




# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, March 22, 2002

## Steady As She Goes! Sailors' Union's 117th Anniversary



The Sailors' Union of the Pacific this month observed the 117th Anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco. With determination to gain through democratic collective action what could not be accomplished individually, began a record of achievement that set the standard for American sailors and continues to serve as an

inspiration for seafarers around the world.

Recognition, respect, and improved conditions aboard ship did not come easy but with a militant membership and the dedicated and tenacious leadership of Andrew Furuseth (March 12, 1854) and Harry Lundeberg (March 25, 1901), obstacles were overcome and the Sailors' Union grew and developed with a lasting legacy of strength and integrity.

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg, March also marks the 87th anniversary of the Seamen's Act which was signed into law by President Woodrow Wilson on March 4, 1915 after a 20-year struggle by Furuseth to free seamen from indentured servitude.

## CSX Lines fleet for sale

Matson cited as possible buyer of some assets

Maritime sources indicate that CSX Lines, a subsidiary of CSX Corporation, is planning to sell its 16-ship, U.S.-flag fleet.

Lloyd's List said this month that initial bids for the company's assets have been submitted as part of a tender process organized by the investment bank Credit Suisse First Boston. The London-based

shipping paper said that Matson Navigation Company, Totem Ocean Trailer Express (TOTE) and Crowley Maritime have already expressed interest.

As the *West Coast Sailors* goes to press, Matson has not made public its intentions.

Sources indicate that Matson may be prohibited from bidding for CSX's Hawai'i service because of Matson's dominance in that trade, but could be interested in the company's Alaska service.

CSX sold Sea-Land Services to Maersk Line in 1999 for \$800 million, but retained vessels engaged in the domestic trades. CSX Lines also operates terminal facilities in Alaska, Hawai'i and Guam. Those terminals are not part of the sale.



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## Maritime Administrator testifies in support of MSP renewal

In testimony this month before the House Oversight Panel on the Merchant Marine, Maritime Administrator William Schubert reaffirmed the Bush Administration's support of the Maritime Security Program.

Before the panel, Captain Schubert stated:

"The Maritime Security Act of 1996 established a Maritime Security Program whose goal is to ensure the continued competitive presence of a fleet of U.S.-flag vessels engaged in international trade that are also able to meet national security sealift requirements in times of war or national emergency. The MSP has had 47 ships enrolled and participating in the program according to their operating agreements with MarAd since January 1997.

MarAd believes that an MSP follow-on program should be approved in order to assure the continued availability of U.S.-flag commercial ships and U.S. citizen crews to meet U.S. national security interests. Any follow-on program should consider a variety of factors. Of primary importance is the establishment of a program that will provide militarily useful vessel capacity composed of modern and efficient vessels to meet national security requirements. In addition, renewal should assure the availability of a

U.S. citizen seafaring pool to crew both the commercial and government sealift fleets. One primary concern for the new program will be the total cost. It is important that the new program focus on a realistic level of financial support to ensure continued fleet availability. The program should provide incentives to ensure that the most modern and efficient vessels are available throughout the program.

MarAd is currently participating in discussions with DoD and meeting with maritime industry representatives to explore options for MSP renewal. Other areas that will need to be addressed are: the number and mix of vessels; the length of the program; maximum vessel ages, the level of financial support; and citizenship."

In his prepared statement, Captain Schubert indicated that the Administration intends to forward authorization legislation providing for several changes in the agency's programs. The Administration will ask to suspend for a three-year period, the existing requirement that foreign-built vessels brought under the American flag must wait three years before carrying government-impelled cargoes. It also will propose changing the cargo preference year for determining compliance to the government's

fiscal year. Keeping with the Administration's budget announcement in February, the legislation would also eliminate the ocean freight differential reimbursement. Also keeping with the budget submission, Captain Schubert did not request any money for Title XI shipbuilding loan guarantees but indicated that the Administration will ask in its proposed bill for changes in the Capital Construction Fund (CCF) Program. The proposed bill will contain language permitting CCF money to be used for construction or reconstruction of vessels to be used in the contiguous trade and the use of funds for mobile offshore drilling units. The Administration's bill would also eliminate the alternative minimum tax requirement with respect to the CCF. The proposed legislation is under review within the Office of Management and Budget. Panel Chairman Duncan Hunter (R-CA) expressed support for renewal of MSP and his disappointment that the Administration has asked for no funds for the Title XI program. He encouraged the Administration to forward its legislative package to the Panel so that it could be considered this spring as the Armed Services Committee writes its defense authorization legislation.

## House committee passes maritime security bill Measure calls for background checks, issuance of transportation security cards

The House Transportation and Infrastructure Committee on March 20, unanimously approved the Maritime Anti-Terrorism Act of 2002 (H.R. 3983). The measure, introduced by Committee Chairman Don Young (R-AK) and cosponsored by Representatives Corrine Brown (D-FL), Frank LoBiondo (R-NJ) and James Oberstar (MN) now moves to the House floor.

The bill calls for port vulnerability assessments, anti-terrorism action teams and evaluations of foreign ports to see they have adequate security measures in place.

For maritime workers, both

seagoing and shoreside, plus others who "enter an area of a vessel or facility designated as a secure area," the legislation provides for the issuance of "transportation security cards." The bill stipulates that "an individual may not be denied a transportation security card unless the Secretary [of Transportation] determines that individual has been convicted of a felony that the Secretary determines could be a terrorism security risk to the United States; an individual may be denied admission to the United States or removed from the United States under the Im-

migration and Nationality Act; or otherwise poses a terrorism security risk to the United States."

The bill states that "an individual allowed unescorted access to a security area designated in a maritime transportation plan, an individual issued a license, certificate of registry, or merchant mariners document, a vessel pilot, an individual engaged on a towing vessel that pushes, pulls, or hauls alongside a tank vessel and an individual engaged on a vessel that may be involved in a catastrophic emergency" all

See **Maritime security bill** continued on page 2

# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

William Berger .....	25.00*
Alexander Earle .....	80.00*
Tony Fague .....	40.00*
John Fernandes .....	20.00*
Michael Fox .....	20.00*
Daniel Gonzales .....	100.00*
Scott Griggs .....	50.00
Duane Hewitt .....	20.00*
John Jewett .....	20.00*
Donald Kruse .....	30.00
Jose Lopez .....	20.00*
David McKeithen .....	20.00*
Teodulo Ochoa .....	20.00*
Ricky Pangan .....	35.00
Frank Portanier .....	40.00*
Mario Ramella .....	50.00*
Thomas Riley .....	25.00*
Whitey Secrest .....	50.00
Jack Stasko .....	40.00*
Morris Thibodeaux .....	80.00*
Fred Trench .....	60.00
Stephen Zombro .....	50.00

\*In lieu of dues increase.

## Political Fund

Mike Arceo .....	10.00
Archie Bickford .....	30.00
Arthur Garrett .....	50.00
Robin Colonas .....	50.00
Dave Connolly .....	25.00
Michael Duvall .....	100.00
Scott Griggs .....	25.00
Michael Henneberry in memory of Red Henneberry .....	80.00
Jim Kolm .....	20.00
Donald Kruse .....	30.00
Gunnar Lundeberg .....	45.00
Joseph Marusak .....	30.00
Daniel McDonald .....	20.00
Joseph Napier .....	35.00
Vince O'Halloran .....	100.00
Mike Orosz .....	50.00
Miguel Palacios .....	30.00
Ricky Pangan .....	35.00
Don Persian .....	70.00
John Peterson .....	20.00
Michael Pfleeger .....	50.00
Mike Potenti .....	50.00
Vincent Reardon .....	20.00
Ralph Shiohita .....	40.00
Richard Stinson .....	40.00
Remoni Tufono .....	20.00
Will Williamson .....	40.00
Stephen Zombro .....	50.00

## Wall of Honor

(San Pedro Merchant  
Marine Memorial)

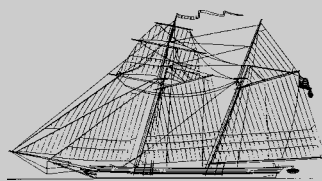
Scott Griggs .....	25.00
Nick Hoogendam .....	10.00
David Munroe .....	20.00
Joseph Napier .....	35.00
Vincent Reardon .....	20.00
Morris Thibodeaux .....	20.00

## West Coast Sailors

Calvin Browning .....	20.00
Pat Carrillo .....	20.00
Rolf Danielsson .....	25.00
Gerald Dirkham .....	20.00
Thor Erikson .....	10.00
James Fernandes .....	25.00
John Gabourel .....	10.00
Stanley Lane .....	20.00
Leonard Millsap .....	10.00
Peter Nishiyama .....	50.00
Ray Person .....	25.00
Mike Potenti .....	30.00
Richard Walsh .....	10.00

## 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



# San Francisco harbor safety panel opposes extension of STCW deadline

The Harbor Safety Committee of the San Francisco Bay Region at its regular monthly meeting on March 14, voted unanimously to oppose extending the STCW compliance deadline past July 31, 2002.

In a letter to members of Congress and the maritime community, the Committee stated: "The Harbor Safety Committee is pleased with the standards established in the STCW 95 compliance requirements and feels that they represent a tremendous benefit to the safety and efficiency of operations in our harbor. We agree that all seamen should be held to an equal standard in regard to safety of vessels on all waters of the world.

We are disappointed in the decision of

the International Maritime Organization to extend the deadline for compliance of STCW 95 to July 31, 2002.

In view of existing United States Homeland Security initiatives, it is essential that all mariners entering United States waters be properly qualified. It is regrettable that some flag states have not met the standards in the seven years allowed; United States mariners have met these requirements.

The Harbor Safety Committee of San Francisco strongly recommends that no further extension be granted."

As readers of the past two issues of the *West Coast Sailors* are aware, the Sailors' Union of the Pacific has voiced the same position only in stronger terms.

### Maritime security bill...continued from page 1

must possess a transportation security card.

The bill also orders the Transportation Security Administration to develop an "anti-terrorism cargo identification system" by June 30, 2002. This provision is not intended to supercede a duplicate system that the Customs Service is developing with the Automated Commercial Environment (ACE) and the International Trade Data System, according to Committee staff. However, the Committee questioned whether the commercial information that Customs will collect through ACE will be enough to assess terrorist threats in the international cargo supply chain.

Still pending in the House is the Senate's Port and Maritime Security Act of 2001 (S.1214) referred to the House Transportation, Armed Services and Judiciary Committees in December.

## Final Departures

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

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

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

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

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

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

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

**Moon Hom**, Book No. 248. Born in China in 1927. Joined SUP in 1955. Died in San Francisco, California, September 10, 2001. (Pensioner)

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

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

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

## West Coast Sailors

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(415) 437-6889

## SUP Meetings

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

	Hdqs.	Branch
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	15*	21
November	12*	18
December	9	16

\*Tuesday

## Widow of Paul Dempster dies

Patricia Dempster, widow of former SUP President/Secretary-Treasurer Paul Dempster, died in Concord, California on February 24.

Mrs. Dempster was born in Stillwater, Minnesota on October 25, 1935. She traveled to San Francisco after graduating from high school where she met and married her late husband Paul after World War II.

Mrs. Dempster is survived by her daughter Julie Hartley, three grandsons Donald and Charles Waldecker and Ri-

chard Hartley; a granddaughter, Keeley Eve; her sisters Helen Polzen and Margie Lemke of Minnesota and nieces and nephews.

As the *West Coast Sailors* goes to press, funeral arrangements are pending.

## Support the SUP Political Fund



## PMA chooses confrontation says ILWU president

International Longshore and Warehouse Union President James Spinoza has advised members of his organization "to get your individual financial house in order," as the Union prepares for longshore bargaining with the Pacific Maritime Association (PMA).

In his monthly column in the February issue of *The Dispatcher*, Spinoza states that "instead of choosing the path of cooperation, the PMA has chosen confrontation."

According to Spinoza, "PMA head Joseph Miniace told the industry press recently that he wants to completely revamp our arbitration system or he will lock out the Union."

"The PMA has also been telling the press for more than a year that it needs to introduce labor-saving technologies and work practice changes to West Coast docks in order to improve productivity and stay competitive. And they have been telling every reporter and government official who will listen that they want to start negotiations early to deal with these issues, but the union is obstructing their plans."

Spinoza added that, "Faced with this confrontational attitude the Coast Com-

mittee, Vice President Bob McEllrath, Coast Committeemen Ray Ortiz, Jr. and Joe Wenzl and myself, have been busy building up support in case push does come to shove. We have notified all AFL-CIO unions of our upcoming negotiations and received pledges of solidarity from them, including and especially the maritime unions. We have a new solidarity agreement with the Teamsters and the East and Gulf Coast International Longshoremen's Association for mutual aid and support. We have alerted the International Transport Workers' Federation, a worldwide network of 594 unions that represent more than five million dockers, seafarers and other transport workers, and the ITF is aware of our situation. And we will be attending the International Dockworkers Council Conference in Charleston in early March to affiliate with them and get those dockers' unions from around the work on board with us."

In a January letter to Brother Spinoza and the Longshore Caucus, SUP President Gunnar Lundeborg reaffirmed the Union's solidarity with the ILWU.

## Matson increases Hawai'i freight rates

Matson Navigation Company, Inc. (Matson) has filed a 2.75 percent general rate increase in its U.S. Pacific Coast-Hawai'i Service, effective April 14. The increase was filed March 1 with the Surface Transportation Board. Though Matson experienced a 90 percent decline in operating profit in the fourth quarter of 2001, the company is holding the general rate increase at the lowest level in three years. The modest increase will help offset rises in operating costs and support ongoing investments, according to a Matson news release.

"Matson recognizes that Hawai'i is still recovering from the negative impact September 11 had on the state's economy, particularly the visitor industry," said C. Bradley Mulholland, president and chief executive officer. "In response, Matson communicated last fall our intention to defer taking a general rate increase in the first quarter of 2002, the period when the company has historically initiated across-the-board rate increases. In addition, the company has implemented a number of cost control measures, the most significant being the reduction, from eight to seven, in the number of vessels operating in Matson's Pacific Coast-Hawai'i service. This 2.75 percent increase is consistent with our longstanding philosophy of implementing small, incremental increases as necessary. It will allow us to continue to make the investments needed to provide our customers with an efficient, reliable service of superior quality and value. Given the essential role ocean transportation has in supporting the state's economic activities, Matson's primary business objective remains focused on ensuring the company's services are among the best in the world."

Matson's last general rate increase was 3.5 percent and was implemented in February 2001. Prior to that, a 3.9 percent general rate increase was implemented in February 2000.

In November 2001, Matson reduced its fuel surcharge by one point, from 4.25 to 3.25 percent, resulting in a 23 percent reduction in the dollar amount customers pay for the surcharge. The surcharge is based on trends in fuel prices.

## GOP considers resurrection of defunct maritime committee

The Republican leadership of the House of Representatives is considering the possibility of re-establishing the Merchant Marine and Fisheries Committee. After 106 years in operation, the panel was abolished shortly after the 1994 election that swept Republicans into power in the House.

The Washington, D.C. newspaper *Roll Call* reported on March 4, that the idea has been discussed at the highest levels of the leadership.

According to the article, the main reason the committee's comeback is being floated is that many Republicans are uneasy at the thought of Representative Jim Saxton (R-NJ) assuming the chairmanship of the House Resources Committee. Apparently Saxton's environmental views are too liberal for some GOP House members, especially conservatives from the West.

Handing control of the Merchant Marine Panel to Saxton, whose district includes large stretches of coastline, would let him deal with issues he cares about while opening the Resources slot to a conservative.

Saxton told *Roll Call* that the idea of reviving the Merchant Marine panel "has some merit," adding, "It would be a viable idea to have a committee that specializes in those kinds of issues unique to coastal areas."

After the Merchant Marine and Fisheries Committee was abolished, the panel's responsibility for Coast Guard issues went to the Transportation and Infrastructure Committee, as did some Merchant Marine matters. Other merchant marine responsibilities went to the Armed Services Committee (then known as National Security) while fisheries and some other water issues came under the jurisdiction of the Resources Committee (then known as Energy and Natural Resources).

## Aussie unions blast government for exporting maritime jobs

Australian Council of Trade Unions (ACTU) Secretary Greg Combet demanded last month that Deputy Prime Minister and Transport Minister John Anderson stop exporting Australian jobs as Unions step up their campaign to save the country's shipping industry.

The ACTU and the Maritime Union of Australia (MUA) say that the future of Australian shipping and hundreds of Australian jobs are being threatened by Anderson's policy of issuing permits to foreign vessels and allowing them to work in the Australian domestic trades in some cases for months on end.

"By issuing permits to these vessels John Anderson is knowingly authorizing the export of Australian jobs. Australian shipping is being destroyed by John Anderson's foreign fleet," said Combet. "Many of these foreign vessels are rust-buckets and threaten our marine environment. They destroy Australian jobs and don't pay Australian taxes. How can that be in Australia's interests? Ships doing the right thing and operating with Australian crews under the Australian flag simply can't compete with John Anderson's ships-of-shame," added Combet.

Combet's comments come as Unions launched an industrial relations commis-

sion action in Sydney aimed at requiring foreign shipowners working Australian routes to observe proper minimum working conditions. It is expected that the Federal government will oppose the application.

Foreign vessels can only work Australian shipping routes if the Transport Minister issues a permit. Since Anderson became Transport Minister in 1996, the number of permits issued to foreign-flag ships has increased by 350 percent.

Unions are currently in dispute with the owners of the Australian-flagged and crewed *CSL Yarra*. The owners of the *Yarra* are seeking to sell the ship to a foreign subsidiary company as part of what unions fear is a plan to operate the ship in Australia under a foreign flag with a foreign crew.

The *CSL Pacific* is currently working the Australian coast moving Australian cargoes under the flag of Bahamas with a Ukrainian crew.

The use of foreign ships in Australia has grown by 293 percent since 1994. Unions estimate only some 45 major Australian flagged and crewed commercial vessels remain in the Aussie domestic trades.

"John Anderson's foreign fleet is killing Australian shipping," said Combet.

## Coast Guard awards contract for homeland security boats

The U.S. Coast Guard on March 8, awarded a contract of up to \$10 million to SAFE Boats International of Port Orchard, Washington, for ports and waterways response boats.

Funding for the boats, which will help the service perform Homeland Security missions, was provided in the Emergency Supplemental Act, 2002. The initial order is for 18 boats with an option of procuring additional craft and essential spare parts over the next 18 months.

"The Coast Guard is currently operating the largest port security program since World War II alongside other federal, state and local agencies," said Secretary of Transportation Norman Y. Mineta. "At this critical time in our nation's history, this contract award will ensure that the Coast Guard has the resources to get the job done."

The response boats will be deployed to Coast Guard stations throughout the United States and will be used by the new Coast Guard Maritime Safety and Security Teams, which will provide specialized Homeland Security capabilities in key economic and militarily strategic ports.

The Coast Guard Maritime Safety and Security Teams (MSSTs) are domestic, mobile units that possess specialized training and capabilities to perform a broad spectrum of port safety and security operations. Possessing maritime law enforcement expertise and authority with a lethal and non-lethal use-of-force capabilities, MSSTs will offer operational commanders a quick response capability that will meet the changing threat environment in our nation's harbors, ports and internal waterways. They are an important component of the Coast Guard's layered defense strategy and will be used to provide safety and security in strategic seaports.

This sole-source contract to quickly increase the number of available patrol craft comes in the wake of the terrorist attacks and establishes a procurement vehicle to immediately begin delivery of response boats to operational commanders. A competitive solicitation for a long-term contract to provide ports and waterway response boat capability for a seven-year period will be released in the next few weeks.

## India to "market" its unlicensed mariners for sub-standard wages

India's directorate-general of shipping has established a high level committee to look into issues related to marketing Indian seafarers abroad.

A senior committee member told *Fairplay* news service the government is focusing on second registry (flag-of-convenience) vessels to place the estimated 30,000 out-of-work Indian seamen.

The decision, according to the *Fairplay* article, stems from the belief that most second-registry-flagged vessels pay wages that are one-third of the International Transport Workers Federation (ITF) minimum wages of \$1,200 per month, but that "such an income is better than no job at all."

The committee is also planning an awareness campaign for "high-quality" Indian mariners, and to streamline pre-sea and post-sea training in the country.

# Sailors' Union of the Pacific/ Training Resources, Ltd. Schedule of Course Offerings for 2002

## STCW 95 Basic Safety Training

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

Apr 1-5	May 27-31	Jul 29- Aug 2	Sep 30-Oct 4
Apr 8-12	Jun 3-7	Aug 5-9	Oct 14-18
Apr 15-19	Jun 10-14	Aug 12-16	Oct 21-25
Apr 22-26	Jun 17-21	Aug 19-23	Oct 28-Nov 1
Apr 29-May 3	Jun 24-28	Aug 26-30	Nov 4-8
May 6-10	Jul 8-12	Sep 9-13	Nov 25-29
May 13-17	Jul 15-19	Sep 16-20	Dec 2-6
May 20-24	Jul 22-26	Sep 23-27	Dec 9-13

## Small Arms Training (MSC approved)

Apr 1-3	Jun 10-12	Aug 26-28	Nov 4-6
May 6-8	Jul 22-24	Sep 30-Oct 2	Dec 9-11

## LMSR Vessel Training (MSC approved)

Apr 23-May 3	July 9-19	Sep 17-27	Nov 26-Dec 6
May 28 - Jun 7	Aug 13-23	Oct 22-Nov 1	

## Survival Craft (Lifeboatman)

Apr 15-19	Jun 10-14	Aug 12-16	Oct 28-Nov 1
May 20-24	Jul 8-12	Sep 23-27	Dec 9-13

## Training Information and Enrollment

### Contacts

Rich Reed, SUP Welfare Plan  
Tel: (415) 778-5490  
E-mail: supwelfarerep@hotmail.com

## ITF position on wage increases draws Danish Seamen's Union ire

The Danish Seamen's Union has attacked the International Transport Workers' Federation (ITF) for considering revising an agreement with the International Maritime Employers Committee (IMEC), a shipowners organization, over future pay increases for unlicensed mariners.

Henrik Berlau, head of the ITF-affiliated maritime section of the SiD general workers union said, "Someone at the ITF must have misunderstood their job when they are accommodating over the proposal for a moratorium that will postpone the agreed increase in pay. Even though some

ship types are having a hard time with freight rates, owners should not push such fluctuations in the economy over onto their seafarers."

The wage agreement previously entered into between the ITF and IMEC, covering 2001-2004, means the "bench mark" rate for ABs increases to \$1,400 of month from \$1,200 a month in four \$50 per year increments.

Berlau asserts that these minimal increases have led to a loss of seafarers' jobs in traditional seafarer supplying nations.

# Welfare Notes

March 2002

For members who have not yet retired, the Social Security Administration has a very valuable benefit that can help in your retirement planning. Each year about three months before your birthday, the Social Security Office will send you a statement showing your updated lifetime earnings records and your potential benefits. The earnings record is a chart of all yearly earnings since you began working. This allows you to check earning year by year and to make sure that the Social Security Office is giving you credit for all your earnings.

Your yearly statement will also show you estimated Social Security taxes paid by you and your employers during your working career. Along with this is included the total estimated taxes you and your employers have paid for your Medicare.

This yearly statement also includes other important information in your retirement planning. Listed on the statement are your estimated benefits when you decide to retire. This can be used as a planning tool for deciding at what age you may want to retire. Listed are benefits you would receive at age 62 on an early retirement and also benefits if you worked up to full retirement age.

The annual statement will also list benefits for disability, family and survivor benefits. There is a possibility that you may still be able to work and receive Social Security benefits. Information on this benefit is also listed in your statement.

If you have never received an annual statement from Social Security, notify them as soon as possible. You may reach them at 1-800-772-1213. A website is also available on the Internet. Social Security can be reached at [www.ssa.gov/mystatement](http://www.ssa.gov/mystatement)

The April Welfare Notes column will have more information on using your Social Security as a retirement planning tool.

## ANDREW FURUSETH SCHOOL OF SEAMANSHIP

The Andrew Furuseth School has made videotape that demonstrates a variety of eye splices. This video shows an eight strand and a couple of 12-strand eye splices, as well as a six-strand wire eye splice. These videos are available to SUP members and may be obtained by contacting Rich Reed at the SUP Welfare Office.

## 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**

## New World Alliance slashes cargo capacity APL Ltd. part of the group

The New World Alliance, comprised of APL, Ltd. (owned by Singapore-based Neptune Orient Line), Hyundai Merchant Marine and Mitsui O.S.K. Line, is cutting cargo capacity by 20 percent on its Asia-Europe trade route and confirms the suspension of its Asia-Mediterranean service by the end of March.

# Marlinspike seamanship classes in Pedro and Frisco



Photo by Rich Reed

SUP members from the Wilmington Branch aboard the s/s Lane Victory. Pictured from the left : Chirs Skorodynski, Paul Farillas, Take Masukawa, and Carl Ziegler.



Photo by Dave Connolly

Ed Drake (left) picks up a few tips from Andrew Furuseth School of Seamanship volunteer instructors Romaine Dudley, Frank Portanier and Sonny Cooper at Headquarters. Romaine (the Ranger), Frank and Sonny give practical instruction every Wed. and Thurs. morning.

## Bush recess appointment of two conservatives draws sharp criticism from AFL-CIO's Sweeney

President Bush's January 22 decision to place two management attorneys on the National Labor Relations Board, establishing a 3-1 Republican majority, was criticized by AFL-CIO President John J. Sweeney and other union officials.

The recess appointments of two more management lawyers to the NLRB "is a troubling sign of this administration's unwillingness to maintain any kind of balance at the nation's top agency mandated with safeguarding workers' rights to organize together in unions and negotiate contracts with their employers," Sweeney said January 23.

The appointments of Michael J. Bartlett, former director of labor law policy at the U.S. Chamber of Commerce, and William B. Cowen, former principal attorney for Institutional Labor Advisors, "is even more troubling because it comes after the Bush administration reneged on seeking confirmation of a more balanced package of appointments," said Sweeney.

Judy Scott, general counsel of the Service Employees' International Union, said she was "very disappointed" that the Senate and the White House were not able to work out a balanced package of nominees that would reflect a post-September 11 bipartisan spirit. "Working people are key to the recovery program and paid a dear cost" in the terrorist attacks, Scott said. Saying the board needs "stability," she called for appointments that reflect agreement among both Republicans and Democrats.

A Democratic spokesman for the Senate Health, Education, Labor, and Pensions Committee called the recess appointments "unfortunate," but said Democrats will work with Republicans in the Senate and the White House to put together a "bipartisan package" of nominees that will quickly get Senate confirmation.

Source: BNA, Inc. Union Labor Report

## Steelworkers sue U.S. company for murders of Colombian unionists

The United Steel Workers of America sued Alabama-based Drummond Company this month, claiming it was behind the murders of three South American employees who organized workers at its coal mining operations in Colombia.

Drummond had no immediate comment. The family-run coal company previously has denied any links to the slayings.

The federal lawsuit contends Drummond hired paramilitary gunmen to kidnap, torture and murder the three last year for their ties to Sintramienergetica, the Colombian union representing Drummond workers.

The killings of Valmore Locarno Rodriguez, Victor Hugo Orcasita Amaya and Gustavo Soler Mora were part of a systematic plan by Drummond to intimidate union members, according to the complaint. The suit seeks an undetermined amount of money.

"You're talking about a life. It's hard to specify" said Dan Kovalik, a United Steel Workers of America attorney who filed the case on behalf of the Colombian union and the estates of the victims.

Defendants included Drummond, chief executive Garry N. Drummond and Drummond Ltd., a subsidiary.

A report last year identified Colombia as the world's most dangerous place for organized labor, accounting for nearly three-quarters of the 209 union members who disappeared or were killed, worldwide in 2000.

Soler, the most recent victim, was the new president of the union representing more than 1,000 miners at a Drummond mine in Northern Colombia. Soler was abducted from a bus and shot twice; his body was found in October.

Locarno and Orcasita were shot to death last March after being pulled off a company-chartered bus while headed to work, the union said. Soler had replaced Locarno as president of the local union; Orcasita was the vice president.

Locarno had personally met with Drummond, the CEO, to discuss a workers compensation dispute nine months before his murder, the suit said.

Locarno and Orcasita also had taxed and written Drummond over their fears that the lives of union leaders and members were in danger because of "violent paramilitary forces" working for the company.

The suit contends Locarno and Orcasita previously had sought protection from Colombian authorities, citing alleged death threats against them and their colleagues.

The president of Drummond's mines at La Loma, Augusto Jimenez, threatened union leaders by telling them several times that "the fish dies from opening his mouth," according to the suit.

Drummond began producing coal in Colombia in 1995. The company's Colombian operations have grown as it closed mines in Alabama.

The lawsuit was filed under a law that lets non-citizens use U.S. courts to address wrongdoing abroad by Americans.

## U.S. bolsters Yemeni coast guard

The United States will supply the Republic of Yemen with Coast Guard cutters and training expertise to beef up security along the country's Red Sea and Arabian Sea coastline. According to *Fairplay*, the United States will soon deliver 15 fast patrol boats and begin preparations to train 2,000 Coast Guard personnel at a training center to be built at Aden by Canada, France and Germany.

The deal marks a turning point in U.S.-Yemeni relations, which hit a low following Yemen's reluctance to cooperate fully with Americans investigating the attack on the *USS Cole* in October 2000.

## British maritime union elects new leader

The Rail, Maritime and Transportation Workers Union, which represents Britain's unlicensed mariners, last month elected Bob Crow as the organization's general secretary. Crow, a former London underground track worker, promised

to take up issues of "the destruction of seafarer's jobs" and the "scandalously long hours" seafarers and other transport workers now face.

Crow replaces the late Jimmy Knapp, a former railway signalman.

# Splicing the Samson



Photo by Jason Roseveare.

On board the USNS Fisher in Baltimore, AB Liam Flynn and Bosun Mike Binsky put an eye in a Samson line. The Fisher is an LMSR operated by Patriot Contract Services.

## Columbus and Magellan bested by Chinese admiral—theorizes noted British mariner

Gavin Menzies, a retired Royal Navy submarine commander and navigation expert, has theorized that in the early 15th century, Chinese Admiral Zheng He beat Christopher Columbus to America by 72 years and circumnavigated the globe a century before Ferdinand Magellan.

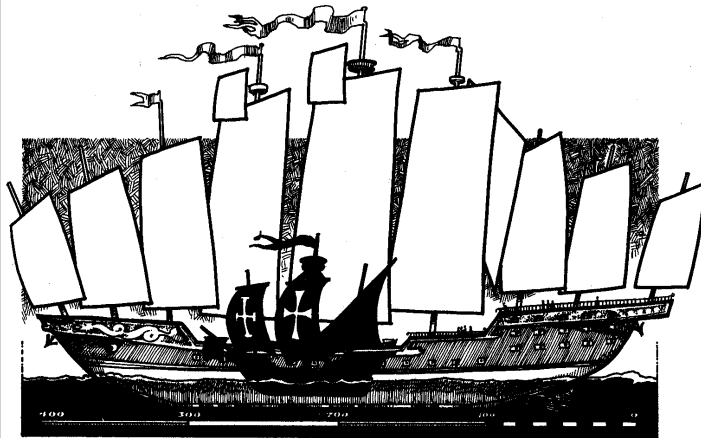
In a lecture before the Royal Geographical Society in London on March 15, Menzies backed up his hypothesis with what he said were secret pre-Colombian maps showing results of the Zheng He

living ship making it back to Spain in 1522. Magellan was killed in the Philippines during the voyage.

The fact that Menzies was given a respectful hearing by the venerable British Geographical Society indicated that his ideas were not being dismissed as those of a crank.

Menzies issued 17 pages of what he said was supporting evidence to back his findings. He said there was more evidence but it would not be disclosed until a book he is writing on the subject is published.

In his lecture, Menzies said the primary evidence for his theory stemmed from his chance discovery that in 1428, the Portuguese had a chart of the world showing Africa, Australia, South America and various islands in remarkably accurate detail. For example, the chart showed the Cape of



Zheng He's treasure ship (400 feet) and Columbus's St. Maria (85 feet). (Illustration by Jan Adkins, 1992, from *When China Ruled the Seas*.)

voyage, ancient Chinese artifacts found far from home and remains of gigantic shipwrecks in Australia and the Caribbean.

Menzies also described how, on his home computer and with a commercial software package called Starry Night, he reconstructed the Chinese navigation system and traced what he thinks is the epic round-the-world voyage of Zheng He from March 1421 to October 1423. The Chinese, he concluded, explored the coasts of Africa, South America and Australia and sailed into the Caribbean and the Sea of Cortez, off what is now Baja California.

The presumed circumnavigation, Menzies argued, was achieved by a fleet of more than 100 ships, several times larger than the European vessels (caravels) of 1492.

Magellan embarked on Europe's first circumnavigation in 1519 with a lone sur-

Good Hope, which the Portuguese did not sail around until the end of the 15th century.

Menzies explained that the chart was evidently based on documents that had been spirited out of China by the Venetian merchant and explorer Nicolo da Conti, who supposedly sailed with Admiral Zheng on part of one voyage.

Through his research Menzies determined how Chinese mariners were able to measure latitude and estimate longitude in the Southern Hemisphere, using Canopus as the guide star instead of Polaris. Using the program Starry Night, he created the star positions of five centuries ago to plot the course of Admiral Zheng's voyage.

Editor's note: For more information on Admiral Zheng, Louise Levathes' 1994 book *When China Ruled The Seas: The Treasure Fleet of the Dragon Throne 1405-1433*, is recommended.

## Furuseth biographer dies

Hyman Weintraub, biographer of the SUP's legendary Andrew Furuseth, died in Pacific Palisades, California, on January 26, at the age of 84.

Andrew Furuseth: Emancipator of the Seamen, published by the University of California Press in 1959, is an excellent source for information about Furuseth, the history of the Sailors' Union and the

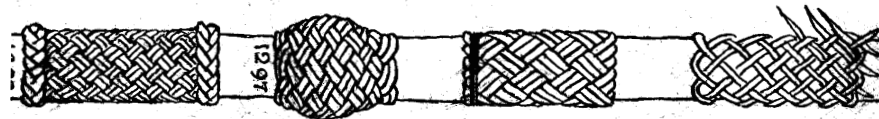
maritime labor movement in general.

Weintraub, a lifelong activist in the California Federation of Teachers, affiliated with the American Federation of Teachers AFL-CIO, helped establish higher education unionism in California.

Weintraub saw "teachers as workers" and agitated for change to improve conditions in that profession.



# FANCYWORK



by Archie Green

Of the many handicrafts required at sea, knotting or knotting remains an art form which seems timeless. Primitive people used animal thongs and plant fibers to harness beasts of burden or to fasten bark or timber in constructing rafts, canoes, and similar early vessels. Thus, particular knots have evolved over the centuries as have the materials involved—rope, line, cordage, manilla, hemp, cotton, nylon, wire.

On sailing ships during long voyages, seamen used “free time” in the forecabin to turn functional knotting into a decorative art form. Literally, with no place to escape and abundant time to get there, the sailor’s ability to tie many knots necessary to handling gear also became a prized skill, a component in maritime tradition comparable to scrimshawing or shantying.

By 1896, a British writer had lamented the decline in marlinespike seamanship. His early usage implied knowledge of three terms: “marline”—two-stranded hemp cord; “marlinespike”—a pointed steel tool used to separate the strands of fibre or wire rope when splicing; “marlinespike seamanship”—the care, handling, and use of all kinds of fibre and wire rope including all knotting, splicing, and fancy decorative work.

A rich body of literature surrounds marlinespike seamanship. For example, *The Ashley Book of Knots* (1944) by Clifford W. Ashley contains 620 pages and some 3,860 drawings. A recent useful guide is *Marlinespikes and Monkey’s Fists* (1994) by LuAnne Kozma, originally issued as an exhibition catalog by the Michigan State University Museum.

Kozma pictures objects which range from those still made for seaboard use to those purely decorative in nature: bell rope lanyards, boatswain’s calls, chess sets, fenders, hammock clews, heaving lines, knife sheaths, knotboards, lambrequins, mooring lines, picture frames, rope ladders, sea bags, turk’s head on wheel spokes, watch fobs.

The distinction between functional and nonfunctional knots often remains hidden. A compass will mark directions whether or not it is attached to an attractive lanyard. A fender can be made out of an old rubber tire but it does not represent respect for tradition as does one knotted by hand. Obviously, a chess set formed out of rose knotting on a board edged with “McNamara’s lace” is an artifact that signifies play and leisure time.

The combined words “fancy work” have been used for at least two centuries to describe the separation of plain from ornamental needlework, embroidery, knitting, and similar crafts. Jane Austin’s novel *Emma* (1816) portrays a “parlour hung round with fancy-work.”

In recent years, “fancy work” has been extended to boxing to mean antics without substance—designed to impress onlookers. Additionally, “to take in fancy work” was utilized within the underworld of Victorian England to suggest an addiction to secret prostitution.

I do not know when sailors first voiced the two words “fancy work” or formed the combination “fancywork” to describe their facility with knots. Clifford Ashley uses “fancy knotting” as he opens his book and calls it “one of the oldest and most widely distributed of the folk arts. Further, he returns to the term in his glossary, “fancy knot: any decorative or trick knot, even one that serves a practical purpose.”

I shall welcome citations establishing who first used “fancy work” in print to describe the activity or the result of ornamental knotting by sailors. In 1934, Charles

Spencer issued a little book to preserve the art of “old-time shellbacks,” *Knots, Splices and Fancy Work*, published in Glasgow, Scotland. I assume that his use of “fancy work” in a title offered by a Nautical Press meant that the term was already familiar to sea readers.

With my interest in maritime language continuing, I turn to a superb example of fancywork long displayed in the headquarters of the Sailors’ Union of the Pacific. The present SUP building opened on San Francisco’s Rincon Hill in 1950, having relocated from Clay Street.

Along with other items surviving the move, a pic-

and charged with desertion, they were later jailed in Alameda County, California. Their appeal reached the Supreme Court, but to no avail. Shipowners and politicians considered sailors to be no better than slaves. Accordingly, the SUP declined to march in the Fourth of July Parade, 1897, citing the irony of its members treated as bondsmen on our freedom holiday.

The SUP has many fine mementoes in its hall: ship models, marine paintings, carvings, documents, knick-knacks from foreign harbors. Our framed memorial to the Seamen’s Act holds a complex set of meanings and a few mysteries. Its 26 portraits represent then-modern (1915) advances in photography, photoengraving, and commercial lithography. These internal cameos are set off by an intricate knotted border evocative of long voyages at sea and ancient origins.

The contrast between mechanical photos and a hand-knotted frame is strong and obvious. The latter now dominates the pictorial contents of the printed memorial; it reduces each shot to postage-stamp size. Simultaneously it asserts that an object’s meaning is altered as time elapses.

I have long marveled at the contradiction between the picture/poster’s graphic techniques and its elaborate fancywork frame, and have reflected on the messages implied. I close with a few details on the print’s origin and distribution.

The International Seamen’s Union of America (1899-1936, predecessor of the present-day Seafarers’ International Union of North America) authorized the memorial in 1915. Perhaps an account of its design, cost, and production, can still be found in union records. Two San Francisco firms, Sierra Art & Engraving, Independent Pressroom, produced the artifact (complete with two union “bugs”), but not the frame. Who volunteered or was paid to do the knotting remains a deep mystery.

I am intrigued by this choice example of maritime folk art, and assume that an SUP old timer (or several members) skilled in fancywork accepted the assignment. Although I have focused on a single memento in the SUP hall, it is not the only framed picture/poster of the Seamen’s Act (also called La Follette Act) I have found.

A similarly picture hangs in the headquarters of the Marine Firemen, Oilers, Watertenders and Wipers Association in San Francisco. The George Meany Center at Silver Spring, Maryland, holds a third copy. Some years ago, when the AFL-CIO began to establish a national labor museum, it acquired a copy of the print. These three (designated SUP, MFOW, Meany Center) are all framed in fancywork.

By contrast, a fourth picture/poster in an ordinary wooden frame also exists. It is shown with Otilie Markholt (standing) and retired veteran Peter Gill (sitting under the picture) in the Seattle SUP hall in 1943. This photo of a photograph in a union hall appears on the back cover of Markholt’s book, *Maritime Solidarity* (1998).

Do more than four of these picture/posters exist? Where are they held? How many were framed in fancywork? Who made the decision to embellish the 1915 Seamen’s Act memorial with sailors’ artistry? Was this yet another example of ascetic Andrew Furuseth revealing a hidden affection for fancywork?

Whether we explore word usages, picture meanings, legislative mileposts, or labor landmarks, we are pulled back to fundamentals. What significance do we find in marlinespike seamanship? How many signals does one bit of fancywork in a union hall convey?



Archie Green standing in front of a piece of fancywork at SUP Headquarters commemorating the signing of the Seamen’s Act in 1915.

ture/poster (elaborately-framed-with-knotted-marline) memorialized the signing of the Seamen’s Act by President Woodrow Wilson on March 4, 1915. At this point, I’ll not detail the complex history of the legislative battle to enact a needed law, nor the roles of its principal champions, the SUP’s Andrew Furuseth and Wisconsin’s Senator Robert La Follette.

The picture/poster titled “The Dawn of the New Day” includes 26 cameo portraits: President Wilson, Secretary of Labor William Wilson, AFL President Samuel Gompers, three pioneer seamen who drafted preliminary legislation in 1892 (George Bolton, Nicholas Jortall, Walter Macarthur), three members of the ISU legislative committee (Andrew Furuseth, Victor Olander, Patrick Flynn), thirteen Senators and Representatives involved in the effort, four rank-and-file imprisoned seamen (the *Arago* Four).

Most of the 26 figures are now forgotten. However, the *Arago* sailors (John Bradley, Robert Robertson, P. H. Olsen, Morris Hanson) deserve to be remembered. In present-day speech they would be labeled “poster boys” for reform. In May, 1895, they had shipped on the barkentine *Arago*, sailing from San Francisco to the Columbia River, with Valparaiso, Chile, as a destination.

Arrested in Astoria for protesting conditions on board,

## About the Author

Archie Green is a San Francisco folklorist and noted labor historian who contributes to the *West Coast Sailors* from time to time.



## ESU Office Assignments

For the month of April, John Straley will be in the Baytown office and Jerry Patterson will be in the Benicia office.

# ESU NEWS

MARCH 2002

Official Publication of the Exxon Seamen's Union

## New BCBS cards

Recently, new insurance cards for the Blue Cross Blue Shield medical and dental plans were sent to all participants and everyone should have received their cards by now. The new cards have a slightly different look and new information that has caused some confusion (medical card) about plan benefits that are provided. More specifically, on the front side of the medical card there is a RX Generic Co-pay and a RX Brand Co-pay of \$5.00. This information pertains to the co-pay that is required for prescriptions ordered through mail-in prescription program. Following distribution of the new cards the Union office received inquiries from several members as to whether the medical card is a prescription drug card and could be used at their local pharmacy. This is NOT the case.

As was explained in the November edition of the ESU NEWS, the Executive Board looked at the pro and cons of switching to a drug card at our meeting with the Company and BCBS officials in November but decided against any changes to the prescription drug benefits.

Currently, there are two methods to acquire prescriptions under the BCBS plan. One is to take your prescription to a local pharmacy and submit the receipt to BCBS, which is reimbursed at 90% less any deductibles (deductibles - 150 per individual, 450 per family). Forms for reimbursement can be obtained from BCBS at 800-521-2227. The other method, which is generally for maintenance medications, is to submit your prescription to the mail-in service (Advance Paradigm) and pay a \$5.00 co-pay for up to a 90 day supply. Ensure that your physician writes for the maximum length of the prescription, otherwise you may be paying \$5.00 for 30-day supply.

On the back of the new card, there is information about precertification for services. This is in error, since there are no precertification requirements on the BCBS plan. For our group, we suspect BCBS adapted a generic type BCBS card with standard information, however precertification does not apply.

Several members have expressed a strong interest in having a prescription drug card in place of the current system. We will continue to evaluate this part of the plan and look at whether a change is a good idea during our annual review with the Company and BCBS.

## Ship reports

### S/R American Progress

Ship arrived El Segundo on February 21. John Munich filling in as Ship Representative. Some problems with accommodations when vessel is at El Segundo. The Captain tried to put the Maintenance Seamen in the Solas locker to make room for the mooring gang. Unacceptable to herd our guys in a closet like cattle.

### S/R Baytown

Board visit on February 24 at Shore Terminal in Martinez, CA. Regular Ship Representative Mark Myser onboard. Everything running smoothly, good gang. Quick turn around.

### S/R Benicia

Board visit on February 26 at Valero in Benicia, CA. Regular Ship Representative Joe Graca onboard and reports no major beefs. Still having problems with mail. Working on it.

### S/R Bristol Bay

Vessel completed it's first discharge at El Segundo on March 5. Deck Trustee Pat Campbell onboard and communicating regularly with the Union offices.

### S/R Charleston

Vessel made a recent call on Lake Charles, LA. Regular Ship Representative Bob Knight onboard. Bob has communicated everything going well with the exception of mail being sent to Fort Lauderdale instead of Lake Charles.

### S/R Galena Bay

Board visit on March 4 at Amorco in Martinez, CA. Aaron Rathbun filling in as Ship Representative. No beefs. Ship completed one lightered off the *S/R Long Beach* while in port in San Francisco.

### S/R Hinchinbrook

Ship on its way to Hawaii for discharge. Then vessel is scheduled for a shipyard period in Victoria, British Columbia. Earl Doucet filling in as Ship Representative.

### S/R Long Beach

Board visit on March 9 at Valero in Benicia, CA. Rudy Benavides filling in as Ship Representative. No problems.

### S/R Mediterranean

Completed discharge the first week of March in Port Stanvac, Australia. Regular Ship Representative John Detwiler onboard. Communicating with the Union through e-mail. No beefs.

### S/R Puget Sound

Board visit on February 19 at Valero in Benicia, CA. Regular Ship Rep. Michael Harrison onboard. Running smoothly.

### S/R Wilmington

Vessel will make a call on Puerto Rico before returning to the Gulf Coast. Regular Ship Representative Johnny Navarro onboard. Johnny called in from New York and reported that all is going well.

## Former ESU member wins 5.1 million jury award

On February 20, a Superior Court jury in Los Angeles ordered ExxonMobil/SeaRiver Maritime, Inc. to pay 5.1 million to Dwayne Gregory. As was reported in the *Los Angeles Times*, Mr. Gregory's legal argument alleged that toxic fumes emitted by crude oil caused his bladder and prostate cancer.

Further, his case alleged that the Company waited 20 months to notify him that a Company physical in 1997 detected blood in his urine, which is a possible sign of bladder cancer. Mr. Gregory's attorney, Reed Morgan stated that by the time his cancer was diagnosed, it had spread to his prostate. The Company was ordered to pay Mr. Gregory \$1.3 million for loss of earnings and medical expenses and \$3.8 million for pain and suffering.

Mr. Gregory was hired by the Company on December 19, 1992 and was a

dedicated employee until the Company terminated his employment in 2000 due to his medical condition. Prior to dismissal, Dwayne underwent chemotherapy and several surgeries with the intentions of returning to work. Due to his condition he requested to be placed in a position that would keep him away from petrochemicals but the Company failed to accommodate him.

During Dwayne's employment he was also a member and strong supporter of the Exxon Seamen's Union. Dwayne started his career with the Company as a Maintenance Seaman and was eventually promoted to Able Seaman. He held multiple endorsements and also sailed in the Engine department as QMED-Oiler. We wish Dwayne all the best in his ongoing struggle with his illness and hope for a full recovery.

## New fleet addition: *S/R Bristol Bay*

On February 21, the newest SeaRiver vessel, the *S/R Bristol Bay* entered ANS service. The *S/R Bristol Bay*, was originally christened the *HMI Ambrose Channel* on January 22, 1999, and built for Hvide by Newport News Shipbuilding under the DoubleEagle program. The vessel was the fourth in a series of five petro-chemical carriers built in Newport News, Virginia. A sister ship to the *S/R American Progress*, the *S/R Bristol Bay* is 620 feet long, 105.6 feet in beam and has a cargo capacity of about 341,000 barrels.

SeaRiver acquired the ship on a Bareboat in-charter for an undisclosed period of time from most recent owner SeaBulk. Inclusion of the *S/R Bristol Bay* to the fleet, partly addresses the loss of the *S/R Benicia's* tonnage, which will retire from service this year due to OPA 90 requirements.

In order to bring the vessel in line with SeaRiver standards the ship spent a few weeks in the shipyard in Portland, Oregon. Due to the quality and professionalism of the crew, this transition went very well and smooth.

At this time the ship has completed it's first trip with a full load from Valdez, Alaska to El Segundo, California.

## Note from the deck trustee

I would like to take the time to thank the Executive Board for their exceptional work on the Ship Representative conference during February. The conference provided valuable insight into the goals and direction of the ESU, labor trends, and maritime industry news from our SUP Brothers, Gunnar Lundeborg and Dave Connolly.

On February 15, 2002, I had the opportunity to talk with Nils Knutstad about working with him to develop a new train-

ing course for the Deck Department. The company has committed to jointly work on this issue and conduct a pilot course later this year, or 2003.

Anyone that would like to provide input on this course, can send the information to either Union office and it will be forwarded to me on board the ship or at home.

Pat Campbell  
Deck Trustee

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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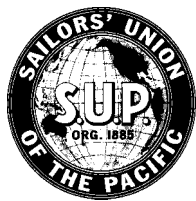
Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee Chester Bell

Steward Trustee Gerard Nelson



# SUP President's Report

March 11, 2002

## MARITIME SECURITY PROGRAM

As reported last month, there is groundwork being laid to reauthorize the Maritime Security Program (MSP) prior to its expiration in 2005. Maersk Line, the SIU-A&G/NMU and APL, Ltd. have been actively spearheading an effort to fundamentally alter the nature of the program by allowing "documented citizens" as well as Section 2 citizens, as defined by the Shipping Act of 1916, to participate in an expanded and reauthorized program.

While the SUP and MFOW support the extension of MSP, we are deeply concerned that if "documented citizens" are allowed to compete on an equal footing with Section 2 citizen companies (like American Ship Management), our work in the vessels ASM operates could be in jeopardy given that APL owns American Automar, a "documented citizen" company with collective bargaining agreements with the SIU-A&G/NMU and the AMO.

The SUP and MFOW will take any and all necessary steps to oppose the dilution of MSP citizenship requirements unless we are assured that we retain the current work we have in APL's U.S.-flag fleet post 2005.

MFOW President Whitey Disley and your secretary have expressed our concerns to SIU-A&G/NMU President Mike Sacco, MM&P President Tim Brown and MEBA President Ron Davis and have called for a meeting of the affected Unions to coordinate our respective efforts to maintain our work in APL's MSP vessels in the future.

## PATRIOT CONTRACT SERVICES: MSC BIDS

Patriot Contract Services, a division of American Ship Management, continues to aggressively pursue additional work with the Military Sealift Command (MSC).

Late last month, Patriot responded to a request for a proposal from MSC to operate two containerhips equipped with onboard cranes to carry ammunition for the military and be prepositioned in the Western Pacific. The wages, benefits, etc. in these vessels will be the same as those in the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels the company currently operates for MSC, however, no Memorandum of Agreement has yet been received from the company.

Patriot is also expected to respond to a proposal from MSC this month to operate eight more LMSRs. These vessels (*USNS Soderman*, *USNS Red Cloud*, *USNS Watson*, *USNS Sisler*, *USNS Dahl*, *USNS Charleton*, *USNS Pomeroy*) are currently operated by Maersk with SIU-A&G/NMU and AMO crews are prepositioned in the Western Pacific, Indian Ocean, Arabian Gulf and Persian Gulf. Each of these vessels has a minimum manning of thirty top-to-bottom. The unlicensed deck department calls for one bosun, five Able Seamen and three Ordinary Seamen.

While it is expected that many companies will compete to win the five-year operating contract for these vessels, the unlicensed Unions (SUP, MFOW, SIU-AA&G/NMU) and the licensed Unions (MM&P, MEBA, AMO) have agreed to remove labor costs out of competition by submitting identical total costs by rating to each company responding to the MSC proposal.

Vice President Dave Connolly, MFOW President Whitey Disley, SIU-A&G/NMU Vice President for Contracts Augie Tellez, SIU-A&G/NMU West Coast Vice President Nick Marrone and your secretary are working cooperatively to arrive at a common cost structure for each unlicensed rating. While base wages and overtime rates would be the same for each job classification, fringe benefits (money purchase, health and welfare, etc.) would be allocated by each Union as they deem appropriate as long as those costs are within the total cost per rating agreed upon by the three Unions.

As of today's meeting, discussions between the three Unions and Patriot are still ongoing; expect to report

the results for membership action soon.

Whether Patriot is successful in the bidding process only time will tell. However, members that have taken MSC-required LMSR training or who plan to take LMSR training should be aware that if Patriot is successful, these eight vessels could begin calling for full crews as early as June.

Also members who have taken LMSR training at SUP Welfare Plan expense will be expected to make themselves available in case the LMSRs currently operated by Patriot go into Full Operating Status due to the current international situation.

## CHEVRONTEXACO SHIPPING COMPANY

Due to the withdrawal from service of the *Chevron Mississippi* caused by the provisions of the Oil Pollution Act of 1990, the Union and the company met to discuss employment opportunities for the pumpmen displaced from the vessel.

As a result of those discussions, it was agreed to amend the 2001-2004 agreement, subject to membership approval, to re-rate those affected from Pumpman to Machinist and to employ them in other company vessels.

Specifically Article IX, Sections A&B adds the classification title of Machinist with the monthly wage and overtime rates matching that of the Pumpman classification. In addition, Article XI, Section F (Engine Department Working Rules) shall state that the "Machinist shall perform maintenance and repair work onboard the vessel as directed by the Chief Engineer." Recommend membership ratification of these amendments.

## STCW COMPLIANCE ISSUES

As reported in last month's issue of the *West Coast Sailors* attended a meeting at Coast Guard Headquarters in Washington on February 12, to discuss issues related to STCW compliance.

In the judgment of your secretary, the decision by the International Maritime Organization to defer worldwide compliance with the STCW Convention and the U.S. Coast Guard's double-standard position of enforcing the Convention for U.S. merchant mariners but not foreign seamen compromises and subverts U.S. maritime safety and security.

Accordingly, sent the following letter on March 5, to members of the Senate Foreign Relations Committee, the Senate Commerce, Science and Transportation Committee, the House Transportation and Infrastructure Committee plus key members of Congress not affiliated with these Committees:

**"My organization is deeply concerned for the maritime security and safety of the United States due to a recent decision by an international regulatory body.**

**The International Maritime Organization (IMO) recently agreed to delay the enforcement provisions of a treaty affecting training and certification for both American and foreign mariners. Known as the Standards for Training, Certification and Watchkeeping Convention (STCW), the rules call for the same basic training for all the world's seamen. This sensible standardization of seagoing training requirements is unfortunately in danger of disintegration because of the IMO's decision to delay enforcement and the U.S. Coast Guard's interpretation of IMO guidance.**

**Despite having had seven years of transition to prepare for the February 1, 2002 deadline of full and effective compliance, some flag states at the meeting of the IMO's STCW subcommittee in London, in late January 2002, argued that they had been unable to adequately prepare for the deadline. Led by Panama, Cyprus, and the Bahamas, they sought and received an extension of the deadline to July 31, 2002. In the intervening period, port states would issue STCW letters of warning for major non-conformities rather than detain ships as required by the Convention. Through its neutrality, the United States conveyed**

its tacit support.

While U.S. Coast Guard granted the world's foreign mariners a six-month stay of enforcement, as head of the U.S. delegation to the IMO, they simultaneously determined that the original deadline of February 1, 2002 would still apply for U.S. mariners. This incongruity has created several serious problems.

In the near term, the maritime security and safety of the nation is in jeopardy. While many security experts focus on container and port security, the identification and competency of foreign mariners in U.S. ports has escaped attention. For at least another six months, Americans cannot expect foreign seamen transiting U.S. waters to have basic safety training such as fire-fighting or pollution avoidance, or to understand orders in English as required by the Convention. And since flag state certification that helps verify mariner identities has also been delayed, U.S. port authorities cannot be confident that the anonymity of flag-of-convenience shipping, already known to transport terrorist cargo, is not also a conveyance of terrorists themselves.

In the long term, the dual standard undermines the efficacy of the STCW Convention itself. Universal standards are at the heart of the treaty: to now issue separate and distinct regulations for U.S. versus foreign mariners is to subvert the central concept of uniform application of identical standards. Enforcement, too, has wobbled off course. Not only are ship detentions out of the question, it also appears that the Coast Guard will not enforce the lower, interim standard, i.e. it will not issue STCW letters of warning before the new deadline as was urged by the IMO. As a result, the entire STCW Convention has become unstable.

Finally, by requiring U.S. mariners to comply with a separate and higher standard, the Coast Guard's position has also unfairly disadvantaged U.S.-flag shipping relative to the rest of the world. A rare competitive advantage, gained at considerable effort and expense, has been denied U.S.-flag companies and the U.S. merchant mariners employed through the Sailors' Union of the Pacific and all other seagoing organizations. These developments contravene the long-established official policy of the U.S. government to foster and aid the development of the U.S. merchant marine.

The members of the Sailors' Union of the Pacific have fully complied with the provisions of STCW and are in support of the convention as a whole. To subvert the maritime safety and security of the nation on behalf of foreign, flag-of-convenience interests who pay nothing in U.S. taxes and do not conform to U.S. criminal, safety, or environmental law, is irresponsible and objectionable.

We know your strong advocacy for maritime safety and security, and ask that you investigate this matter with the Coast Guard, the Office of Homeland Defense, the Transportation Security Administration, and the Department of Transportation."

Sincerely,

Gunnar Lundeborg

President/Secretary-Treasurer

Also sent a letter on the same date to Admiral James Loy, Commandant of the Coast Guard, on the same subject:

Dear Admiral Loy:

As you know, the IMO in January approved a six-month grace period for STCW compliance on ships around the world. The IMO guidance called for warnings instead of detentions as the interim enforcement mechanism. These so-called STCW letters of warning were intended to inform ships and flag states that major non-conformities would result in more serious enforcement action, up to and including ship detentions, in the period following July 31, 2002.

While the IMO (with the tacit support of the United States,) has issued a grace period to the world's mariners, the Coast Guard has taken the opposite posi-



## President's Report continued

tion. Specifically, that the previous enforcement deadlines would still apply in their entirety to the U.S. mariners. We understand the Coast Guard's concerns regarding potentially retaliatory detentions of U.S.-flag ships in foreign ports. But the unintended side effect of this position is the creation of a dangerous double standard that in our view compromises the universal standards tenet at the heart of STCW and thereby threatens the compliance foundation of the treaty.

The members of the Sailors' Union of the Pacific are in full compliance with STCW provisions and we support the Convention as a whole. But by requiring U.S. mariners to comply with a separate and higher standard, the Coast Guard's position has also unfairly disadvantaged U.S.-flag shipping relative to the rest of the world. A rare competitive advantage, gained at considerable effort and expense, has been denied U.S.-flag companies and unions, despite it being the policy of the U.S. government to foster and aid the development of the U.S. merchant marine.

Finally, we are gravely concerned that the maritime safety and security of the nation is jeopardized by the subversion of STCW. For at least another six months, Americans cannot expect foreign seamen traversing U.S. waters to have basic training such as fire-fighting or pollution avoidance, or to understand orders in English. And since the flag state certification that helps verify mariner identities has also been delayed, U.S. port authorities cannot be confident that the anonymity of flag-of-convenience shipping, already known to transport terrorism material, is not also a conveyance of terrorists themselves. In light of these considerations, we propose the following remedies:

1) **Extend the gap closing period for U.S. mariners.** It appears clear that the rest of the seagoing world is using the grace period to train for compliance according to the requirements that existed before February 1, 2002. For example, foreign mariners are being issued endorsements such as Rating Forming Part of a Navigational Watch with only sea service as proof of competence as though the gap-closing period is still in effect. Allowing U.S. mariners the same would help ease the gap between the two standards, as well as address critical U.S. mariner shortages.

2) **Issue STCW letters of warning.** If there are no efforts at even low-level enforcement, then U.S. port state control officers will have little understanding of the extent of the problem and the threat it poses to the U.S. maritime security. If the IMO declaration that the grace period does not alter the obligations of flag states under the Convention is to hold any value, then STCW violations should be recognized if not enforced.

3) **Vigorously enforce the STCW Convention beginning August 1, 2002.** Without meaningful enforcement, the provisions of STCW are pointless. It must be remembered that the low-standards flag-of-convenience industry, upon which so much U.S. commerce depends, is founded on anonymity and non-compliance. Detentions will be the only reliable method of ensuring ultimate adherence to the agreed-upon improvements to maritime safety.

On several levels and at various venues, we have asked the National Maritime Center first to explain and then to re-evaluate the Coast Guard's position on this matter. We have the highest regard for the uniformed officers and civilian public servants of that agency, and our discussions with them are ongoing. Now, however, we respectfully request your office to respond to our remedial suggestions; moreover, to take a fresh look at the problem, and to advise us of policy as it stands, as it is intended, and as it will be administered in the future.

Sincerely,

Gunnar Lundeberg

President/Secretary-Treasurer

Will report on responses received from the Congress and the Coast Guard on this issue. It should be noted, that as of this date, the other U.S. maritime unions have remained silent on the issues raised by the SUP.

### EXXON SEAMEN'S UNION

At the invitation of Exxon Seamen's Union President Jerry Patterson, attended, along with Vice President Dave Connolly, the ESU Ship's Representative Conference from February 13 to 15, in Galveston, Texas.

The annual conference brings together the officers of the ESU and the elected Ship's Representatives (delegates) in the SeaRiver Maritime fleet to discuss issues of importance to the ESU membership, particularly in terms of bargaining with the company. Due to its structure the ESU does not hold regular monthly meetings ashore like the SUP, hence the need for the annual conference.

Vice President Connolly and your secretary discussed with the conference attendees the ongoing positive evolution of the relationship between the SUP and ESU and projections for the future on a wide variety of issues. A full report on the ESU Ships Representatives Conference was published in the *ESU News* in last month's *West Coast Sailors*.

The ESU affiliated with the SUP in July 1999.

### MARITIME TRADES DEPARTMENT

At the invitation of Maritime Trades Department and SIUNA President Mike Sacco, MFOW President Whitey Disley and your secretary attended the Executive Board meeting of the MTD from February 21-22 in New Orleans.

Speakers at the meeting included Senator Mary Landrieu (D-LA), Maritime Administrator William Schubert, Congressman Kevin Brady (R-TX), Congressman William Jefferson (D-LA), and former Maritime Administrator Albert Herberger. All spoke of the necessity of maintaining and expanding the U.S. merchant marine.

Policy statements passed by the delegates will be published in the March *West Coast Sailors*.

### BURGESS v. SUP

Wayne Burgess' legal efforts to squeeze the Sailors' Union went aground again last month when Judge George H. King of the U.S. District Court of the Central District of California Western Division (Los Angeles) granted the Union's motion to dismiss the case.

In his February 28 decision, Judge King denied Burgess' motion for summary judgment. Burgess unsuccessfully sought to be reinstated as Wilmington Branch Agent, be paid back wages by the Union and be reimbursed by the Union for his attorney's fees.

Judge King rejected Burgess' contention that the SUP violated his rights under the Labor Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) by removing him from Union office in retaliation for exercising his free speech rights and for not providing him a full and fair hearing.

As the membership will recall, Duane Nash #2437 filed charges against Burgess on August 21, 2000. A Trial Committee was elected at the August 2000 Wilmington Branch meeting, in accordance with the SUP Constitution, and a trial held on September 5, 2000 at the Wilmington Branch.

The Trial Committee after a full and fair hearing found Burgess guilty of the charges and recommended that he be removed from "any and all offices of the Sailors' Union of the Pacific". Burgess at that time was Wilmington Branch Agent and SUP Building Corporation Trustee.

The Headquarters meeting of September 11, 2000, concurred with the Trial Committee's report and voted to suspend Burgess from office effective September 12, 2000, with pay, as Wilmington Branch Agent until the Branches could act on the Committee's report at the October 2000 coastwise membership meetings.

The Branches concurred in the Trial Committee's report and Burgess was removed from office (and the payroll) on October 17, 2000.

The following month Burgess appealed the decision and in accordance with the SUP Constitution an Appeals Committee was elected at the December 11, 2000 Headquarters meeting, convened on December 16, and concurred

with the Trial Committee's recommendations. At the coastwise meetings in January 2001, the membership unanimously concurred with the Appeals Committee.

It should be noted that during the period Burgess was suspended as Wilmington Branch Agent he filed unfair labor practice charges with the National Labor Relations Board alleging that the Union processed charges against him in an arbitrary and capricious manner because of Burgess' alleged dissident activity. The NLRB rejected Burgess' charges in January 2001, stating that "there was insufficient evidence produced to demonstrate that either the Sailors' Union of the Pacific or the Wilmington Branch of the Union prosecuted internal Union charges against you in retaliation for your dissident activity and internal political activity." These were the same claims rejected by Judge King.

The reason the membership removed Burgess from office was best stated by the NLRB in a letter to Burgess. "The evidence revealed that the Union repeatedly notified you of the areas in which your job performance as Branch Agent was insufficient. As a result of several job performance problems, a fellow Union member filed internal Union charges against you. Those charges ultimately lead to your discharge from your Union position."

Despite the fact that Burgess received a full and fair hearing twice under the SUP Constitution; and despite the fact that the membership twice thought that Burgess was properly disciplined for his inadequacies; and despite the fact the NLRB and the U.S. District court have rejected Burgess' claims while validating the Union's internal grievance procedure, Burgess seems to be compelled to continue to pursue this matter which has cost the Union approximately \$25,000 in legal fees in order to defend itself.

On March 7, Union Attorney Glenn Rothner of the law firm of Rothner, Segall & Greenstone was notified by Burgess' attorney Duke Peters that Burgess intends to file a motion of reconsideration of the ruling by Judge King and to request from Judge King that he be allowed to amend his complaint.

If Burgess does proceed, Mr. Rothner has advised the Union that he expects Judge King to reject this motion at a hearing to be held some time in April which again costs the Union time and money.

If Judge King does reject the motion, Burgess could pursue his claims with the U.S. Court of Appeals. If that occurs the SUP will have no choice but to continue to defend itself in this frivolous and groundless legal action.

Will continue to keep the membership fully informed.

### HOLIDAYS

#### Good Friday

In accordance with past practice, all SUP halls will close at noon on March 29, in observance of Good Friday.

Good Friday is a holiday under the collective bargaining agreements with Matson Navigation Company. Sailors in Matson vessels in West Coast and Hawai'i ports shall be paid the overtime rate if required to work between noon and 3:00 P.M. The same applies to those employed under the shoregang agreements.

In 2003, Good Friday will be observed under the American Ship Management offshore and shoregang agreements.

#### Cesar Chavez's Birthday

All SUP halls on the West Coast will be closed on Monday, April 1, in observance of Cesar Chavez's birthday. Although the holiday actually falls on Sunday, March 31, it is observed on Monday in accordance with the SUP and ILWU collective bargaining agreements.

SUP members affected are those working under the American Ship Management and Matson Navigation Company Shoregang agreement on the Pacific Coast and for Matson vessels in Pacific Coast ports.

Cesar Chavez's birthday is also a holiday for the dispatchers and marine personnel employed by the San Francisco Bar Pilots inside San Francisco Bay.

### ACTION TAKEN

M/S to accept the amendments to the Chevron/Texaco agreement. Carried unanimously.

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

Gunnar Lundeberg

# Maritime Trades Department acts on policy issues



The Executive Board of the Maritime Trades Department (MTD), meeting in New Orleans on February 21, and 22, took the following action on matters of importance to the Sailors' Union of the Pacific:

## MARITIME SECURITY PROGRAM

The Maritime Security Program (MSP) is a key element of America's economic and defense security and an underpinning of a coherent national maritime policy. Enacted in 1996, the ten-year program provides limited funding for 47 U.S.-flag commercial vessels, particularly containerships and roll-on/roll-off vessels, which are available to the Department of Defense in times of war or national emergency.

A cost-effective program, the MSP delivers many benefits to our nation. It helps maintain a pool of skilled American mariners who are needed to crew not only the MSP ships, but also the U.S. government-owned strategic sealift and Ready Reserve Force vessels, both in peace and war. The MSP helps our nation maintain a presence in international commerce - keeping the U.S. flag on the high seas. And, ultimately, the program gives the Defense Department, access to program participants' infrastructure, terminals, communications networks and more.

However, the Maritime Security Program is now into its sixth year, due to expire in 2005. Because of its profound effect on national defense and economic security and even though the program still has a few years remaining, the Maritime Trades Department believes that it is time to not only extend but also to expand the program. Quite simply, we cannot afford to wait until the last minute to extend and build upon the current program for a number of crucial reasons. For example, vessel owners and operators will need time to replace some of their vessels that they will enroll in a new MSP. By the time the current program is scheduled to expire, some of the MSP ships will be due for substitutions. And, such operations take time to plan and execute. We must start now to provide for a strong merchant fleet for the 21st century.

Further, our nation's war against terrorism surely heightens the need to address the MSP sooner rather than later. Maintaining a strong U.S. merchant marine in the commercial sector is absolutely a security issue for America. How can anyone disagree with the fact that U.S. crewed, U.S.-flagged ships entering American ports are safer and more desirable than their foreign counterparts. One way to make the situation safer and more secure is to invest in the U.S. fleet through an extended and expanded MSP.

Many ideas are being discussed and debated. Among them is an extension of the program for up to 20 years. Under such a proposal, operators would feel secure seeking funds to build new U.S.-flag vessels. An extension also could allow for an expansion of the program. A total of 47 ships are under contract. Expanding the Maritime Security Program fleet would provide the military more vessels, as well as additional well trained American mariners to crew Ready Reserve Force and sealift vessels in the event of a multi-front campaign.

In this time of global uncertainty, the fact remains that the Maritime Security Program offers the U.S. military a strong, cost-effective U.S.-flag fleet, along with its intermodal infrastructure at a price well below what it would take the government to rebuild and operate with a fleet of its own. Further, everyone involved in port security - the Coast Guard, port authorities, long-shoremen - will be best served by a stronger U.S.-flag fleet through the extension of the MSP. And so will every United States citizen. An extended and expanded MSP is simply the most prudent way to go.

The Maritime Trades Department, AFL-CIO and its affiliated unions call upon the Bush Administration and the Congress to extend and expand the Maritime Security Program and to work with the maritime industry to create legislation that will provide for a strong, viable U.S. -flag merchant fleet for the 21st century.

## MARITIME TAX & REGULATORY PARITY

It is no secret that U.S.-flag shipping companies are subject to significantly higher taxes than their foreign-based counterparts.

For years, many vessels engaged in international shipping have been registered in flag of convenience nations, in large part due to the extremely favorable tax advantages those nations offer vessel owners. In addition, many other foreign shipping companies pay virtually no income taxes as a result of shipping income tax exemptions, deferral devices and accelerated depreciation.

The United States has not been alone in watching vessels, owned by its citizens, register those vessels in tax havens. In response to the loss of tonnage under national flag operation, many of our trading partners have sought to reverse that trend by offering more conducive tax programs, which have encouraged repatriation to the national flag.

Unfortunately, the United States has been slow to respond. America continues to witness the erosion of the U.S.-flag fleet and the subsequent loss of employment opportunities for American seafarers. Today, U.S.-flag commercial vessels are subject to a multitude of U.S. government-imposed rules, regulations and tax obligations that are not applicable to the foreign-flag and foreign-crewed vessels, against which they must compete in America's foreign trade.

It is time for the United States, once the greatest maritime power in the world, to adopt similar advantageous policies. In that vein, Representative James Oberstar, the ranking member of the House Transportation and Infrastructure Committee, joined by Chairman Don Young, has introduced H.R. 3262, the Maritime Cost Parity Act, which addresses four areas that significantly increase the cost of operating a vessel under the U.S. flag: tax costs; wage costs; insurance costs; and vessel inspection costs.

H.R. 3262, when enacted, will help to decrease the tax liability for operating an American flag vessel. In lieu of a shipowner paying a traditional income tax on profits, H.R. 3262 will give U.S.-flag vessel owners, engaged in the international shipping trades, the option of paying a flat tax based on a ship's tonnage. Introduced in Greece, the tonnage tax has been adopted by many of our trading partners, including Norway, the Netherlands, Germany, and Great Britain. The results have been impressive. Since 1999, the British merchant fleet alone has increased 40 percent due to changes in their maritime tax policies.

To preserve employment opportunities for American mariners and to ensure that sufficient qualified American seafarers are available to crew strategic sealift vessels during a national emergency, H.R. 3262 would exempt income earned by American seafarers on U.S.-flag vessels engaged in international commerce from federal taxes to the same extent as is the income of other Americans working abroad.

To address the higher vessel design costs imposed by complying with more stringent Coast Guard standards, H.R. 3262 would exempt vessels from Coast Guard standards as long as the vessel meets the safety standards established by the International Maritime Organization. This measure would allow U.S.-flag vessels in the foreign trade to meet the same standards as their foreign competitors.

To provide a more conducive insurance environment by lowering the costs of buying insurance for U.S.-flag vessels in the foreign trade, the bill allows vessel owners and employee representatives to work out insurance coverage that will adequately compensate seamen, or their survivors, if they are injured or killed while employed aboard ship. To ensure adequate policy limits, H.R. 3262 provides for the Secretary of Transportation to establish a minimum level of coverage.

The Maritime Trades Department, AFL-CIO believes that it is important for the Congress and the Bush Administration to take decisive action to reverse the decline in America's commercial sealift capability. The meaningful maritime-related tax and regulatory reform proposals contained in H.R. 3262 must be enacted in order to supplement other domestic maritime policies, such as the Maritime Security Program and cargo reservation statutes.

Without these recommended changes, the ability of U.S.-flag merchant vessels to serve as the nation's fourth arm of defense is placed at risk. During these troubling times, it is critical that the United States have sufficient trained American seafarers available to crew and operate the government's reserve fleet vessels during the surge buildup that occurs at the outset of military operations as well as the American merchant vessels and crews needed to provide reliable and cost-effective sealift sustainment for American troops deployed overseas.

## U.S. SHIPBUILDING INDUSTRY

The U.S. shipbuilding industry is a strategic national asset and an important source of jobs and tax revenues. A decade ago, it was in a state of sharp decline, but a determined bipartisan majority in both houses of Congress fashioned a comprehensive national policy that has resulted in literally several billions of dollars worth of ships, tugs and barges being built in U.S. shipyards.

Given this background, the administration's failure to include adequate monies for the Title M shipbuilding loan guarantee program or U.S. naval vessel construction is mystifying. Resurrected in 1993 as part of a comprehensive defense reconversion bill, the Title M program has helped revive the commercial sector of this vitally important industry. Securing adequate funding for this program has been a priority for the MTD and its affiliated unions over the past decade.

Working through a nationwide grass roots organization, the Title XI Coalition, the MTD and others in the shipbuilding community helped restore adequate funding to the program in the past two budget cycles, although not as much as the \$ 100 million that had been requested in order to enhance the program's effectiveness.

According to recent estimates, each federal dollar placed in the program generates \$20 worth of private investments. Moreover, over the past decade, many companies have cited the Title XI program as being an important, and sometimes the decisive, factor in their decision to build new ships in U.S. shipyards.

The Title XI shipbuilding loan guarantee is not the only area where the administration's budget proposals fall short. Important national security interests also are being threatened by the repeated failure of the U.S. government in recent years to set aside sufficient monies for the construction of U.S. naval ships.

Because of inadequate funding, the U.S. Navy is building only six to eight vessels a year. At that rate, the fleet will soon fall below 300 vessels, which many believe is the minimum needed to protect U.S. interests overseas. As a number of defense experts have testified, the Navy won't be able to maintain that number unless the annual build rate is raised to 10- 12 vessels.

Although the Bush Administration has requested a large increase in defense spending in its budget for FY 2003, it has allotted enough monies for the construction of only four naval vessels. Such a limited request, if allowed to stand unchanged, would have dire consequences for the entire U.S. industrial shipbuilding network. Moreover, it clearly is inadequate if the United States is to maintain a viable pool of skilled workers capable of performing this highly specialized craft.

The Maritime Trades Department, AFL-CIO and its 30 affiliated unions therefore urge Congress to take a careful look at these issues when deliberating the FY 2003 budget. The monies allotted for U.S. naval vessel construction and the Title XI shipbuilding loan guarantee program are woefully inadequate and should be increased.

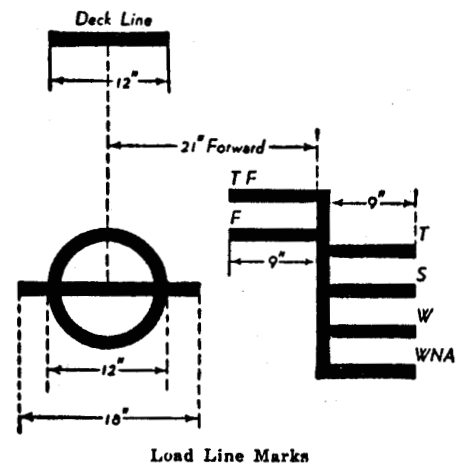
The MTD also encourages its port maritime councils to educate the American public and U.S. officials about the benefits that the U.S. shipbuilding industry brings to the defense and economic development of this nation. At a time when America is confronting an uncertain future-both here and abroad-U.S. shipyards and the workers they employ should not be taken for granted.

The Executive Board also passed resolutions regarding gulf Coast organizing, Medicare prescription program, fair trade, America's economy, repetitive motion injuries, U.S.-China maritime agreement, vessel air emissions, and port security.



# The sailor's friend

Anyone who works aboard ship knows that the sea can be dangerous and unforgiving. Deaths are not uncommon, but many more lives would have been lost over the past 125 years but for the determination of one man: Samuel Plimsoll.



- S summer load line
- W winter load line
- WNA winter North Atlantic load line
- T tropical load line
- F fresh-water load line

Plimsoll was born in February 1824 in Bristol, then one of Britain's great commercial ports. He began his working life as a clerk in a brewery, becoming manager before he left, aged 30, to start his own business in London as a coal merchant. Supplies came mainly by sea from north-east England, a trade that brought Plimsoll into direct contact with ship owners. He became a leading authority on the coal trade and wrote two books on it. He also became aware, however, that some owners cared little if their ships were unseaworthy, overloaded and potential death-traps: their only thought was profit.

Public concern about alarming merchant vessel losses had led to the formation, in 1850, of the Board of Trade's Marine Department to enforce regulations governing manning and crew competence. The government was, however, most reluctant to interfere with ship owners, and Plimsoll was aware that in practice the regulations were of little benefit to the safety and living conditions of seamen. His views were undoubtedly shaped by James Hall, a ship owner from New Castle, who was appalled at the attitude of many of his contemporaries. It was Hall who first proposed that a load line should be marked on merchant ships' hulls to prevent them being grossly overloaded. Plimsoll adopted the idea, and used his position whenever possible to criticize the lack of action by government and shipping community.

Plimsoll was elected as a Liberal MP in 1868 and set about trying to persuade the government to introduce legislation to curb the excesses of unscrupulous ship owners. He was openly contemptuous of the 1871 Merchant Shipping Act, which obliged seamen to complete a voyage once they had signed a contract, even if they found that the ship they had signed on for was unseaworthy.

In 1873 Plimsoll published the book *Our Seamen*, which documented the scale of the problem and highlighted the fact that around 1,000 seamen were lost around the UK coast every year. *Vanity Fair* the same year said of Plimsoll: "not a clever man, a poor speaker and a feeble writer, but he has a big heart and has stirred even the most indifferent". Many

libel actions were started against Plimsoll as a result of his attacks on the ship owners, but he was undeterred.

Massive public support for Plimsoll's crusade led the government to set up a Royal Commission to investigate merchant marine practices, and in 1875 Plimsoll introduced a Merchant Shipping Reform Bill to Parliament. Ship owners, however, had vast influence over MPs, and arguments were raised against the bill saying it would unfairly restrict the freedom of employers to run their companies. In the face of such opposition, prime minister Benjamin Disraeli, who had been minded to support the bill, changed his mind—and the bill was defeated.

Plimsoll launched a ferocious verbal attack in Parliament against ship owners and the MPs who supported them, claiming that his bill had been defeated because of "speculative scoundrels in whose hearts there is neither the law of God nor the fear of man". He repeated his allegations in the press, and so vehement was his criticism that it caused a public outcry in favor of his proposed legislation. Parliament was forced to reconsider.

Plimsoll's determination was partly rewarded in 1876 when Parliament passed an amendment to the 1871 Act, requiring a load line to be painted on every British merchant ship, although owners could choose where on the ship the mark was placed. Plimsoll fought to have the mark positioning specified, but it was not until 1894 that its position was fixed by law. It was 1906 before non-British vessels calling at British ports were obliged to carry a load line.

Plimsoll retired from Parliament in 1880, but continued campaigning to improve conditions in shipping. In 1890 he published *Cattleships*, a book that exposed the cruelty and dangers in that trade. Plimsoll died in 1998 and was buried near his home town. Bristol, where a memorial stands.

Source: *Fairplay*

## Ode to Tom Larkin

*Come all of you seamen and hearken,  
For this here's about Bos'n Larkin.  
He's a poet you see,  
And he's inspired me,  
So, I wrote down some lines of my own.  
He is clever with words  
About strange sailor birds  
Or a bucko mate that has irked him.  
He'll write down a phrase,  
And it could be to praise,  
Or it might be as salty as brine.  
I've read him before,  
So it can be a chore,  
To sit down and pen something witty.  
'Cause if you perform,  
It's usually the norm,  
To see you name down on the page.  
So if you stay clean,  
He won't be so mean,  
And you might just say that "Tom's Terrific!"  
But if it's his door that you darken,  
I've warned you about Mr. Larkin,  
A true poet - "The Bard of the Sea."  
by George Simpier  
Book #7484*

Attend your SUP Union meetings!

# Vice President's Report

March 2002

## LMSR activations

The recent activity of LMSR ships is likely to continue. Members that have taken this specialized training are again asked to serve according to the provisions of the Letter of Commitment. That policy states that trainees will accept a minimum of two, four month assignments, and be available for LMSR activations or whenever requested by the Union. All our LMSR manpower projections are based on a reasonable willingness to serve, especially during activations. If members that have been trained for the LMSRs do not ship in the LMSRs then the Union's ability to fulfill its contractual obligations could be severely constrained. As a reminder, Shipping Rule No. 9 is in full force and effect for all jobs shipped from SUP hiring halls. "Class B and Class C members and Class D registrants must accept jobs to which they are assigned. If any Class B member or Class C member fails to accept a job to which dispatched, without a reasonable excuse, the registration shall be cancelled and they will not be allowed thereafter to register again." Although its invocation is rare, the severity of that rule is designed to match the seriousness of the Union's contractual manning obligations. Urge all trained LMSR sailors to complete their obligations and serve when called.

## Ships Checked

Made the *President Adams*, *Mahimahi*, and *R.J. Pfeffer* in Oakland. All in good shape with few beefs. Made the *Chevron Colorado* at the Richmond Long Wharf. Call from the *Chevron Arizona* indicates all is well. In the LMSRs, fielded numerous calls and clarifications from the *USNS Fisher*, *USNS Yano*, and *USNS Mendonca*. Fielded numerous calls from the Foss membership, and met with co-delegates Tom Tynan and Mike Worth several times on issues of importance. There will be a meeting on these issues at SUP Headquarters on April 1st and 2nd beginning at 0800. The entire membership employed by Foss is invited to participate.

## Political Action

Working with the Alameda Labor Council, I worked the phone banks on behalf of the membership during the local primary elections this month. Labor-backed candidates Ralph Appezzato and Jean Quan emerged victorious in key East Bay races. As is usual when turnout is low, labor has an amplified voice through its activism. The model for activism is simple and effective. Precinct walking early in the campaign, phone bank support in the middle, and "get out the vote" efforts at the end. These actions, directed solely at other union members and their families, are proven winners. Anyone interested in joining the effort will have an opportunity in the fall in the runoff elections. Another way to participate is to donate to the SUP Political Fund. If campaign finance law survives the inevitable legal challenges, then the hard money contributions of members to the Fund could become more effective than ever since they will no longer compete with the vast soft money contributions of corporations and special interests.

Dave Connolly

## Record of SUP Shipping February 2002

	Hdq's	Seattle	Wilm	Hono	Total
Bosun	3	0	1	0	4
Maint. Man	2	0	0	0	2
A.B. Dayworker	0	0	4	0	4
A.B.	19	7	7	5	38
O.S.	1	1	0	0	2
Standby	29	13	67	14	123
<b>TOTALS</b>	<b>54</b>	<b>21</b>	<b>79</b>	<b>19</b>	<b>173</b>

## Chevron Colorado at the Long Wharf



Four of the deck gang in the *Chevron Colorado* on the boat deck from left: AB Anthony Garcia, bosun Nick Hoogendam, AB Mark Jones, and AB and delegate Thor Erikson. Photo by Dave Connolly.

# SUP Branch Reports

## Seattle

February 19, 2002

Shipping for the period: 1 bosun, return, to an A-card; 9 Able Seamen, 1 A returned, 3 A's to relief's, 1 B to a relief, 1 C to a steady. 1 C to a relief and 2 C's to USNS ships. 15 stand-bys filled by 2 A's, 8 B's, and 5 C's. Registration for the period: 7 A cards for a total of 24; 4 B cards for a total of 23; 9 C cards for a total of 25.

Ships checked

*APL Thailand*, a couple of problems on here the first being a wash-down beef that resolved through a call from the company to the Captain. Then a new crew member joined the ship with a valid "STCW" certificate. Although the expiration date on the USCG certificate was 2004, the BST date showed when the mariner had completed the training which was 1996. The company notified me that the mariner's training date was over five years old and that he would have to get off at the first U.S. port-of-call. The next morning I went down with a copy of the sailor's STCW to the Licensing and Documentation Center of the USCG and received a clarification that all was in order. The company maintained that unless documentation showing one year seetime during the last five years was in possession of the mariner, as the company could not determine what actions foreign marshals might take overseas, he would not be allowed to make the trip. After conversations with Gunnar Lundberg and company management, it was agreed to allow the sailor to return home to gather his discharges and he then made the trip.

*APL Singapore* docked with no problems. Rigging loft okay. *Maui* and *Kauai* running smoothly.

Attended a meeting with Jones Act carriers and United States Senator Maria Cantwell. During this meeting the captain of the port, USCG, mentioned that he had held several meetings on port security issues. After adjournment I approached the captain and asked why we had not been notified of the meetings and he replied that the foreign flag cruise ship people did not want labor there. The Sailors' Union along with the IBU, the MMP and the MEBA, and with firm assistance from ILWU Local 19, are demanding to have a voice during these proceedings.

I attended the KCLC meeting, the Ballard Maritime training project, the Washington State Labor Council's legislative conference in Olympia and I accompanied Dave Connolly as he put forth the SUP training programs at the "Ship Operations Co-operative Project". Dave also took advantage of this meeting to corner the captain of the port on Canadian authorities harassing US mariners and port security issues.

Vince O'Halloran  
Branch Agent

## Wilmington

February 19, 2002

Shipping for the period: 1 bosun, 12 ABs, 2 AB maints., and 72 standbys, for a total of 87 jobs shipped.

Registration for the period: 48 A cards, 40 B cards, 12 C cards, and 6 D registrants.

Ships checked

*Lihue* (2x) Joe McDonald delegate, *Chevron Washington*, *President Polk*, *Lurline* (2x) Trev Motlow delegate, *President Wilson*, *R.J. Pfeiffer* John Webb delegate, *President Truman*, *President Grant*, *Ewa Mike Pflieger* delegate, *APL Thailand*, *President Jackson*, *Manoa*. D. Nash made the *R.J. Pfeiffer*, *APL Singapore*, *President Kennedy*, *Mokihana* and *Ewa*.

On January 28, MFOW Agent Tony Poplawski and I attended the L.A. County Federation of Labor meeting. They are asking for volunteers for a union radio station for one day a month. In March, it will be converted into a TV station. Any interested sailors see me for the contact phone number.

Through no fault of his own, Matson Captain B. J. Diggins was involved in a bad car accident. We wish him a complete and speedy recovery. The Wilmington Hall is looking forward to seeing him back on the bridge on the coconut milk run.

On February 13 our first SUP marlinspike class got off to a good start thanks to Rich Reed and George Jackson. We had ten men show up and all enjoyed the instruction. This will be an ongoing class every second Wednesday of the month. Instructors and students sign up at the Wilmington Hall. By the way, the *SS Lane Victory*, where the class is held, always needs volunteers, especially professional sailors. We need to tell people about this fine ship/museum. This is one of our major assets in helping the public become aware of our American maritime heritage. Let's help them out when we can.

## San Francisco Business Agent

March 11, 2002

The following ships, tugs and barges were made in the San Francisco Bay by three officials: former San Francisco Business Agent Bill Henneberry, present Business Agent Bill Berger, and Vice President Dave Connolly:

**Kauai** - Archie Bickford, delegate: Slop chest beef, pending for two trips.

**Mahimahi** - Tom Larkin, delegate, John Crockett, bosun: Clarification on washdowns and on workers in foreign ports. Thanks to Tom for a smooth running ship.

Another way to shore up the American merchant marine is to donate to the Wall of Honor that will be built this year. When completed, this will be the most significant memorial to merchant seamen in the world.

Thanks to Duane Nash for a week's vacation I know the hall is in good hands when Mr. Nash relieves me.

Mark Hurley  
Branch Agent

## Honolulu

February 19, 2002

During the month of January 2002, dispatched the following jobs: 1 bosun return, 5 ABs, 1 AB relief, 4 AB returns and 3 OSs. These jobs were filled by: 6 A members, 5 B members and 3 C members. Also shipped 17 standby jobs filled by 4 A members, 5 B member, 7 C members and 1 D registrant for a total of 31 jobs shipped.

During the month of January, registered 10 A members, 8 B members, and 3 C members. To date registered are 7 A members, 13 B members, 4 C members and 7 D registrants for a total of 38 registered.

Ships checked

*Maui*, *Lurline*, *Matsonia*, *Lihue*, *Kauai*, *R. J. Pfeiffer*, and *Ewa*. All with few or no problems. Paint and rigging gang running smoothly with George Lua as bosun and Patrick Weisbarth, delegate.

On February 13, 2002, attended the Honolulu Port Maritime council meeting. Invited guests included Lt. Tom Griffiths, and George Joy of the Honolulu U.S. Coast Guard Regional Exam Center who answered questions pertaining to the issues of the STCW 95 program implemented on February 1, 2002. Also in attendance was Alan Awana, KCCN radio talk show host, who discussed the possibility of producing a pro-Passenger Services Act & Jones Act show on his "Labor in Hawai'i" radio talk show.

Mike Duvall  
Branch Agent

## Norfolk Office

February 2002

Shipping picked up some in February. Shipped 2 bosuns, 5 ABs and 1 OS. Jobs filled by 3 B cards and 5 C cards.

Registration: 1 A card, 1 B card, 1 C card and 5 D registrants.

Two ships were activated: *USNS Seay* to load in Savanna Operation Atlas to go to Camp Pendleton and the *USNS Mendonca* for Sea Trials, operation unknown. Also the word on the street is to stand by to activate all ships, but this company is great to be the last to find out.

Also as I have been reporting each month, with a stroke of a pen, cash is no longer available on LMSR ships.

The *UNSN Shughart* and *Yano* sit on the Mississippi River 23 miles from the Big Easy, 14 miles from Violet. There are no BofA banks. When crew members are getting off, or signing on, there is no money for a taxi. Also crew members have to pay their own way for medical attention at \$33 each way. One crew member could not get home to his mother's funeral. This has to be amended.

The rest of the fleet around Norfolk is running smoothly in ROS. The *USNS Fisher* sits alone now in Baltimore. Liam Flynn doing a good job as deck delegate

Jack Stasko  
SUP Representative

### SUP members join pension ranks

The following SUP members join the rank of pensioner, bringing the total number of SUP members to 1,011:

- Mohamed A. El Mobdy**, 72, Book No. 1866, joined SUP in 1951.
- Hans V. Jorgensen**, 66, Book No. 4319, joined SUP in 1989.
- John R. Pedersen**, 64, Book No. 3834, joined SUP in 1966.

### Dispatcher's Report

Headquarters—Feb. 2002

<b>Deck</b>	
Bosun .....	3
Carpenter .....	0
MM .....	2
AB .....	10
OS .....	1
Standby .....	29
<b>Total Deck Jobs Shipped .....</b>	<b>54</b>
<b>Total Deck B, C, D Shipped .....</b>	<b>6</b>
<b>Engine/Steward</b>	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, D Shipped .....</b>	<b>0</b>
<b>Total Jobs Shipped - All Depts. ....</b>	<b>54</b>
<b>Total B, C, D Shipped-All Depts. ...</b>	<b>6</b>
<b>Total Registered "A" .....</b>	<b>79</b>
<b>Total Registered "B" .....</b>	<b>77</b>
<b>Total Registered "C" .....</b>	<b>12</b>
<b>Total Registered "D" .....</b>	<b>13</b>

### Timely Reminder

Second 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.

Bill Berger