd chief urges revival of U.S.-flag fleet as best defense against terrorism

At a hearing of the House Armed Service's Special Oversight Panel on the Merchant Marine this month,

flag-of-convenience shipping was attacked as being a threat to U.S. national security.

Panel chairman Representative Duncan Hunter (R-CA) said that from his perspective, "it is apparent that we have virtually no idea who owns, or who controls a number of these ships." He went on to say that, from a legal standpoint, "we are now referring to this as a lack of 'transparency of ownership.' It is also clear to me that we likewise lack a clear understanding of who is manning these vessels—or even whether the documents they hold are valid—or even whether they have the required training."

Testifying on June 13 before the

panel, Maritime Administrator William Schubert said that the lack of transparency of flag-of-convenience registries "could ultimately lead to a serious threat to our nation's safety and security. In today's environment we should not compromise our security. In the United States we know who owns our ships, who operates them and who crews them."

"There is no better assurance to our nation's security interests than a strong U.S.-flag merchant marine."

*Capt. William Schubert
Maritime Administrator*

and U.S. crews. U.S. crews employed on U.S.-flag ships provide the pool of seafarers needed for both commercial and government sealift fleets in times of national emergency or crisis," Schubert told the panel.

"Now more than ever, our presence as a flag-state is critical to our national interests. If we lost all our U.S.-flag vessels to open registries tomorrow, our presence in the international maritime arena would be diminished to that of a port state only—at a tremendous cost to U.S. national security and economic interests.

"Encouraging shipowners to return to the U.S. flag is a daunting task, especially when com-

pared to the economic advantages of open registries. However, the best way to protect our homeland and national security interests across the globe is a strong U.S.-flag fleet manned by U.S.-citizen mariners. If we did not have the Jones Act, cargo preference, and the MSP and VISA programs, I can assure you it is unlikely that ships would remain under U.S.-flag, and the

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SUP strike resolution

A resolution to authorize the Negotiating Committee to call a strike against Matson Navigation Company, if necessary, was unanimously passed by the membership at the June Headquarters and Branch meetings.

As the *West Coast Sailors* goes to press, the SUP, MFOW, SIU-Marine Cooks (bargaining as the SIU Pacific District) has made no headway at arriving at a new agreement. The current contract expires at midnight, June 30.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Doug Alexander	30.00
Jose Angeles	20.00*
SF Bar Pilots SUP/MEBA in memory of Linda Reed	395.00
Jack Dalton	40.00*
Deep Sea Fishermen's Union	100.00
Frank Dufek	40.00*
Joseph Eckert	10.00
Mike Elgani	80.00
Leo Endries	40.00*
Scott Griggs	25.00
Michael Henneberry	20.00
Paul Herriott	20.00
Douglas Kashner	80.00*
Brian LePrevost	20.00*
John McAulife	20.00*
Daniel McDonald	20.00*
Carlos Medina	20.00*
Leo Moore in memory of Linda Reed	40.00
Donnie Morris	40.00*
Dave Munroe	20.00
Michael Nielsen	100.00
Scott Oliphant	20.00*
Ricky Pangan	35.00
Mario Ramella	50.00
Gary Rymel	20.00
Edward Sabo	20.00
Whitey Secrest	50.00
Bruce Smith	20.00
Douglas Taylor in memory of Linda Reed	50.00
William Williamson	20.00

*In lieu of dues increase.

Wall of Honor

(San Pedro Merchant
Marine Memorial)

Jay Dillon	25.00
Paul Herriott	20.00
Bill Minster	20.00
Sven Ostman	50.00
Edward Sabo	20.00
Whitey Secrest	20.00

Dues-Paying Pensioners

Archie Aki	Book #3791
John Battles	Book #5512
Roy R. Camerio	Book #4577
Richard Cummings	Book #4666
Duane Hewitt	Book #5748
Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Alfred Kerns	Book #3167
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Peter Paul Liptay	Book #3725
Joseph Napier	Book #2299
Frank Parks	Book #3798
John Perez	Book #3810
Charles Rafael	Book #3141
Ralph Senter	Book #7323
Kai Sorensen	Book #7479
William Tice	Book #3239
Charles H. Wall	Book #3420

Political Fund

Kevin Conroy	25.00
Linda Cramp	20.00
Richard Crowell	25.00
Dan Dinsmore	30.00
Leo Endries	60.00
William Esselstrom	100.00
Michael Freng	20.00
Dan Gabaree	40.00
Allen Gonzalez	10.00
Scott Griggs	25.00
John Hamann	25.00
Paul Herriott	20.00
Douglas Kashner	15.00
Norman Kurtz	20.00
Joy Loe	20.00
Jose Lopez	15.00
Gunnar Lundeberg	30.00
Virgilio Managbanag	40.00
Joseph Marusak	30.00
Gary McDevitt	10.00
Roland Mendoza	20.00
Donnie Morris	40.00
William Ofthus	100.00
Carl Orange	25.00
David Pangan	20.00
Ricky Pangan	35.00
Ray Ramirez	50.00
George Roberts	100.00
Greg Schauf	40.00
Bruce Smith	20.00
Greg Smith	25.00
Ted Soderberg	20.00
Robert Taylor	100.00
Arthur Thanash	100.00
Richard Tracy	10.00
Colin Walker	25.00
William Williamson	25.00

West Coast Sailors

Donald Baker	20.00
Ojvind Bernhagen	20.00
AMMV Chapter	20.00
Anton Christensen	20.00
Robin Colonas in memory of Virginia Westlin	20.00
C.L. Curl	20.00
Deep Sea Fishermen's Union	100.00
Frank Diem	20.00
Jay Dillon	25.00
Jerome Dominguez	10.00
Romaine Dudley	20.00
George Elinoff	20.00
James Fernandes	25.00
Leslie Frater	20.00
Michael Freng	20.00
Sebjorn Godden	20.00
George Gooden	20.00
Allen Gonzalez	10.00
Herman Hallman	100.00

Clarence Hartwig	20.00
Franklin Haugen	20.00
Paul Herriott	30.00
Douglas Kashner	15.00
Richard Kingsbury	20.00
James Kula	20.00
George Lomeli	20.00
Jose Lopez	15.00
Alvin Madruga	20.00
Thomas Mariner	20.00
John Masterson	20.00
Takeshi Masukawa	20.00
William McCoy	20.00
John McNeill	20.00
Arthur Mebus	20.00
Jack Milano	20.00
Dave Munroe	20.00
William Ofthus	50.00
Arthur Olsen	20.00
Sven Ostman	10.00

John Perez	20.00
Frank Pinkowski	20.00
James Saiki	20.00
Vincent Saltarelli	20.00
Carl Schou	20.00
Andy Simkanin	20.00
Glen Smith	20.00
William Smith	25.00
Leo Surmeian	20.00
Warren Sypolt	20.00
Norma Tahash	20.00
Thomas Tamblyn	20.00
Arthur Thanash	100.00
Joseph Valverde	20.00
Jacob Wanner	30.00
Orville Welsh	20.00
Dean Williams	10.00
Harry Williams	20.00
Fletcher Wingfield	20.00

Timely Reminder

Third quarter 2002
dues are due
and payable *now!*

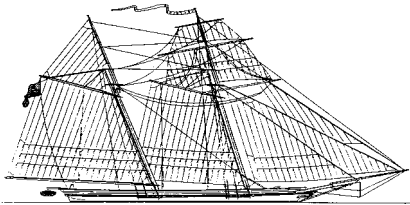
SUP Constitution ARTICLE VI DUES AND INITIATION FEE

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.

Loy named new COO of Transportation Security Administration

This month, retired Coast Guard Commandant Admiral James M. Loy will join the Transportation Security Administration as deputy undersecretary and chief operating officer. Loy has been succeeded at the Coast Guard by Admiral Thomas H. Collins, who was vice commandant under Loy.



Support the SUP Political Fund

West Coast Sailors

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SUP Meetings

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

	<i>Hdq.</i>	<i>Branch</i>
July	8	15
August	12	19
September	9	16
October	15*	21
November	12*	18
December	9	16

*Tuesday

Final Departures

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

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

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

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

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U.S.-citizen mariner pool needed by the Department of Defense in times of national emergency or war would disappear.

"Many maritime scholars, industry experts and some members of Congress have suggested a complete reexamination of the tax laws which govern merchant shipping in order to create more incentives for investment by shipowners to return to the U.S. flag. These and other options to increase the number of vessels under U.S. registry should be fully explored and given the highest consideration.

"High cost registry requirements, regulatory standards, and taxes and fees make it difficult for U.S. carriers in international trade to compete with low-cost, flag-of-convenience vessel operations. The United States does not need to lower its labor and environmental standards, but should continue to work with the International Maritime Organization to assure international standards are fair and universally implemented. We should, however, explore ways to make the U.S. flag more attractive to potential U.S. citizen investors, through market and financial incentives that have been successful in other seafaring countries."

Concluding his testimony, Captain Schubert said, "I would like to see the truly bad flag-of-convenience operators relegated to a role of 'flag-of-inconvenience.' We neither need nor want those ships whose owners try to circumvent the legitimate demands of the world maritime community for safe, high quality ships. While it is not the policy of the United States to dictate where ship owners invest their money or register their ships, we must continue to pursue the elimination of substandard ships utilizing our port state control authorities to the fullest extent. We must vigorously lead international efforts to eliminate the underlying conditions that have led to notoriously weak vessel registries."

Peter Morris, Chairman of the International Commission on Shipping, discussed a number of topics, including breaches the International Labor Organization (ILO) Conventions, the need for certification, training and credentialing of mariners, port state controls, flag states, and of the need for transparency of ownership issues relating to flags of convenience.

He noted that, in the absence of effective flag state control, port state control has become the last line of defense against the risks and dangers associated with substandard shipping. The development of port state control (PSC), combined with the targeting of ships has enabled better use to be made of available resources.

He testified further that, "Almost globally, there is a catch cry that flag states must carry out their responsibilities. It is followed by the question 'how do we ensure that they do?' which is then followed by silence.

"The failure of flag states to ensure that ships they register comply with the provisions of the international maritime conventions that the flag state has ratified has led to port states asserting their right to inspect and detain ships that do not comply with the international safety standards," he stated.

"The switch of ship registrations from the traditional shipping nations to offshore registers led to a proliferation of ship registries. Many of these registries were incapable of effective supervision of a ship's condition or crew competence and compliance with labor and social security provisions."

Rear Admiral Paul Pluta, Assistant Commandant for Marine Safety and Environmental Protection (U.S. Coast Guard) testifying before the panel noted that by vigorously investigating and prosecuting cases of fraudulently obtained credentials for forged vessel documents, the Coast Guard can significantly reduce the threat posed by unqualified mariners operating vessels, perhaps with sinister motives.

"Equally important for maritime domain awareness is information transparency on owners/operators of ships with potential for use in supporting terrorists activities, either directly or indirectly," the Admiral stated.

Another witness, David Heindel, Second Vice President, Seafarers', Fisheries and Inland Navigation Section, International Transport Workers' Federation (ITF) and Secretary-Treasurer of the SIU-AGLIWD/NMU, told the panel that, "It is the policy decisions of the United States that have served to encourage flag-of-convenience registry. The program, as I see it, involves the formulation of maritime policy decisions that conflict with other overriding policies to which the United States is committed—a strong U.S. flag capability ready to serve in times of war and peace. Wittingly or unwittingly, the flag-of-convenience device has been subject to abuse, and if the best interests of the United States are to be protected, some limitation must be placed on the use of that device, if not total elimination."

Representative Frank Wolf (R-VA) focused his testimony on Liberia. He noted that the United Nations has revealed that the revenue obtained from the Liberian-flag registry and the company that runs the register, the Liberian International Ship and Corporate Register (LISCR) had made payments to the despotic regime of the country's president, Charles Taylor, in violation of U.N. sanctions.

Representative Hunter suggested to Congressman Wolf that perhaps it is time to give serious consideration on ways to make U.S.-flag ships more competitive with international interests. Perhaps tax incentives. Such efforts would also serve to increase U.S. seafaring jobs. "Let's try to put such a program together," he told Wolf.

ITF supports ILWU in negotiations with PMA

The International Transport Workers' Federation (ITF) pledged on June 11 to do "everything possible" to support the International Longshore and Warehouse Union (ILWU) in the face of what it describes as provocative behind-the-scenes moves by the Pacific Maritime Association (PMA). The ILWU has accused PMA of formulating contingency plans to lockout its members and to reroute ships from West Coast ports.

The West Coast Waterfront Coalition, which represents Wal-Mart stores, Target Corp., Home Depot and Best Buy this month in a letter urged Congress to press labor and management to continue negotiating until a contract is reached.

The ILWU agreement expires at 5:00 P.M., July 1.

Maritime Day in San Pedro



Maritime Day: Wilmington Branch Agent Mark Hurley presenting 15th District Councilwoman Janice Hahn with a "Lundeberg Stetson" at the Merchant Marine Memorial on May 22, in San Pedro. Photo Carl Orange



Wilmington Branch members flank the SUP wreath: Front row left to right: Ken (Sinbad) Delancey, Peter Benavidez, Al Brown, Mark Hurley. Back row: John Kolgro, Carl Orange, Kris Skorodynski, Grant (Eli) Wegger and Charlie Supple. Photo Al Camelio (MEBA)

Voyage Holdings announces Hawai'i, Alaska cruise venture

Albert C. Wallack, President of Voyager Holdings, a wholly-owned subsidiary of the D'Arcinoff Group on May 29, announced the company's plans to initiate United States-flag cruise vessel operations in Hawai'i and Alaska. The D'Arcinoff Group is an American owned maritime investment and holding company created to acquire and construct cruise vessels for United States domestic markets.

Key to the company's plans, according to Wallack, is the construction of cruise vessels in the United States for operation in the Hawai'ian Islands trade. To implement its construction project, Voyager has filed an application with the United States Maritime Administration for Title XI Federal Ship Construction Loan Guarantees.

Wallack stated, "The private equity financing needed to qualify for Title XI has been arranged and we are awaiting Maritime Administration approval of our application to enable us to commence cruise vessel construction in the United States. We have contracted with Baltimore Marine Industries, the former Bethlehem Steel Sparrows Point shipyard, to build our cruise vessels." Morgan Stanley has been retained as DG's financial advisor.

Voyager indicated that after approval of its Title XI application and the enactment of appropriate legislative waiver authority, it will finalize its acquisition of existing cruise vessels totaling 3400 berths that would be operated under the United States-flag with American crews in Hawai'i. The operation of these vessels would, according to Wallack, "enable our company to recruit and train U.S. personnel, to establish itineraries, to develop a market identity, to generate capital, and create jobs for American workers in all positions aboard our vessels. Such legislative authority allowing us to bridge the period between the commencement of construction and the delivery of our new vessels is the only proven, realistic way for a new venture cruise company to enter the cruise industry." Wallack indicated that Voyager would be asking Congress for the same type of authority that had been allowed in the past to operate reflagged cruise vessels in the Hawai'i trade.

According to Wallack, "Unlike previous Hawai'i programs, Voyager will operate three and four-day cruises that will be fully integrated with land stays at hotels and resorts. As an integrated cruise and stay program Voyager Hawai'i will generate 400,000 hotel nights. We will create the most comprehensive and attractive Hawai'ian vacation cruise package that has ever been offered and give a significant boost to Hawai'ian tourism."

Patriot Contract Services, a division of American Ship Management, will be the ship manager for Voyager ships. Patriot/ASM is an SUP-contracted company.

Summary Annual Report for 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, 2001. 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 \$936,387. These expenses included \$163,246 in administrative expenses and \$773,141 in benefits paid to participants and beneficiaries. A total of 1,166 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 \$15,134,018 as of July 31, 2001, compared to \$12,691,015 as of July 31, 2000. During the Plan year the Plan experienced an increase in its net assets of \$2,443,003. 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 \$3,379,390, including employer contributions of \$1,752,422, gains of \$43,499 from the sale of assets, and earnings from investments of \$1,583,469.

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, DC 20210.

Maritime Day in Norfolk



With a fireboat in the background in Norfolk Harbor, SUP/MFOW Representative Jack Stasko (left) talks with George Kenny, SIU-AGLIWD/NMU Port Agent as National Maritime Day was observed at Town Point Park. In back of Kenny is an unidentified sailor and SIU-AGLIWD/NMU Vice President Government Services, Kermett Mangram.

USCG teams to intercept suspicious vessels

The U.S. Coast Guard will deploy special response teams designed to intercept suspicious vessels at four U.S. ports this summer, starting on July 4 in Seattle. The 100-member units are currently being trained at the U.S. Marine Corps base at Camp Lejeune in North Carolina, and will be stationed in Seattle, Houston, Long Beach and Portsmouth, Virginia. They will operate from 30-foot boats designed to be packed on trailers and flown on short notice by U.S. military cargo planes to ports where ships suspected of carrying weapons or bombs are about to enter. The new teams are to be composed of full-time Coast Guard officers. Stationing the teams at strategic ports will allow the USCG to deploy its large cutters further out to sea, officials said. The Coast Guard, which handles security at 361 ports, issued a warning early this month that terrorists may be planning to attack U.S. ports and singled out Seattle as a potential target.

Summary Annual Report for 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, 2001. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees SUP Welfare Plan, Inc. has committed itself to pay certain medical, dental and death claims incurred under the terms of the Plan.

Insurance Information

The Plan has contracts with Health Plan of New York, Healthnet, Private Medical Care Inc., Kaiser Permanente, Group Health Cooperative, Bluecross Blueshield of Louisiana, Dental Health Services, Guaranty Assurance Company, Health Management Center, and PacifiCare to pay certain medical, dental, and death claims incurred under the terms of the Plan. The total premiums paid for the policy year ending July 31, 2001 were \$2,231,549.

Basic Financial Statements

The value of Plan assets, after subtracting liabilities of the Plan, was \$24,040,956 as of July 31, 2001, compared to \$22,152,810 as of July 31, 2000. During the plan year, the Plan experienced an increase in its net assets of \$1,888,146. This increase included 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 \$8,620,202 including employer contributions of \$4,034,678, participant contributions of \$19,652, realized gains of \$3,244,982 from the sale of assets, earnings from investments of \$964,134 and other income of \$356,756.

Plan expenses were \$6,732,056. These expenses included \$1,600,465 in administrative expenses and \$5,131,591 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, upon request. The items listed below are included in that report.

1. An auditor's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of five percent of 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 office of SUP Welfare Plan, Inc., who is the plan administrator, at 450 Harrison Street, San Francisco, California 94105. 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, N5638, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

House Passes Maritime/Port Security Measure

The House of Representatives on June 4 adopted by voice vote H.R. 3983, the Maritime Transportation Antiterrorism Act of 2002. H.R. 3983 is intended to establish a comprehensive national antiterrorism system, supported by port vulnerability assessments conducted by the Coast Guard. The results of the vulnerability assessments will be used to implement a national maritime transportation antiterrorism planning system, consisting of a national plan, area plans, as well as vessel, facility, and port terminal plans, to deter a catastrophic emergency to the maximum extent possible. Attached to H.R. 3983 as passed by the House is the language of H.R. 3507, the Coast Guard Authorization Act for Fiscal Year 2002, which passed the House last December. H.R. 3983 must now be reconciled with the Senate-passed maritime/port security bill, S.1214, which was cleared by the Senate on December 20, 2001. In a related security area, President George W. Bush proposed the creation of a new Department of Homeland Security, which would include among its agencies, the Coast Guard, the Transportation Security Administration, and the Customs Service.

U.S. Navy names Iraq oil smugglers

Vice Admiral Timothy Keating, commander of the U.S. Navy 5th Fleet, has publicly identified ten Iranian and UAE bunkering firms allegedly involved in smuggling crude oil out of Iraq. Speaking at a conference in Bahrain on June 5, he unveiled a list including Al Mujtaba Co, Ajlan Export and Import, Akron Trade & Transport, Mohammed Bakhit General Trading, Blue Sky Shipping, Energy Resources, Fal Oil Company, Gasoline Trading, Golden Sail General Trading and MK International. Industry sources said the companies' names would be forwarded to Lloyd's of London within a week, along with a list of companies taking bunkers from them. Authorities in Iran and UAE would also be notified with the expectation that they would clamp down against the alleged UN sanction-busters. The U.S. Navy has not previously named names. Industry insiders believe the new approach follows significant successes in cracking down on the illegal oil trade over the last year.

American Ship Management

Wage Rates

effective July 1, 2002

C-10 and C-11 Class Vessels						
Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Benefit Monthly	Money Purchase Pension Plan
	Monthly	Daily				Daily
Bosun over 20,00 GT	\$4,265.27	\$142.17	\$4,395.51	\$68.37	\$2051.20	\$25.00
Bosun 15,001-20,000 GT	\$4,055.98	\$135.20	\$4,221.43	\$65.67	\$1,970.11	\$25.00
Bosun 9,001-15,000 GT	\$3,861.86	\$128.73	\$4,029.94	\$62.68	\$1,880.64	\$25.00
A.B. Maint.	\$2,899.41	\$96.64	\$3,174.80	\$49.39	\$1,481.56	\$25.00
A.B.	\$3,037.00	\$101.23	\$3,313.99	\$51.55	\$1,546.43	\$25.00
AB Watchstander/ Daystander	\$3,037.00	\$101.23	\$3,313.99	\$51.55	\$1,546.43	\$25.00
O.S.	\$2,350.81	\$78.36	\$2,627.04	\$40.87	\$1,226.03	\$18.51
						Money Purchase Pension Plan Daily
OVERTIME RATES						
The hourly overtime rate for all ratings						
except the Ordinary Seaman						
Ordinary Seamen						
CARGO RATES						
The hourly cargo rate for all ratings:						
Straight Time Hours						
Overtime Hours						
SHORTHANDLED (Section 7 SUP Work Rules)						
Bosun						
A.B.						
STANDBY RATES (Section 43 SUP Work Rules)						
Bosun						
Straight Time Hours						
Overtime Hours						
A.B.						
Straight Time Hours						
Overtime Hours						
SHIFT SHIP GANGS (Section 44 SUP Work Rules)						
Bosun						
Straight Time Hours						
Overtime Hours						
A.B.						
Straight Time Hours						
Overtime Hours						
DECK PORT WATCHES (Section 55 SUP Work Rules)						
Bosun						
Straight Time Hours						
Overtime Hours						
A.B.						
Straight Time Hours						
Overtime Hours						
FUEL OIL SPILL CLEANUPS						
Straight Time, all ratings						


SUP officers wages will be published in the July *West Coast Sailors* after negotiations with Matson are concluded.

SUP Shoregang		Money Purchase Pension Plan Daily	
Maintenance Agreements			
RATING			
Rigging-Splicer and Sail Maker			
Straight Time	\$25.61		\$25.00
Overtime	41.50		
Rigging-Wire Splicer's Helper			
Straight Time	\$23.57		\$25.00
Overtime	38.54		
Rigging-General Maintenance Work			
Straight Time	\$23.27		\$25.00
Overtime	38.09		
Spray Painting, Sandblasting, Steam Cleaning and Welding			
Straight Time	\$24.51		\$25.00
Overtime	39.88		
Storekeeper-General Maintenance			
Straight Time	\$24.51		\$25.00
Overtime	39.88		
Bosun			
Straight Time	\$28.20		\$25.00
Overtime	45.22		
Bosun's Mate or Leaderman			
Straight Time	\$25.61		\$25.00
Overtime	41.50		
Carpenter			
Straight Time	\$25.08		\$25.00
Overtime	40.82		
Spraying, Sandblasting enclosed spaces additional per hour			\$1.65

J-10 Class Vessels			Money Purchase Pension Plan Daily
RATING			
Bosun/AB			
Monthly Base Wage	\$3,595.09	\$25.00	
Daily Base Wage	\$119.84		
Daily Supplemental Wage	\$57.43		
A.B. Watchstander/Dayworker			
Monthly Base Wage	\$2,730.03	\$25.00	
Daily Base Wage	\$91.00		
Daily Supplemental Wage	\$46.40		
OVERTIME RATE	\$21.54		
CARGO RATES			
The hourly cargo rate for all rating:			
Straight Time Hours	\$16.16		
Overtime Hours	\$26.62		
SHORTHANDED (SECTION 7. SUP Work Rules)			
Bosun	\$36.77		
A.B.	\$27.71		
DECK PORT WATCHES (SECTION 55. SUP Work Rules)			
Bosun			
Straight Time Hours	\$24.52		
Overtime Hours	\$36.77		
A.B.			
Straight Time Hours	\$18.45		
Overtime Hours	\$27.71		
Fuel oil spill cleanup			
Straight Time, all ratings	\$12.57		

ESU Office Assignments

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



JUNE 2002

Official Publication of the Exxon Seamen's Union

UNION REACHES TENTATIVE AGREEMENT ON CONTRACT

The Exxon Seamen's Union, after 15 days of arduous negotiations with SeaRiver Maritime, Inc. reached a tentative agreement on June 9, 2002 on a Collective Bargaining Agreement (MOU printed separately) to be in effect from September 1, 2002 through August 31, 2005 if ratified. Ballots were mailed June 15, 2002 and there is to be a sixty (60) day voting period ending at 5:00 pm. EST on August 13, 2002. The American Arbitration Association will announce results of the ratification vote on Wednesday August 14, 2002.

Following is an item-by-item explanation of the proposed agreement:

1) Length of Contract and Wages

- Terms are for a 3-year agreement with agreed upon increases in each of the 3 years. This is a departure from previous agreements that included yearly wage re-openers. The Union believes that re-openers have become both a costly and ineffective manner to negotiate wages for the membership.
- There is to be a 3% increase in overtime rates in both the second and third years of the agreement. Though the company bargained for wages to be applied exclusively to base wages the Union insisted that these overtime increases were imperative to maintain a competitive rate in relation to SeaRiver's position within the industry over the next three years.
- Wage increases applied to base wages (not including the penalty roll-in) will total 10.5% for the three years. Additionally, lump sum bonuses will be paid in the amount of \$3,800.00 during the 3-year span. The Union calculates this increase, when viewed in "across the board" terms as amounting to increases of approximately 5.84%, 5.52% and 5.03% on each of the years for a total of 16.39% during the life of the contract. The yearly increase would calculate to an average 5.46% per year.

- Bonuses are to be paid by separate check and not included in employees payroll checks.
- 2) Increase Maintenance Seamen Compensation for STCW Certification**
- Maintenance Seamen presently holding the "rating forming part of a navigation watch" on their STCW Certificates or obtain the endorsement before September of 2002 would receive a gross bonus payment of \$500.00 shortly after September 1st of this year. Maintenance Seamen who obtain this Certification at a later date would receive the bonus the following September 1st.
 - This bonus is to be paid by separate check.
- 3) Administration of Penalty Payments**
- Some penalty payments were rolled into base and CSB. A complete list of penalties is listed in the MOU. These penalties were for on deck work such as stores handling, cargo handling, tank cleaning and hose connections for all ratings. Steward Department penalty roll-ins also included use of spare rooms and boning or butchering.
 - Protective language will be developed and included in the final agreement to protect against the company discontinuing the use of storage gangs or changing the manner in which they receive meats, fish and poultry resulting in increased butchering or boning.
 - It is important to note that **no** spray painting/sandblasting, in tank or bilge type "dirty work" was included in this roll-in.
 - Calculations for determining the value of the proposed roll-in were based on historical penalty wage figures for each department and a premium for agreeing to roll in these payments was bargained.
 - Upon ratification, these payments will be included into base and CSB wages and become completely benefit bearing in respect to retirement, accidental death and dismem-

- berment, short and long term disability, life insurance and family income protection.
- For future wage comparisons when bargaining, this roll-in will not be used when computing dollar per day calculations.
- 4&5) Increase Subsidies**
- Increase meal subsistence from \$34.00 per day to \$38.00 per day.
 - Increase safety shoe reimbursement from \$150.00 per year to \$175.00 per year.
- 6) Sea Tour**
- Replace the existing language for Extended Sea Tour Penalty that restricted eligibility for this payment only when the vessel departs a relief port after 68 days to allow for payment after 70 days regardless of where the vessel is located.
 - Eliminate language restricting eligibility of these payments to non-coastwise trade vessels.
 - Increases payment from \$25 to \$30 per day.
- 7) Notice for Assignment**
- The Union has agreed to written call-in notifications to be given to the employee upon leaving the vessel for paid leave. Further, the company will be permitted to telephone, e-mail or contact by mail the employee to remind the employee of the date and time to phone the company for assignment.
 - Notice of assignment language would be modified to allow the company to require the employee to report for duty 7 days before the completion of his/her paid leave. This would extend the flexibility in callbacks by 4 days to the company and is viewed as the single concession the ESU made to the company in the entirety of this MOU.

See Tentative agreement

continued on page 7

MEMORANDUM OF UNDERSTANDING

The Union has agreed with the Company that it will submit the following proposal to ESU membership for balloting. Upon ratification, this proposal will become effective September 1, 2002.

PROPOSAL

- 1) Length of Contract and Wage Increase**
- 3-Year contract with fixed wage increases each year effective 9/1/2002 through August 31, 2005.
 - 3.5% increase to base wages in the first year, 3.5% to base wages in the second year and 3.5% to base wages in the 3rd year.
 - 3% increase to Overtime rates in 2nd year, 3% increase to Overtime rates in 3rd year.
 - A lump sum of \$1600 payable on 9/1/2002, \$1200 on 9/1/2003 and \$1000 on 9/1/2004.
- 2) Increase Maintenance Seaman Compensation for STCW Certification**
- Maintenance Seaman with STCW certification (rating forming part of a navigation watch) will receive a lump sum of \$500 payable on 9/1/2002.
 - Maintenance Seaman who obtain STCW certification (rating forming part of a navigation watch) between 9/1/02 and 9/1/03 will receive a lump sum of \$500 payable on 9/1/2003.
 - Maintenance Seaman who obtain STCW certification (rating forming part of a navigation watch) between 9/1/03 and 9/1/04 will receive a lump sum of \$500 payable on 9/1/2004.
- 3) Administration of Penalty Payments**
- Eliminate the following on watch overtime and penalty payments included in the following articles as proposed.
 - Table 1 Loading or Discharging between 5 p.m. and 8 a.m. Weekdays
 - Table 2 Handling Stores & Article XI, Sec. 12 (w/ protective language TBD)
 - Table 6 Connecting & Disconnecting Cargo Hose Article XII, Sec. 6
 - Table 7 Entering Tanks & Tank Cleaning Article XI, Sec. 17B (4) & (5)
 - Table 9 Cargo & Bunker Overflows & Art. XI(5)
 - Table 12 Connecting & Disconnecting Water Hose
 - Boning or Butchering Meat – Article XIV (14) (w/ protective language TBD)
 - Use of Spare Rooms – Article XIV (7)
 - Increase Base Wages and CSB as follows:
 - AB1 7.0%; Pumpman/2nd PM 5.0%; QMED 1.0%; Maint. Seaman 3.5%; Fleet Chef 1.5%; Cook 2.0%.
 - For the purpose of future bargaining, the above percentages will be excluded from dollars per day work comparisons.

- 4) Subsistence and Lodging**
- Amend Article VII, Section 2A to increase per diem for meals to:
\$8 Breakfast...\$11 Lunch....\$19 Dinner
- 5) Increase Safety Shoe Subsidy**
- Modify MOU Section 3(B)(1) to reflect the maximum reimbursement will be \$175 per year.
- 6) Sea Tour**
- Replace Article VI, Section 11 with the following language:
"In the event an employee's sea tour is involuntarily extended beyond 70 days, the employee will be eligible for payment of \$30.00 per day."
- 7) Article VI, Assignments- Notice for Assignments**
- Prior to the end of a sea tour, the Company shall provide the employee w/ a written advance date of next assignment call in. The Company will also mail, e-mail or talk directly with the employee via telephone to remind such employee of the date, time and place to telephone the Company to receive such assignment. The Company agrees to increase the operating Seniority List to reflect a 2.0 manning factor and will also pay \$19 as subsistence for the supper meal when an employee leaves the vessel to go on paid leave. Any unlicensed employee may be required to report for active duty up to 7 days before completion of the employee's earned paid-leave.
- 8) Amendments to Standards and Procedures**
- Delete Lincoln's Birthday and Washington's Birthday and insert Presidents Day and Martin Luther King Day as holidays.
- 9) EREP Program**
- Consistent with ongoing operational needs as determined by the COMPANY, no less than 2 ABs will be eligible to participate in the EREP Program at any time.
- 10) Steward's Dept. work while in the Shipyard**
- During shipyard periods, the Fleet Chef and Cook shall be excused from other than necessary work on Saturdays, Sundays and Holidays without loss of pay, only if the crew is being lodged off the vessel. Necessary work is defined as preparing and serving meals. Necessary work also includes cleaning galley, storerooms, mess halls, and stateroom areas within seven days of a vessel's planned departure from a shipyard.
- 11) MOU- Drug and Alcohol Program**
- Modify the Employee Alcohol and Drug Use Policy to be consistent with the SeaRiver Maritime Corporate Policy.

ESU News

Other issues were negotiated

The ESU Bargaining Committee undertook an exceptionally ambitious agenda of items that it chose to bargain with management during the course of the 2002 Contract Negotiations. Generally, when negotiating in a traditional collective bargaining manner there is an old adage that you want to limit the number of items for discussion, as the more you put on the table the more the other party is apt to put on the table. The Union understood through the polling of members and Ship Representatives that there were just too many long neglected issues that had to be addressed and the ESU made every effort to address those issues with SeaRiver.

Among issues that the ESU formally negotiated were:

- More paid leave days.
- Separate increase in the rate of pay for the AB-1 position.
- Increase in AB-1 CSB's at the 5, 10, 15, 20, 25 and 30-year increments.
- Amending of Article XII, Section 3A, 3 to include coffee break for AB when standing watch.
- Elimination of contract language Article XI, Section 1C, restricting Maintenance Seamen rest periods.
- Establish Bosuns' position.
- When traveling to a vessel for assignment, travel to be scheduled a day early of assignment.

- Increase of ground transportation payments.
- Two hour minimum overtime pay for call-out.
- Overtime for any work performed off the vessel.
- Increase to Maintenance and Cure payments.
- Increase lodging subsidy.
- Increase Arctic Clothing Allowance and Coveralls/Clothing allotment.
- Increase Eyeglasses Allowance
- Increase stand-by time for call-outs.
- Seniority preference given when multiple assignments are available.

During the fifteen-day negotiating process these items were pulled from the bargaining table as it became apparent that the Union and management could not reach agreement on these issues. On some of these issues management expressed no interest in negotiating as they felt that there was not competitive justification for monetary increases or changes in work rules. On other Union concerns the Company Bargaining Committee did bargain but asked for concessions that the Union considered excessive.

By design, collective bargaining is a give and take process. Though, the ESU was not successful in achieving all of these objectives, many key issues were addressed and much was accomplished.

Tentative agreement ...continued

- The operating seniority lists will be factored using an increased ratio of 2.0 instead of the present 1.8. This will result in a required increase of all seniority lists relative to the number of vessels in service. The number of vessels in service will determine the exact number of promotions required after September 1, 2002. An increase in the manning factor not only insures promotions in the immediate future but also protects positions on the lists from demotions in the event of a reduction in force scenario. This item was a direct concession on the company's part for the 7-day call back for assignment concession by the Union.
- A \$19 supper subsidy will be disbursed when an employee leaves a vessel to go to paid leave. This establishes new language, as there is no agreed on subsidy's in the current agreement in respect to employees leaving the vessel. This item also was a direct concession on the company's part for the 7-day call back for assignment concession by the Union.

8) Amendments to Standards and Procedures

- This proposal would combine Lincoln's and Washington's Birthday's into Presidents Day and would provide for the observance of Martin Luther King Day as a recognized holiday. There would be no increase in the number of holidays. It is the Unions understanding that no other division or affiliate of ExxonMobil has been successful in gaining recognition of MLK Day as a holiday.

9) EREP Program

- Language in the Engine Room Endorsement Program would be modified to increase the mandatory number of Able Seamen eligible to participate in the program from one to two. This issue was bargained in an effort to accelerate and increase the number of Able Seamen that can participate and complete this program.

10) Stewards Dept. work while in Shipyard

- Contract language was bargained on this matter to insure that the Stewards Department would be included, with some restrictions in weekends off in the shipyard when other departments are able to exercise their contractual rights to this provision. Currently, such contract language does not exist for the department.

11) MOU Drug and Alcohol Program

- The Union agreed to allow for language consistent with the ExxonMobil D&A policy to be included in the agreement. The only change being that the use of inhalants is prohibited and that it be included in the stated policy. The Union after researching the inhalant issue considered this a benign request, as there is no approved method of testing for inhalants.

The Union Bargaining Committee presented numerous other issues for bargaining. These issues were developed through Union Meeting minutes and with the aid of Ship Representatives at the 2002 Ship Representatives Conference. As the collective bargaining process progressed many of the expressed issues were removed as bargaining items. Reasons for removal of an item were at times due to the company's refusal to bargain an issue or the company asking for what the Union considered to be too significant of a "trade off" to obtain a particular item. If any member needs further clarification or explanations on this proposal contact either Union office.

The Executive Board of the Exxon Seamen's Union believes that this proposal, when viewed as an overall wage and benefits package, satisfactorily meets the needs of the membership and recommends a yes vote for ratification. Though, ultimately it is the responsibility of the individual member by voting to determine if this proposal is acceptable. **Please Vote!**

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

Ship Representative elections

Ballots for the previously announced Ship Representatives election to fill positions on the *S/R American Progress*, *S/R Bristol Bay* and *S/R Long Beach* were mailed June 15, 2002 and the election period will be for 60 days. The American Arbitration Association will announce the results of this election on August 14, 2002. Ballots for this, as well as the Contract Ratification vote were sent in a single mailing and both ballots are to be mailed to the AAA in the same envelope. The candidates are:

S/R Bristol Bay — John Valle (unopposed)

S/R American Progress — Charles Bell, James Schettler, George Taylor

S/R Long Beach — Amador Almanza, Joe Graca

The vacancy on the *S/R American Progress* was created when Representative Alan Squire left the company and the retirement of Ship Representative Jack Patterson created the opening on the *S/R Long Beach*. The recent acquisition on the *S/R Bristol Bay* made selection of a Representative necessary on that vessel. Members are encouraged to vote in this election.

Ship reports

S/R American Progress

Executive Board scheduled to visit ship June 18, at the Valero Docks in Benicia, CA. AB Aaron Rathbun replaced Able Seamen George Taylor as Temporary Ship Representative. Vessel is without a permanent Representative until results of elections are announced in August. There are three candidates running for the position.

S/R Baytown

Able Seamen Chuck Bell and Thor Floreen filled in admirably while Ship Representative Mark Myser was on paid leave. Mark is on board and kept in contact with the union offices during the negotiations. Some concerns about the tuberculosis issue were handled between the vessel and the Union.

S/R Benicia

Vessel was laid-up at Cascade General in Portland the first week of June. Crew worked her to the end and she will be missed. No confirmations made at press time as to what vessel will be acquired to supplement the loss tonnage the OPA '90 mandated lay-up of the ship has created for the Company.

S/R Bristol Bay

Boarded on June 2, 2002 at Benicia, CA at the Valero Docks. Able Seamen Jeff Harris assumed the Temporary Representative responsibilities from QMED/Oiler John Valle. John is running unopposed for the permanent Ship Representative position on this vessel and will become the Rep. No beefs.

S/R Charleston

Visited by Board Officer in Baytown, TX on June 15, 2002. Ship Representative Bob Knight on board. Running smooth. The ship is filling in on the Wilmington run while she is in the shipyard. The crew is doing a great job on the outside of the house with new paint.

S/R Galena Bay

Executive Board Member scheduled to visit vessel June 16, 2002 at Chev-

ron, Richmond Long Wharf. Ship Representative Will Ackley checking in frequently with the Union offices. No problems reported.

S/R Hinchinbrook

Ship Representative Danny Jones calling in frequently as vessel is slated for another Hawaii visit. Ongoing Stewards Department complaint, involving use of MS to help due to non-conversion of mess halls to accommodate a two-man Stewards Department. Union and management have been at odds on this issue all month. Hopefully, issue will soon be resolved. Additionally, one travel issue was resolved. Pumpman Tim Williams will be filling the void when Danny goes to paid leave.

S/R Long Beach

Union visited May 18, 2002 at the Chevron Long Wharf in Richmond, CA. Dennis Simoneau once again stepping-up to serve as a Temporary Representative. No beefs reported. Two candidates for Representatives position are on the ballot.

S/R Mediterranean

The *Mediterranean* is currently awaiting berth at Port Stanvac, Australia. Ship Representative John Detwiler is aboard and has reported no problems. Keeping in touch via E-mail.

S/R Puget Sound

Representative Michael Harrison on board. Vessels on ANS run in to Washington State. Vessel completed TAPS survey and repair at Cascade General in Portland, OR. June 8. Dispute over meal subsidies resolved aboard vessel.

S/R Wilmington

Ship is in Halifax, going through a shipyard period, expected to leave around July 22. Temporary Ship Representative Marvin Marcum is doing a good job keeping in touch by phone and reports everything running smoothly.

Due to Contract Negotiations in May and June the Executive Board could not visit some vessels.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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President Jerry Patterson

Vice President John Straley
Secretary/Treasurer Leo DeCastro
Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell
Engine Trustee Chester Bell
Steward Trustee Gerard Nelson

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

Schedule of Course Offerings for 2002

STCW 95 Basic Safety Training

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

Jun 24-28	Aug 12-16	Sep 30-Oct 4	Nov 25-29
Jul 15-19	Aug 26-30	Oct 21-25	Dec 2-6
Jul 29-Aug 2	Sep 16-20	Nov 4-8	Dec 9-13

Small Arms Training (MSC approved)

Jul 22-24	Sep 30-Oct 2	Dec 9-11
Aug 26-28	Nov 4-6	

LMSR Vessel Training (MSC approved)

Jul 9-19	Sep 17-27	Nov 26-Dec 6
Aug 13-23	Oct 22-Nov 1	

Survival Craft (Lifeboatman)

Jul 8-11	Sep 23-26	Dec 9-12
Aug 12-15	Oct 28-31	

Training Information and Enrollment

Contacts

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LMSR Graduates



From left John Drolla, Patrick Regan, James Eddy, Dennis Dooley, Steve Martin, David Dodge, Terry Vannaltu, Erik Williams, and James McDonald.

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

In Memoriam: Linda Reed

Linda H. Reed, wife of SUP Welfare Representative Rich Reed, died June 9, after a short, fierce battle with cancer.

Mrs. Reed crafted numerous ground breaking programs for the mentally ill in a 30-year association with Buckelew Programs and the Tamalpais Day Treatment Center in Marin County, California.

In addition to Rich, Mrs. Reed is survived by her daughter, Stephanie of el Sobrante, her sons, Brian of Arcata and Christopher of Aspen, Colorado, her parents and three sisters.

New York Times focused on nuclear threat, cargo security

Securing cargo coming into U.S. ports against terrorist threats, while at the same time preventing transportation gridlock which would bring just-in-time deliveries to U.S. companies to its knees, is a major challenge facing the Nation's marine transportation system, according to a May 27th article published in the *New York Times*.

Although most of the government's focus to date has been passenger-airline security, the next big job of the Transportation Security Administration and the U.S. Congress will be the prevention of dangerous cargo, whether it be from air, ship or rail, from entering the U.S., according to the article written by Steve Lohr. Both the House and Senate are preparing legislation to improve the monitoring and surveillance of cargo shipments, Lohr noted.

Cargo containers, which arrive in the United States at the rate of 2,000 an hour, present a risk that experts say is "real and worrying," Lohr wrote. "They [cargo containers] can be used to carry everything from bombs to terrorists."

Balancing national security concerns with economic interests is a challenge that some government officials and industry leaders want to meet by advocating a concept known as "pushing the border back," the article said. This involves the tracking of cargo before it arrives at a U.S. port by improving the collection and sorting of information generated from shippers, owners, freight forwarders, and others involved in the shipping process.

The article noted that pre-tracking cargo would require a government agency to have a consolidated database to store the information. It would also require co-operation between government and transportation companies.

"The intent of the information-gathering and cargo-profiling would be to establish the equivalent of fast and slow lanes of cargo, determined by security

rating," Lohr wrote.

In a related story, Bill Keller of the New York Times Magazine wrote an eye-opening expose, entitled "Nuclear Nightmare," about the threat posed by a nuclear attack and the very real possibility that a nuclear weapon could be delivered in a cargo container arriving through a U.S. port.

"People in the field generally scoff at the mythologized suitcase bomb; instead they talk of a 'conex bomb,' using the name of those shack-size steel containers that bring most cargo into the United States," Keller said.

The article noted that less than two percent of the containers that enter the U.S. every day, at over 300 American ports, are opened for inspection and many never pass through an X-ray machine. Containers delivered to upriver ports like St. Louis and Chicago, the article said, pass many potential targets before they ever reach Customs Service inspectors.

"How do you protect against that?" asked Eugene E. Habiger, the four-star Army General who was in charge of American strategic weapons until 1998 and then ran anti-terror programs for the Energy Department. "You can't. That's scary. That's very, very scary. You set one of those off in Philadelphia, in New York, San Francisco, Los Angeles, and you're going to kill tens of thousands of people, if not more."

Keller noted steps are being taken by the Homeland Security office to ensure that the two percent of containers inspected are the most high-risk, and that detection devices will be installed in ports, but, on the other hand, points out that this hardly represents "ironclad defense."

"Experts on terrorism and proliferation agree on one thing: Sooner or later, an attack will happen in the U.S. When and how is what robs them of sleep," Keller said.

Source: *The American Maritime Congress Washington Letter*

Greece says no to U.S. inspections

Late last month, Greece rejected a request from the United States to search ships sailing through Greek waters as part of the ongoing crackdown on terrorism. "After (Greek Foreign Minister) George Papandreou examined the American request, he said that for constitutional reasons and reasons of protection of national sovereignty, it cannot be accepted," Greek government spokesman Christos Protopapas told reporters.

Protopapas said Greece would conduct its own inspection if and when necessary. "We want to and we are participating in the war against terrorism," he said.

U.S. security measures "unacceptable"

European Commission vice-president and transport commissioner Loyola de Palacio has warned against the "unilateral approach" of the United States in security matters after representatives at the EU Transport Council in Gijon, Spain said the United States had drawn up a blacklist of world ports lacking efficient measures for detecting illegal immigrants and terrorists. De Palacio said U.S. security policy in labeling ports was "discriminatory," "unacceptable" and "could alter world trade." She said the EU would shortly initiate an international debate in order to adopt common measures in port security.

Record of SUP Shipping May 2000

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	7	4	5	1	17
Maint. Man	3	0	0	0	3
A.B. Dayworker .	0	0	6	0	6
A.B .	29	11	17	3	60
O.S.	5	1	2	0	8
Standby	42	21	84	10	157
TOTALS	86	37	114	14	251

WHITE SHIRT SAILOR, DUNGAREE SAILOR

by Archie Green

In 1900, the then-young Sailors' Union of the Pacific faced many challenges, external and internal. Shipowners opposed organization; law courts kept mariners in virtual peonage; shanghaiers, crimps, saloon or brothel keepers, and corrupt politicians fleeced Jack Tar of his meager earnings while ashore.

Facing such enemies, the SUP had no choice but to call for unity among its different occupational, ethnic, and social groups. Foreign vs native born members, deep sea vs coastal crews, lumber schooner vs steamship hands, seasoned shellbacks vs raw recruits—these identities tore at the Union's need for solidarity.

As the new century opened, a business decision rocked the Union when its *Coast Seamen's Journal's* publishing contract came up for renewal. Andrew Furuseth, SUP secretary, Ed Rosenberg, assistant secretary, and Walter Macarthur, *CSJ* editor, favored the incumbent printer, James H. Barry. An oppositional faction (Nick and Chris Jortall, John Kean, Ed Anderson) desired a lower bidder than Barry.

The Jortall brothers' group prevailed by awarding *CSJ* printing to a new firm. Macarthur and Rosenberg, having lost, resigned their positions. This skirmish over a few dollars difference in a transaction, like similar administrative matters, should have been patched up or forgotten in time.

However, Rosenberg poured out his anger in writing to Furuseth, then in the East. This letter might also have been forgotten but, fortuitously, it survived. Hyman Weintraub, in his biography *Andrew Furuseth: Emancipator of the Seamen* (1959), cited it (page 58). Rosenberg wrote:

I did not want to play to the dungaree sailor element by pretending that I was one of them. Their filthy language, their beastly carousing, their dirt, I despise, and, I shall always say so. It is evil and it should be fought against. I am no saint nor holier than thou person, only a "white shirt sailor" and it is the white shirt sailors who have made the union what it is today. There are some demagogues [including Jortall] among the white shirt sailors who for lust of power or for personal gain play to the dungaree sailor by raising a howl at someone for being stuck up.

Surely, Ed Rosenberg penned more than Weintraub revealed, but we have enough to know that the conflict ran far deeper than a disagreement over who should print the Union's paper. Each group sought to control the SUP. At times, the battlers expressed themselves ideologically; at times, personally. With their reference to dual sets of sailors, white shirt and dungaree, the combatants called up stereotypes embedded in the minds of men in union halls as well as at sea.

The dismal portrait of seafarers set apart from cousins on land is old in European thought. It runs from Homer and Hakluyt to Marryat and Conrad. Herman Melville named whaleship crews of his day: "mariners, renegades, castaways." Eugene O'Neill's Atlantic liner's coal stoker, an ape-like man in dungarees, provided the title for his powerful 1922 drama, *The Hairy Ape*.

We accept the common notion that long isolation at sea and harsh work conditions differentiated mariners from land-lubbers—hence, seamen had barely

strayed out of the evolutionary jungle. Many sailors, however, were omnivorous and discerning readers. SUP pioneers especially knew and savored world literature; they were as familiar with the classics as with journalistic tracts. Accordingly, both SUP internal factions related the notion of dungaree sailors to previous accepted formulas.

To illustrate: Four centuries ago, the word "lascar" stood for an East Indian seaman—one hired to replace sailors on the return voyage home after disease and death had depleted original British crews. After reaching London the Indians were discharged to loiter on the docks and take their place with other outcasts among the poor. Thus, "lascar," an Urdu word, was altered in English to mean a foreign or sinister sailor—metaphorically wearing dungarees from India.

To my knowledge, no word sleuth has traced either the origin or further use of Rosenberg's paired nouns, "white shirt/ dungaree," when extended beyond a sailor's dress to his conduct or status. This term appeared again in 1971 in Mary Ann Burki's thesis at the University of Rochester, *Paul Scharrenberg: White Shirt Sailor*.

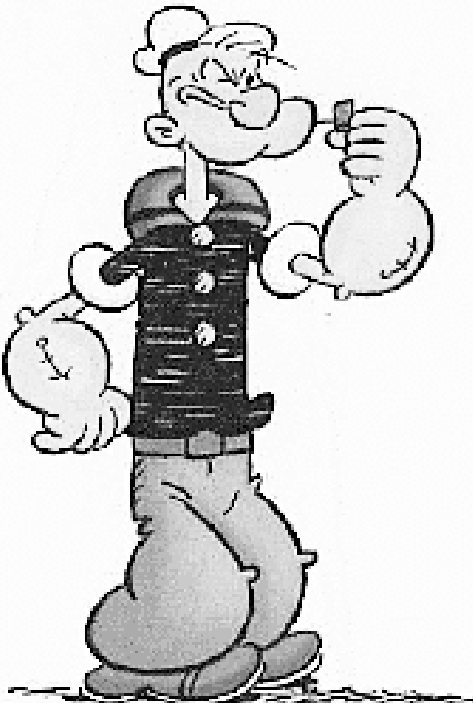
Bruce Nelson, in *Workers on the Waterfront* (1988), identified Scharrenberg and Victor Olander, associates of Furuseth in the International Seamen's Union, as white shirt sailors who "enjoyed reminiscing about their early years on sailing ships" although they "were far removed from the rough-and-tumble environment of foc'sle and sailortown" (page 39).

Both Burki and Nelson traced the contrasting imagery of white shirt vs dungaree back to Rosenberg's letter to Furuseth. The terms may have been used in speech by West Coast mariners before 1900, or they may have been penned by Rosenberg out of frustration at losing Union control to a gang he despised as "inferiors."

The usual explanation for the dungaree sailor involves going back to the Hindi language for rough cotton cloth made in India and, beginning about 1600, used in Europe and America for sails, tents, work clothes, and similar gear. More importantly, SUP leaders uttered these combined words pejoratively (disparagingly as in the modern "put down"). The negative portraits continue.

Rick DeVecchio ("Call of the Sea Grows Faint" — *San Francisco Chronicle*, April 9, 2002) interviewed retired Coast Guard Rear Admiral Robert North, a national panel member studying the maritime industry's labor shortage. North, while offering a partial clue for the plight of seafarers, spoke of their "bad image." He added: "It's not a bunch of guys who look like Popeye."

Of course, today's sailors on computerized container ships and too-long supertankers are not comic-strip characters.



Why does North's figure of speech still resonate? Is not this cartoon figure a descendant of the dungaree sailor and his predecessors? Actually, Popeye is a recent player in the ongoing drama depicting nautical heroes and antiheroes — brave, wretched, pitiful, fascinating.

E.C. Segar (1894-1938), Popeye's creator, knew workers intimately from his days as a housepainter and decorator. In his syndicated Thimble Theater strip, Segar introduced Popeye the Sailor on January 17, 1929. The one-eyed, brawling, tattooed, wise-cracking, spinach-loving, sea dog—forever avoiding marriage to Olive Oyl—rose to international fame.

Long before Popeye's debut, seamen understood the dungaree/white shirt formulation, even though they may have used other descriptive terms. Trade unionists, in general, had a wide vocabulary of slurs (for example: fink, scab, yellow dog, piecard, goon, scissorbill, salmonbelly, porkchopper, rat, brownnose, popsicleman) but very few words to tag a good unionist or a loyal leader.

Similarly, seamen as well as workers in all occupations, constantly "put down" those deemed inadequate or untrained. To

illustrate: construction hands voiced "Joe McGee" to describe a klutz or stumblebum. Needle tradesmen identified an incompetent as a "Columbus tailor" (He just came over from the old country, like Columbus, and already he's a tailor).

A sailor working lumber and such cargo laboriously by brute strength was said to be using "Norwegian steam." Here, the emphasis shifted from the worker himself to his method of working. This implied shared knowledge by speaker and audience of ethnicity (Scandinavian seamen were dominant in the SUP) and technology (When the steam winch or donkey engine replaced human muscle, only a simpleton would continue hand labor).

Andrew Furuseth, Walter Macarthur, and Paul Scharrenberg, respectively, were born in Norway, Scotland, and Germany. As immigrants in America and children of Neptune, they were acutely conscious of the sailor's low status in society. Every rung up the ladder was hailed as a sign of progress. The white shirt served as amulet and accolade.

The circle around Furuseth valued hard work, craft skill, job competence, and union loyalty. Of course, these virtues were balanced by faults and frailties. No union officers are immune from criticism. We recall that Ed Rosenberg affirmed he was "no saint ... only a 'white shirt sailor'."

SUP stalwarts and opponents, alike, accepted the mentality of the day that placed mariners in oppositional bins (good/bad, strong/weak, high/low, straight/crooked). The time is overdue for us to examine other modes of thought. Perhaps in a future article, I shall treat language/lore which speaks to white shirt and dungaree sailors not as polar figures, but rather as brothers joined at the hip.

A look astern...50 years ago

On May 26, 1952 the Sailors' Union of the Pacific in a coastwise referendum voted 3,500-yes, 67-no to strike the Pacific Coast shipowners represented by the Pacific Maritime Association after the shipowners refused to negotiate with the Union after the agreement was opened for bargaining on February 27, 1952. The major demands of the Union were: penalty payments of overtime for work done on Saturdays at sea and for watches stood, a 5% raise in wages and overtime, built-in bunks in all PMA ships, a raise in the standby rate to \$2.10 per hour and the implementation of the 4-watch system.

The June 13, 1952 *West Coast Sailors* reported that the strike was still on and that no progress had been made.

The history of the strike will continue in next months's *West Coast Sailors*.

Editor's Note: For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions **via first-class mail** are now available for \$20 per year.

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SUP President's Report

June 10, 2002

MATSON NAVIGATION COMPANY

In preparation for bargaining with Matson Navigation Company, the SUP Negotiating Committee met on May 20 and 21, to review proposals submitted by the membership for changes to the General Rules, and on June 3, to discuss Work Rule proposals. On May 28, the Committee caucused with the MFOW and SIU-Marine Cooks to formulate preliminary General Rules demands.

Bargaining with Matson commenced on June 7 at SUP Headquarters. Company representatives were Captain Jack Sullivan, Director, Vessel Operations & Offshore Labor Relations; Captain Gary Fleegor, Senior Vessel Manager; and Tom Percival, Manager, Labor Relations & Vessel Operations. In addition to the SUP, MFOW and SIU Negotiating Committees, participants included SUP Vice President Dave Connolly, Business Agent Bill Berger and MFOW Vice President Bobby Iwata.

Prior to the start of negotiations, the Unions sent the company a letter on May 29 demanding information on the status of the two vessels under construction at Kvaerner's Philadelphia Shipyard, Matson's projected fleet composition, the economics of the company's agreements with the licensed unions and whether Matson intends to bid on any government work. On the same date the letter was sent, Matson announced that it was buying the Kvaerner ships and that delivery of the first vessel is expected in June of next year and the second in April 2004. Sullivan remarked, however, that Matson can withdraw from the Kvaerner deal without any financial risk to the company if "conditions change." This statement was viewed by many as a bargaining gimmick. It should be noted that today Vice President Dave Connolly is in Philadelphia inspecting the vessels.

As far as the other demands, Sullivan said that he would have a response by June 15. At this conjecture the Unions requested additional information regarding Matson's relationships with Saltchuk Resources (which owns TOTE), Sea Star Line and CSX Line.

This information is critical for the Unions to know as bargaining proceeds. Saltchuk/TOTE are investors with Matson in Sea Star in the Puerto Rico trade. As the membership will recall, Matson bareboat chartered the *Kaimoku* and *Kainalu* to Sea Star (then known as Sea Barge) in 1999 effectively transferring our work to others. This year Matson sold both vessels to Sea Star for approximately \$8 million apiece. However, the Unions need to know what Matson's intentions are with Sea Star, which as a Jones Act carrier can operate anywhere in the domestic trades. Equally important is Matson's dealings with TOTE which currently operates in the Alaska trade but could branch out to Hawai'i. CSX is also on the horizon in these negotiations as the company is reportedly for sale, with Matson mentioned in the trade press as a possible buyer of CSX's Alaska service.

With Matson failing to respond to our informational demands in a comprehensive manner, the Unions decided not to submit our proposals until the information was received. However, Sullivan did propose that a new agreement terminate on December 31, 2005 coinciding with the expiration of the MM&P and MEBA contracts. Matson proposed the same thing in the 1999 negotiations. The ARA agreement ends on December 31, 2003 with Sullivan indicating that Matson was not interested in renewing it. The SUP, MFOW and SIU-Cooks countered that we would submit a proposal that terminates a new agreement on June 30, 2005.

Sullivan's explanation of the need for a longer agreement was that with the Matson/APL Alliance on the West Coast-Guam-Far East run expiring in 2006, it will be necessary for the company to look at other options for servicing Guam as apparently APL is not interested in renewing the Alliance. In fact, Sullivan stated that Matson and APL are currently in arbitration over the charter rates on the three C-9 type vessels Matson has on the run, with APL wanting to have those rates re-

duced substantially.

Sullivan also said that the company would eventually redeploy the C-9's to the Hawai'i run after those vessels become Jones Act eligible in 2008. When questioned about the status of the *Manukai*, Sullivan said the ship, after 32 years of service, will not operate further and is slated to be scrapped once the scrap rates increase.

Sullivan added that Matson has to grow, specifically mentioning Hawai'i, Alaska and Puerto Rico. The Unions reiterated that if growth was in the future, we fully expected to be onboard and wanted Matson's commitment.

The discussion then focused on Matson's two new vessels. As previously reported last year in August and September, the company proposed concessions in the form of an 11.7% reduction in total cost —top-to-bottom— to assist Matson in purchasing the ships and to reduce their operating costs. While not presenting the Unions with any specific proposal, there is no question that one will be made during bargaining as this is a key issue for the company. The SUP and MFOW again stated that there is no compelling reason for concessions and that since the vessels will operate in the West Coast-Hawai'i trade, the wage and benefit structure should be the same as all other company vessels so engaged.

After approximately two hours, the first bargaining session concluded with the next one scheduled on June 17, continuing on various dates through June 30.

The Unions reminded Matson of our policy of "no contract, no work" after June 30. The membership should be prepared for any contingency.

Since the next *West Coast Sailors* will not be out until the third week of July, will keep the membership at sea and ashore informed on the progress of negotiations by periodic newsletters.

Prior to the start of bargaining SUP Negotiating Committee members Romaine Dudley and Frank Portanier shipped. The Committee is currently comprised of Gene Van Klinken (chairman), Paul Calais, Sonny Cooper, Lou Frazier, Lige Midkiff (alternate), Trev Motlow and your secretary. Recommend that in accordance with the SUP Constitution, one rank-and-file alternate, with recent Matson seatime, be elected at today's meeting.

AMERICAN SHIP MANAGEMENT

The offshore and maintenance agreements with 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) effective July 1.

In accordance with Section 36 of the General Rules, the Union has the right to allocate all or part of the increase to benefit plans. Accordingly, at the June 3 meeting of the SUP Negotiating Committee, there was a discussion regarding the wide disparity in wages between the Bosun and the ABs. Due to percentage increases over the years, the gap has grown considerably. For example, in a C-10/C-11 the difference is over \$1,000 a month and in a J-10 over \$800, a similar disparity exists in the Matson fleet.

While the Committee agreed that the Bosun should be paid more, it was the consensus that the membership at sea should be asked their opinion on the issue of the disparity in wages and to respond to a specific proposal that was introduced.

The proposal would have reallocated the Bosun's 2002 wage and supplemental benefits increase to the ABs through the SUP Money Purchase Pension Plan. The effect would have been to increase the rate from \$25 per day to \$26 per day for all hands, including the Bosun. While this allocation would not have made a dent in rectifying the disparity in wages, it would have been a small incremental step which would have benefitted all.

Of the 11 ASM vessels (C-10s, C-11s, J-10s) that were requested to consider the proposal, only six, as of today's meeting, responded with opinions being evenly split.

Therefore, recommend, subject to membership approval, that the 3% be allocated to all ratings, all rates

of pay and wage-related items. Further recommend that the issue of disparity in wages be addressed by the rank-and-file committee to be elected next year to study the issue of re-qualification for bosun's stamps. The membership authorized the creation of the committee on the 2001-2002 ballot.

Grievances

As reported last month, the Union had grievances pending with ASM over the firing of Brother Jack Dalton bosun of the SUP shoregang in Los Angeles and the discipline imposed by the company on Brothers Carl Ziegler, Ian Slessor and Paul Limback.

Due to the company's failure to respond to the Union's demands, the SUP petitioned the California Superior Court in San Francisco on May 16 to compel ASM to arbitrate the grievances.

Shortly after the petition was filed ASM requested a meeting to discuss the grievances. On May 24, the parties met at Headquarters. The company was represented by Captain Saunders Jones, Chief Operating Officer, Archibald M.S. Morgan, IV, Senior Manager Labor Relations and Captain John L. Acomb, Senior Manager Quality Assurance, Safety and Loss Control; the Union by Vice President Dave Connolly, Business Agent Bill Berger and your secretary.

The result of the meeting was that the grievances were resolved in favor of Brothers Dalton, Ziegler, Slessor and Limback. ASM further agreed to employ a steady leaderman in Los Angeles to assist Brother Dalton. The Union agreed to discuss shoregang safety issues and qualifications for shoregang employment. Anything definitive that comes out of those discussions will be subject to membership action if what is proposed modifies the SUP/ASM Maintenance Agreement.

SAN FRANCISCO BAR PILOTS

In accordance with the two collective bargaining agreements between the Sailors' Union of the Pacific and the San Francisco Bar Pilots covering all classifications of boat operators and dispatchers, notified Captain Peter McIsaac this month of the Union's desire to negotiate new agreements. Bargaining proposals from the membership should be sent in writing to this office.

Anticipate negotiations to begin in July. The current agreements expires on August 15.

SUP BUILDING CORP. v. ULICO CASUALTY COMPANY

As reported in December 2001, the SUP Building Corporation settled its claim against Terra Nova, the insurance carrier for System XIX/Maritime Hall Productions, a former tenant at Headquarters for \$55,000. That settlement was the outgrowth of a law suit filed against the Building Corporation by William Lawson in November 2000 alleging that the Building Corporation violated the Americans With Disabilities Act and the California Unruh Civil Rights Act when Mr. Lawson attended a concert at the Headquarters building on October 21, 1999.

The Building Corporation also had a claim pending in court against Ulico Casualty Company, the Building Corporation's insurance carrier, for its refusal to defend the Corporation in the Lawson case and its refusal to make a settlement offer.

On May 23 at a settlement conference, attended by your secretary and attorneys for the Union, before U.S. Magistrate Judge Wayne D. Brazil at the federal court house in Oakland, Ulico agreed to pay the Building Corporation \$82,000 by June 15 in exchange for the Corporation to drop its suit. It was the opinion of attorneys Frank Conway and James Parton of the law firm of Lynch, Gilardi and Grummer, retained by the Building Corporation to defend its interests in this matter, Union counsel Jeffrey Walsh and your secretary, who was given authority to settle this case by the Building Corporation Trustees on October 1, 2001, that taking Ulico to trial would have resulted in a judgment that was less than the litigation costs.

President's Report

continued

As a result of the settlement agreed to last month plus the one arrived at in 2001, the Building Corporation has forced two insurance companies to fund the entire settlement payment to Mr. Lawson and his attorney and all but approximately \$12,000 of the Building Corporations's legal costs. Further legal action is pending against Terra Nova for damage caused to the building.

MASTERS, MATES & PILOTS CONVENTION

Have been invited by President Tim Brown to attend and address the 79th Biennial Convention of the International Organization of Masters, Mates & Pilots beginning on July 15, at Linthicum Heights, Maryland.

Will attend if Union business permits.

CALIFORNIA LABOR FEDERATION CONVENTION

The California Labor Federation's 24th Biennial Convention will be held on July 23-24 in San Francisco. Delegates to the Convention will deliberate on issues of importance to California workers and endorse candidates for the November election. Since the SUP is entitled to five delegates recommend that Dave Connolly, Mark Hurley, Bill Berger and your secretary be designated as delegates and the fifth delegate be elected at today's meeting.

As a Vice President of the Federation your secretary will also attend the organization's July 23, Executive Council meeting.

BURGESS v. SUP

As reported last month, Wayne Burgess appealed his case to the United States Court of Appeals for the Ninth Circuit. Burgess' latest legal maneuver comes after Judge George H. King of the United States District Court of the Central District of California Western Division (Los Angeles) again ruled against Burgess in April and again in favor of the SUP.

On May 15, Union attorney Glenn Rothner of the law firm of Rothner, Segall and Greenstone wrote to Burgess' attorney, Duke Peters, and stated that "there are no legitimate issues for appeal." Mr. Rothner added that, "Should you persist in your pursuit of this appeal, we will seek, on our client's behalf, an award of attorney's fees and costs on appeal for your clients pursuit of a frivolous appeal." Mr. Rothner than gave Burgess ten days (until May 25) to withdraw the appeal so he could "avoid the expense and embarrassment of a fee award."

Neither Burgess nor his attorney responded to Mr. Rothner's letter. So the costly saga of Burgess', thus far, futile attempts to overturn the judgment of the membership continues. Mr. Rothner's brief for the Union to the Ninth Circuit is due on September 30. Depending on the case-load of the court, oral argument could be scheduled three to six months after briefs are filed with a decision rendered three to six months after oral argument. Thus the range for a decision is probably between July and December of next year.

FOURTH OF JULY

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

ACTION TAKEN

Matson Negotiating Committee: John Morrell unanimously elected as alternate.

M/S to concur with ASM wage increase and the President's recommendation to have the Committee elected next year to study the bosun stamp issue to also discuss wage disparity issues. Carried unanimously.

M/S to elect Gunnar Lundeberg, Dave Connolly, Bill Berger, Mark Hurley and Terry O'Neill as delegates to the California Labor Federation Convention.

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

Gunnar Lundeberg

Vice President's Report

June 2002

Ships Checked

Made the *President Truman* in Oakland. Ship familiarization on the weekends is good and payable. Fire and boat drills that exceed one hour, whether there is a safety meeting or not, is also good (except during Coast Guard inspections). Email clarification on the *President Jackson*: the bosun lays out the work, turns the gang to, and knocks them off. Those duties can be delegated but only in the legitimate and necessary absence of the bosun.

Email clarification to the *USNS Seay* in Thailand. The SUP has not agreed to this ship's unilaterally enacted general policy of knocking the bosun and the ordinaries off of seawatches a day prior to arrival or a day after departure. Both that and the explosive rate is under investigation. Email clarification to the *USNS Fisher* on cargo watches.

Along with co-delegate Mike Worth, attended a meeting with Foss management at the Foss home dock. Issues included the Flex Tankerman beef, outstanding overtime claims, and the proposed seniority amendment, to name a few. There will be meetings to discuss these issues with the entire Foss membership on Monday and Tuesday, June 24 and 25.

Fielded calls from some members working in the Ready Reserve fleet regarding the recent downward adjustment in rates. We are still investigating the specifics with the company and will report our findings when the investigation is complete.

Caucuses to solicit membership proposals for the re-negotiation of the agreement between the SUP and the San Francisco Bar Pilots will begin in July. In the interim, we strongly encourage the membership employed by the SFBP to submit written proposals to the Union or to the delegate, Steve Messenger.

Meeting with ASM

Following the unfair discharge of certain members of in the ASM shore gang in Wilmington, the Union relentlessly worked for their reinstatement. Ultimately, Gunnar Lundeberg achieved that goal in an agreement reached in negotiations with ASM on May 24th at SUP Headquarters. The agreement reinstated all hands and, in particular, made whole shore-gang bosun Jack Dalton. As part of the settlement, I attended a "safety re-orientation" with Dalton at ASM offices in Walnut Creek. We agreed that there we would participate in regular safety meetings on the dock, and that attendance would be accounted for. Brother Dalton's forty years of experience in handling the equipment of ships and personalities of men is an invaluable asset that makes hefty, daily, and unaccounted for contributions to the bottom line of the operation.

SOCp meeting in Philadelphia

On June 12th, I traveled to Philadelphia to attend the quarterly meeting of the Ship Operations Cooperative Program. Capt. Ernie Fink of the United States Coast Guard said that although a new "smart" z-card was in the pipeline, the USCG could not afford to wait and would soon begin implementation of z-cards that included holograms or other anti-fraud features. There are also studies in progress to develop a fire wire for tankers (and potentially dry cargo ships) of light non-flammable synthetics that will replace present injury-causing steel wires. Finally, representing the Andrew Furuseth School of Seamanship, I presented a proposal to the SOCP to fund the pursuit of state and federal grants that support adult and youth unlicensed apprenticeship programs. The proposal met with favorable review and received some limited funding in the first fiscal year, with more to follow in the next.

While in Philadelphia toured the Kvaerner Shipyard where the new Matson ships are being built. The first vessel is 50% completed and it appears that the company is complying with the contract regarding quarters.

Mar Vista High School

The first group of students in the Mar Vista High School apprenticeship program, supported in part by the SUP, shipped out on June 13, in the supply ships of the Military Sealift Command. These will be the first high school students ever to graduate with all of the STCW and domestic certification and documentation required to enter the unlicensed ranks of the U.S. merchant marine. Accordingly, and in light of the present and projected manning shortfalls, this non-traditional program has attracted enormous national attention. The central role of the SUP in its design and implementation puts the Union in the same favorable light it earned when Harry Lundeberg in 1942 re-organized the Andrew Furuseth School of Seamanship into a trust whose purpose was to buy the schooner *Invader* as a training ship. If Lundeberg had not shown the commitment to train our own qualified sailors for the Liberty ships of World War II, the wartime government was prepared to flood the U.S. merchant marine with boot-camp naval recruits. Such action could have weakened and then destroyed the Union's control of the hiring process. Today, sixty years later, another wartime government presides in Washington, and again there is talk of a civilian merchant mariner reserve in case of a full and extended breakout of the Ready Reserve Force. But SUP's unique historical ability to attract, train and retain seamen of the best ability, ensures that no matter what the national crisis, our halls will remain the premier source of bona fide seamen.

Dave Connolly

Memorial services aboard O'Brien



Bruce Waygood and Tom McGarvey drop the SUP wreath over-the-side off the Liberty Ship Jeremiah O'Brien outside the Golden Gate. At left is the O'Brien's skipper Captain Pat Maloney and at right is Admiral Tom Patterson, Chairman of the National Liberty Ship Memorial which operates the O'Brien. Brothers Waygood and McGarvey were shipmates in 1947 in the President Monroe.

Bloody Thursday

Coastwise events July 5

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

Wilmington: ILWU will move the Bloody Thursday memorial plaque, donated and erected by the port of Los Angeles in 1985, from Neptune & Harry Bridges Blvd. to 5th and Harbor Blvd. for a 10:00 A.M. ceremony, followed by a picnic at Peck Park, 560 North Western, San Pedro at 11:00 A.M.

Seattle, Washington: ILWU Local 19 will host a barbecue at Vasa Park on Lake Sammamish, 11:00 A.M. to 4:00 P.M.

SUP Branch Reports

Seattle

May 20, 2002

Shipped the following during the period: 2 bosuns filled by A cards; 10 ABs filled by 1 A card, 2 B cards; 6 C cards, 1 D registrant.

Registered during the period: 14 A cards for a total of 34; 6 B cards for a total of 21; and 4 C cards for a total of 21.

Ships checked

APL Thailand, APL Singapore, APL Korea all in from the Far East with clean pay-offs. *Maui* and *Kauai* in twice with no problems, the *Kauai* will go into the shipyard on Victoria Island, B.C., for 30 days and the *Manulani* will come out of lay-up to fill the slot.

I attended a meeting with U.S. Senator Maria Cantwell who is working on re-opening trade routes for Washington State agricultural products with Cuba.

I attended the King County Labor Council meeting and the Puget Sound Maritime Trades meeting. As part of the KCLC Political Action Committee, I interviewed U.S. Congressmen Jay Inslee, Adam Smith and Jim McDermott who were seeking labor’s endorsement for their November races. All pledged continued support for the Jones Act and the SUP thanked them for their votes on the MSP program and spoke to our concerns on port security legislation.

Along with Don Marcus, Vice President, MM&P, I participated in the “Port Security in the New Era” conference here in Seattle where an overnight industry of “Port Security Consultants” has blossomed. The only idea and plan of action these geniuses can come up with is to reidentify the identified U.S. maritime workforce. Both Don and I took the mike to ask what they intended to do about flag-of-convenience seamen, truckers whose loads and drivers originate from Canada and Mexico and who drive on and off the docks; the alleged empty containers that go uninspected and the point of origin of those containers. Our questions were met with silence and idiotic half smiles as these ciphers have every intention of pocketing government money while taking the path of least resistance on port security measures.

I attended the memorial service at Fisherman’s Terminal for the fishermen who were lost at sea this past season and the Jobs with Justice steering committee.

Vince O’Halloran
Seattle Branch Agent

Gashound skipper deported

A Polish captain employed on a ship managed by Greek-based Enterprises Shipping and Trading was deported from the United States this month after pleading guilty to operating the 39,345-DWT bulk cargo ship *Steel Glory*, ex-*Sea Mariner*, while under the influence of alcohol. Krzysztof Jan Szczesniak was sentenced to five years’ probation and fined \$6,500 in a New Orleans district court. Tests showed a blood alcohol level of 0.256. The prosecutor said the U.S. Coast Guard twice found the master under the influence, once on May 28 and another time on May 29, when they boarded the ship. When asked if he knew the company’s policy against drinking on board, prosecutors said the captain produced a bottle of scotch whiskey and poured himself a drink.

Wilmington

May 20, 2002

Shipped the following during the period: 6 bosuns, 18 ABs, 3 maint., and 100 standbys for a total of 127 shipped.

Registration to date is 48 A members, 39 B members, 20 C members and 2 D registrants.

Ships checked

President Grant, Ewa (APL Philippines, Lihue, Chevron Colorado-Duane Nash), President Jackson, Manoa, Lurline, R.J. Pfeiffer, President Kennedy, Mokihana, Ewa, APL Thailand, President Adams, Mahimahi, APL Singapore, President Polk, President Wilson, Chevron Washington.

On April 15, I attended the Veterans’ Memorial meeting. We have picked a contractor, Gene Frank. He and his crew will be starting soon on the Wall of Honor.

The SUP marlinspike class was held on May 8. The next class will be June 12. The class after that will be July 10. Classes will always be on the second Wednesday of the month on the *s/s Lane Victory*. This way you can improve your skills and be assured of getting an excellent lunch thanks to the talent of steward/cook Sven Ostman.

On May 9, I attended the Harbor Labor Coalition meeting. We are already getting ready for the Labor Day Parade on September 2. On May 10, I attended the Maritime Trades Department meeting.

We had a good turnout this year for cleaning up the Merchant Seamen Veterans’ Memorial. There were members from the MFOW, MMP, MEBA and, of course, the SUP. Special thanks to Carl Orange, Kris Skorodynski, Ken Delancey, Matthew Montalbo, and Gabriel McDonald for showing up and helping out.

Mark Hurley, Branch Agent

Honolulu

May 20, 2002

Shipped the following during the month of April: 1 bosun, 7 ABs, and 1 OS. These jobs were filled by 2 A members and 7 B members. Also shipped 11 standby jobs filled by 8 B members and 3 C members. Total jobs shipped: 20.

Registered 7 A members, 3 B members, 4 C members, and 1 D registrant during the month of April. To date, registered are 11 A members, 5 B members, 8 C members and 6 D registrants, totaling 30 registered.

Ships checked

Maui, Lurline, Matsonia, Lihue, Kauai, R.J. Pfeiffer and *Ewa*. All with few or no problems. Paint and Rigging running smoothly with Bosun George Lua.

On May 15, attended the Honolulu Port Council Meeting. The main discussion was a critique of the “2002 Hawaii Legislative Session.” I am happy to say all anti-Passenger Service Act and Jones Act bills died in Committee.

On May 19, participated in the 26th Annual Hawaii Maritime Memorial Boat Parade. The vessels left Pier 2 at 1330 Sunday and proceeded to offshore Waikiki beach where lei’s and flowers were placed at sea in memory of all departed seamen. After three blasts of the vessels whistles and the Honolulu Fire Boat water nozzle display, all members and guests returned to Aloha Tower to a Port Council and Propeller Club hosted reception. A well attended event which brings much pride and appreciation to the waterfront.

Mike Duvall
Branch Agent

Attend your
Union meetings!

San Francisco Business Agent

June 10, 2002

Kauai—Going to shipyard Victoria, B.C.
Manoa—Ernie Stimach, delegate: Voyage pay off; no disputes.
Maui—Mike Dirksen, delegate: Clean, no disputes.
Manulani—Out of lay-up—Jim Bailey, bosun, Chuck Maringer, delegate: Short trip to and back; running smoothly.
Matsonia—Bruce Smith, delegate: Island run; no disputes.

Moku Pahu - Rolando Mendoza at Crockett with sugar from Hawaii Island. Questions on split wages, will check it out.

ASM Shoregang—In good shape.

R.J. Pfeiffer—Keith Miller, delegate: No disputes; clean.

President Grant—Gabe MacDonald, delegate; Mark Littlejohn, bosun: In good shape.

President Jackson—Dennis Tinsley, delegate: Clarification on call back for Sailors’ to operate crane in Los Angeles.

President Kennedy—Herbert James, delegate: Voyage bunker barge beef; company agreed to use more than two sailors when needed.

President Polk—Delegate Joe Angeles, Bosun Frank Rosales: No beef deck department; full Wilmington gang. Big MFOW beefs same as always; no company representative there.

President Truman—Don Bohle, del-

egate; Inti Sternback, relief bosun: Ship familiarization during overtime hours is good and payable. If fire and boat drills exceed one hour, whether there is a meeting or not, one hour at the overtime rate is good and payable.

Cape Blanco/Cape Bover—Ready Reserve Ships: Explained overtime rates.

Cape Borda—New mattress and pillow. Going on sea trial. Clarification: hours of labor in port 0800 to 1700; no side deals.

Cape Girardeau—Bosun Joe Lopez.

Ready Reserve Fleet—Rates still under investigation. Will keep the membership informed.

San Francisco Bar Pilots—Will begin caucuses for membership input on negotiations in July. In the interim, encourage all to submit written proposals.

Chevron Colorado—Will Williamson, delegate: On milk run, San Francisco to Portland.

Chevron Washington—SUP President Gunnar Lundeborg settled an unjust firing beef to the satisfaction of all involved. Gangway watches are required work provided that there are sufficient breaks and no additional duties.

Foss Maritime Company—Held a meeting with the Company and co-delegate Mike Worth on various issues. Will hold a meeting of the entire Foss membership on June 24 and 25.

Bill Berger

Norfolk Office

May 2002

Shipping was fair in the month of May. As two ships crewed up to FOS, shipped 1 Boson, 6 ABs, and 2 OS jobs taken by 4 B cards, 3 cards and 1 D card.

Registered for shipping, 2 A members, 4 B members, 4 C members and 4 D registrants.

The *USNS Bob Hope* will turn over to Patriot, some time in September in Charleston, SC.

In the third week in May, I paid off the *Pililaau* in Violet, LA, Bosun Sam Scott brought the ship in clean and delegate Mike Boyal did a very good job on the sheets. She remains in ROS in Violet.

I then attended National Maritime Day observance hosted by the Propeller Club of the USA. The SUP/MFOW got good recognition, not to mention that all were glad to see our presence back on the East Coast.

I then went to Baltimore and paid off the *Shughart*. She stayed at 20 man ROS, until correct shore power could be connected. Gang was happy to know that ship was going to stay status quo as in Violet. The *Fisher* sails for Spain on June 8.

I then headed back to Norfolk to catch up on paper work, and weekly financial reports. The three ships that are at the CSX terminal are *USNS Gilliland, Gordon*, and *Mendonca*, all in good shape.

On behalf of the Port of Norfolk and the SUP I sent condolences to the gang at Snug Harbor to the recent passing of Saichi (Sam) Kinoshita, who passed on last week. Sam and I sailed the old Grace line C-2s and I learned my carpenter skills from Sam and he recommended me for my stamp at Headquarters.

Note: PLEASE CARRY ALL DOCUMENTS AND CERTIFICATES as The *Fisher* was a mad house trying to sign on the crew.

Jack Stasko
SUP/MFOW,Rep.

Dispatcher's Report

Headquarters—May 2002

Deck	
Bosun	7
Carpenter	0
MM	3
AB	29
OS	5
Standby	42
Total Deck Jobs Shipped	86
Total Deck B, C, D Shipped	25
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.	86
Total B, C, D Shipped-All Depts. ..	25
Total Registered “A”	82
Total Registered “B”	72
Total Registered “C”	11
Total Registered “D”	10