




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, May 25, 2001

Mobilization underway in support of Maritime Security Program

Congressional leaders, unions, industry, urge full funding, maintenance of citizenship requirements; oppose transfer from MarAd to Department of Defense.

The annual fight to fund the Maritime Security Program (MSP) is ongoing in Washington, D.C. and across the country as Congress tackles President Bush's fiscal year 2002 budget.

Spearheading the effort to reauthorize funding for MSP on Capitol Hill are Senator Majority Leader Trent Lott (R-MS), Senator John Breaux (D-LA), Representatives Duncan Hunter (R-CA) and James Saxton (R-NJ).

Lott and Breaux were joined by 25 other Senators in writing to Chairman Judd Gregg (D-NH) of the Senate Commerce Appropriations Subcommittee urging MSP funding at the baseline level of \$98.7 million in fiscal year 2002. A similar letter was sent to Frank Wolf (R-VA), Chair of the House Subcommittee on Commerce by Hunter and Saxton and signed by 62 House members.

The Maritime Security Program is critical to maintaining a U.S.-flag presence in the international trades. Under the program as currently configured 47 U.S.-flag vessels received \$2.1 million per year to remain under the U.S.-flag and be avail-

able in times of war or national emergency.

SUP-contracted American Ship Management has nine ships enrolled in the program.

The Sailors' Union along with other maritime unions and industry groups have been actively lobbying to ensure funding and also laying the groundwork to extend and expand the program after it expires on September 30, 2005.

This effort included the following letter sent to Representative Hunter this month:

"As you know, the MSP program is an essential element of United States national security sealift that ensures an active, privately-owned U.S.-flag and U.S.-citizen crewed commercial merchant marine to support Department of Defense (DOD) logistics and supply requirements in peacetime and during war or national emergency. The program was established by the Maritime Security Act of 1996 (Pub.L. 104-239) and provides funding support for U.S.-flag vessels to partially offset the higher operating costs of keeping those vessels under U.S.-flag registry and available for immediate use by DOD. Under the MSP program, U.S.-flag vessel operators commit 100 percent of their MSP vessel capacity for use by DOD in time of war or national emergency to carry ammunition, tanks, military equipment, vehicles, spare parts, food and other military sustainment cargo needed for the deployment of American armed forces around the world. Using this innovative approach, the U.S. taxpayer is not saddled with the payment of billions of dollars that would otherwise be required by DOD to build and operate additional vessels dedicated solely to carrying military cargoes.

"The Maritime Security Act of 1996 authorized the MSP program for a period of ten years.

This period will expire on September 30, 2005. Reauthorization of this vital national security program is urgently required to enable U.S.-flag vessel operators to initiate long-term vessel procurement, recapitalization and other U.S.-flag merchant fleet development programs. The U.S. flag merchant fleet continues to face extreme economic pressure as it attempts to compete in the world shipping market, and reauthorization of the MSP program is essential to reaffirm our Nation's resolve to maintain a strong U.S.-flag presence on the high seas for continued national security and economic growth.

"To that end, the immediate and assured control of U.S.-flag ocean vessels to meet DOD's sealift requirements in times of crisis is directly dependent upon the continued commitments of the American citizen owners and operators, as well as that of U.S. citizen merchant mariners, under existing MSP contracts. Acknowledging the loyalty and dedication of such U.S. citizens to our country and its national security needs, the MSP program established well-grounded U.S. citizenship requirements for the priority ownership and operation of MSP vessels. As you concluded in your statement, 'reauthorization of the MSP program must ensure that current United States citizenship requirements continue to apply for operators of U.S.-flagged, U.S.-crewed commercial vessels.' There is no justification to do otherwise. Immediate access to U.S.-flag vessels must not be subject to the competing interests of foreign maritime entities and powers. Maintaining the current U.S. citizenship priority for the operation of U.S.-flag vessels under the MSP program ensures continued availability of such vessels for DOD in the event of war or other national emergencies.

"Through the MSP program's

Maritime Security Program: Page 3

Maritime Day 2001

A Proclamation by the President of the United States of America

Throughout our history, America's economic prosperity has been closely tied to its maritime geography. From indigenous peoples navigating our majestic rivers to colonists settling along the New World's eastern shores, natives and immigrants alike have relied on the sea and our bountiful inland waterways for commerce and security.

In colonial days and in the 19th century, America's maritime industries facilitated the exchange of goods and the migration of pioneers. During World War II, some 6,000 American seafarers and more than 700 U.S. merchant ships fell to enemy action, many in the infamous Run to Murmansk. No branch of our Armed Forces, save the Marine Corps, suffered a higher casualty rate. Today, our Merchant Marine continues this proud tradition.

As recently as the Persian Gulf War and during humanitarian and military operations since, a unique partnership of Government, industry, and labor has continued its vital maritime service to our Nation. Many civilian merchant mariners crew the Maritime Administration's Ready Reserve Force, which is observing its 25th anniversary.

Today, the U.S. maritime fleet has decreased in the number of vessels in the international trades, but it transports goods more efficiently and economically than ever before. These U.S. ships deliver a billion tons of imports and exports each year in our foreign trade and another billion tons of waterborne domestic trade. Many merchant seafarers are trained at outstanding institutions such as the U.S. Merchant Marine Academy at Kings Point, New York, the six State maritime academies, and several union and industry training facilities.

To help ensure continued competitiveness, we must tailor our maritime policy to the challenges of the 21st century. America's

Marine Transportation System will help determine our long-term economic health and improve our ability to respond quickly and effectively in crisis. Within the next 2 decades, cargo will double. Accordingly, my Administration is working with Government agencies, the maritime industry, shippers, labor unions, and environmental groups to ensure that our waterways continue to serve as a sound transportation option in the face of ever-growing congestion on highways and rail lines.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, George W. Bush, President of the United States of America, by virtue of the authority vested in me by the Constitution and laws of the United States, do hereby proclaim May 22, 2001, as National Maritime Day. I call upon the people of the United States to celebrate this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand one, and of the Independence of the United States of America the two hundred and twenty-fifth.

Holidays

All SUP halls will be closed on Monday, May 28, in observance of Memorial Day.

The Honolulu Branch will be closed on Monday, June 11, for Kamehameha Day.



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

SUP Quarterly Finance Committee Report

**SUP QUARTERLY FINANCE COMMITTEE REPORT
FOR THE QUARTER ENDED March 31, 2001**

BUILDING CORPORATION

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 9, 2001, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,021,305.90*
Political Fund	\$4,777.01
Strike Fund	<u>\$1,293,730.99</u>
Total Cash and Investments 1st Qtr 2001	<u>\$2,319,813.90</u>
*\$2,486.00 held for Wall of Honor not included	
\$16,600.00 paid 2/4/00 to AMMV for memorial	

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$128,032.50
Interest	37,461.58
Donations - <i>West Coast Sailors</i>	2,138.00
Tanker & Joint Committee, Hiring Hall	89,841.69
Advertising & Promotion	214.70
Miscellaneous	78.13
Reimbursed Norfolk Wages	5,936.84
Contributions - General Fund	<u>1,375.00</u>
Total Income:	<u>\$265,078.44</u>

Expenses:	
Auto & Travel	\$3,260.48
Rent	11,139.24
Postage, Printing & Office	9,637.41
Telephone & Telegraph	4,881.53
<i>West Coast Sailors</i> Publishing Expense	4,253.35
Per Capita	13,845.75
Salaries & Payroll Taxes	197,312.84
Office Workers Pension	4,422.80
Insurance	17,480.06
Field Expense	1,224.00
Committee & Neg., Conference & Conv.	10,295.35
Contribution	2,160.00
Investment Expense	1,396.26
Officials' Pension	667.78
Flowers	108.00
Advertising & Promotion	5,750.00
Legal & Accounting	3,906.65
Filing & License Fees	69.00
Subscription	<u>2,937.00</u>
Total Expense:	<u>\$294,747.50</u>

Income:	
Assessments	\$3,420.00
Vending, Miscellaneous	15.47
Interest & Principle on Mortgage Notes	4,157.08
Rents	<u>127,160.07</u>
Total Income:	<u>\$134,752.62</u>

Expense:	
Building Services & Utilities	\$24,093.20
Repairs & Maintenance	1,583.73
Salaries & Payroll Taxes	11,951.29
Pension	89.01
Legal Expense	17,546.15
Filing & License Fees	531.00
Committee & Negotiation	375.00
Insurance	<u>4,699.75</u>
Total Expense:	<u>\$60,869.13</u>

POLITICAL FUND

Income:	
Contributions	\$3,597.00
Interest	1.94
Total Income	<u>\$3,598.94</u>

Expense:	
Contributions	\$150.00
Bank Charges	10.00
Total Expense:	<u>\$160.00</u>

Net Income 1st Quarter

/s/Michell Roseveare /s/Miguel Villegas
/s/Remoni Tufono /s/Richard Cummings
/s/William Berger

ACTION BY THE MEMBERSHIP May 14, 2001. M/S—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the West Coast Sailors. Carried unanimously.

Feeding the gang



Eric Weiss, Chief Steward, in the *Chevron Colorado* pauses for a galley photo-op while the ship was alongside the Richmond Long Wharf.

Photo by Bill Henneberry.

All men who go down to the sea in ships

To all seamen who have "crossed the bar" on your eternal voyage beyond the North star

The Sea was your life the mighty deep they've just run eight bells, Now rest Now sleep

Richard Cahill #4746

DOT's new website

The Department of Transportation's Bureau of Transportation Statistics has launched a website intended to be a one-stop center for transportation-related data from a wide range of government and private sources.

The Intermodal Transportation Database (ITDB) made its debut May 1. Users may download transportation information from the transportation, commerce, treasury and defense departments. Beginning May 15, a geographical information system will be added to cross-reference statistical and geographic information.

The Intermodal Transportation Database TDB website is at www.itdb.bts.gov.

Support the SUP Political Fund

West Coast Sailors

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SUP Meetings

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

	Hdq.	Branch
June	11	18
July	9	16
August	13	20
September	10	17
October	9*	15
November	13*	19
December	10	17
	*Tuesday	

Jimmie E. Neyman, Book No. 2459. Born in Idaho in 1928. Joined SUP in 1944. Died in Washington, April 11, 2001. (Pensioner)

Forbus Brumley, Book No. 4617. Born in Oklahoma in 1921. Joined SUP in 1942. Died in Oklahoma, April 14, 2001. (Pensioner)

Henry Kalama, Book No. 3111. Born in Hawaii in 1917. Joined SUP in 1944. Died in Castro Valley, California, March 28, 2001. (Pensioner)

Edward E. Bletcher, Book No. 5677. Born in California in 1918. Joined SUP in 1966. Died in California, April 22, 2001. (Pensioner)

Gordon "Blackie" Ellis, Book No. 1478. Born in California in 1911. Joined SUP in 1934. Died in California, May 4, 2001.

Leslie S. Rienosky, Book No. 2088. Born in Alaska in 1913. Joined SUP in 1934. Died in Washington, May 4, 2001. (Pensioner)

Final Departures

Maritime Security Program: *from Page 1*

reliance upon the U.S. citizen owned and operated merchant ships, the U.S. has been able to retain and improve the availability of modern, efficient and militarily-useful commercial vessels to support national security requirements and maintain a competitive U.S.-flag presence in international commerce. We again thank you for your support on this matter, and we look forward to working with you on a timely reauthorization of the MSP program that preserves existing U.S. citizenship standards for MSP contracted vessel operators."

The same group, again including the SUP, wrote to Secretary of Transportation Norman Mineta on April 26, voicing opposition to a Bush Administration proposal to transfer administrative responsibility over the MSP from the Maritime Administration to the Department of Defense. In part, that letter states:

"By vesting direct defense-related Maritime Security Program responsibility in the Secretary of Defense, and reserving day-to-day administration of the Program and the commercial promotion of the Maritime Security Fleet within the Department of Transportation, Congress clearly recognized and affirmed that the Maritime Security Program is intended both 'to meet national defense and other security requirements and maintain a United States presence in international commercial shipping.' Thus, Congress not only struck the proper balance between the traditional commercial and defense aspects of the privately-owned United States-flag merchant marine but specifically decided to keep responsibility over these functions separate. The Administration's current proposal would ignore this dual role performed by our industry, and could have the effect of placing the commercial, trade-related and promotional responsibilities for the privately-owned United States-flag vessels that comprise the maritime security fleet that are presently within the Department of Transportation in the Department of Defense.

"We are extremely proud of the role the United States-flag merchant marine and American seafarers have played in defense of our country throughout our Nation's history. We remain dedicated to this mission and support the Maritime Security Program because it helps our industry continue to meet the sealift requirements of the Department of Defense and ensures that the United States will continue to have available the commercial vessel and transportation resources, and trained seafaring personnel, needed in time of war or other national emergency. As General Colin Powell stated following the Persian Gulf War: 'In war, merchant seamen have long served with valor and distinction by carrying critical supplies and equipment to troops in far-away lands. We must be able to project

power across the seas. This means that not only do we need a strong Navy, but a strong maritime industry as well.'

"Consequently, our opposition to the Administration's proposal to transfer the administration of the Maritime Security Program to the Department of Defense should not be construed as representing a desire on our part to lessen the critically important role presently played by the Department of Defense in the implementation of the Maritime Security Program, or to weaken our obligations to the Department under the Emergency Preparedness and VISA Programs. Rather, we oppose the Administration's proposal because we strongly believe that the responsibility for the commercial aspects and promotion of our industry rightfully belong with the Department of Transportation, and not the Department of Defense.

"We ask that the Administration reconsider its proposal and reaffirm the action taken by the Congress when it delegated responsibility over the various aspects of the Maritime Security Program. We stand ready to provide whatever additional information you may need, and to work with you and the Administration to develop a stronger, more competitive United States-flag merchant marine that is even better able to meet the economic and defense requirements of the United States. Sincerely,

American Maritime Congress
 American Maritime Officers
 American Maritime Officers Service
 American Ocean Enterprises, Inc.
 American Roll-on Roll-off Carrier
 American Ship Management, LLC
 APL Limited
 Central Gulf Lines, Inc
 Crowley Maritime Corp.
 E-SHIPS, Inc.
 Farrell Lines, Incorporated
 First American Bulk Carrier Corporation
 International Organization of Masters, Mates & Pilots
 Labor Management Maritime Committee
 Maersk Line Limited
 Marine Firemen's Union
 Maritime Institute for Research and Industrial Development
 Maritime Trades Department, AFL-CIO
 Matson Navigation Company, Inc.
 National Marine Engineers' Beneficial Assoc.
 National Maritime Union
 OSG Car Carriers, Inc.
 Sailors' Union of the Pacific
 Seafarers' International Union
 Sealift, Inc.
 Transportation Institute
 Transportation Trades Dept., AFL-CIO
 U.S. Ship Management, Inc.
 Waterman Steamship Corporation"

Hulk of *New Carissa* still plagues Oregon

Unhappy about the delay in removing the remains of the *New Carissa*, Oregon governor John Kitzhaber said the state will hire its own consultant to review the findings of London-based BMT Murray Fenton, which reached the conclusion that the ship's stern should be left where it is. The wood-chip carrier went aground in 1999 near the Port of Coos Bay.

Kitzhaber will also ask the state consultant to examine whether the ship's insurer's failed attempt to remove the stern in 1999 contributed to its current condition. Last year, Kitzhaber demanded that the ship's owners, Green Atlas Shipping, remove the remaining wreckage or pay the state \$25 million.

Kitzhaber said any decision to sue the ship's owners or its insurer, Britannia Steam Ship Association, would hinge on the results of the state consultant's report.

Owners of the *New Carissa* are currently suing the U.S. government claiming that inaccurate navigation charts caused the vessel's grounding.

American President Lines buys American Automar

APL, Ltd., subsidiary of Singapore-based Neptune Orient Line (NOL), announced on May 23, that it was buying Bethesda, Maryland-based American Automar for \$50 million in cash.

American Automar provides U.S.-flag sealift services to the Defense Department and other government agencies.

According to a press release issued by NOL, "American Automar will continue to operate as a separate company under its current name, management and organization structure." Automar vessels are crewed by the SIU-A&G and the AMO.

To gain approval for the purchase from the Maritime Administration, American Automar had to divest itself of its subsidiary Automar International Car Carriers which operates three vessels under the Maritime Security Program (MSP). MSP vessels can only be operated by U.S. citizens. American Ship Management holds operating agreements for nine MSP vessels that are chartered to APL.

Congressman hits the deck in the House to support Maritime Security citizenship requirements

Representative Duncan Hunter (R-CA), in remarks on the floor of the House of Representatives on April 26, made it clear that U.S. citizenship requirements under the Maritime Security Program must be retained.

In his remarks he stated that:

"As chairman of the Merchant Marine Panel of the House Armed Services Committee, I rise today to address a matter under the Jurisdiction of my panel which is of the utmost importance to the national security and the maritime capability of the United States, namely the need to re-authorize the Maritime Security Program (MSP).

"The MSP program was established by the Maritime Security Act of 1996. The program was designed to maintain the continued presence of an active, privately-owned, U.S.-flag and U.S.-crewed merchant shipping fleet that would provide sustained sealift capability in time of war or national emergency. That Act phased out the operating differential subsidy program, provided reduced payments to vessel operators who agreed to make vessels and associated intermodal assets available to Department of Defense (DOD) upon request, and authorized \$100 million annually for MSP program funding. Without the MSP program, U.S.-flag vessel owners would have been forced to shift their operations to foreign flags with foreign crews in order to maintain internationally competitive. This would have been detrimental to our national security interests.

"The MSP has proved very successful. Today, 47 U.S.-flagged commercial vessels, crewed by U.S. citizens, participate in the MSP program.

"These vessels are engaged in the foreign commerce of the U.S. and are enrolled in DOD's Emergency Preparedness Program to ensure that such vessels and associated worldwide intermodal transportation and management assets are incorporated into DOD sealift plans and programs, and are immediately available to meet military sealift requirements.

"Without the MSP the cost to DOD would be substantial—approximately \$800 million annually would be required by DOD to provide similar sealift and related system capacity on its own for the rapid and sustained deployment of military vehicles, ammunition and other equipment and material.

"Authorization for the MSP is for a ten-year period up through September 2005. To ensure the continued operation and viability of a maritime security fleet of privately-owned, militarily-useful U.S.-flag vessel operators, Congress needs to move forward with the reauthorization of the MSP. This would provide the industry with the timely assurance they need that the MSP program will continue beyond the year 2005.

"Additionally, I am concerned over rumors that U.S. citizenship requirements for this program could be modified. I strongly believe that reauthorization of the MSP program must ensure that current United States citizenship requirements continue to apply for operators of U.S.-flagged, U.S.-crewed commercial vessels.

"The MSP program now requires that priority be given to MSP vessel operators that are owned and controlled by United States citizens (such operators are commonly known as "Section 2 citizens" under Section 2 of the 1916 Shipping Act). Such U.S.-ownership and U.S. control requirements are critical to the continued viability of the MSP program and must be preserved."

Editor's note: Under current law, a "Section 2 Citizen" is an entity that is at least 51% owned by bona fide U.S. citizens operating vessels under the Maritime Security Program. "Section 2 Citizens" have what is referred to as a first-tier priority for receiving operating agreement under MSP. It has been suggested by some that this priority system be eliminated so that a so-called "documentation citizen"—a U.S. subsidiary of a foreign-owned corporation—would have the same eligibility rights under MSP and such subsidiaries would not have to charter their vessels through a "Section 2 Citizen."

New federal system to intercept contraband

"Maritime Domain Awareness," a new data system to enhance federal agencies' ability to intercept contraband or dangerous goods entering the nation on oceangoing vessels was the subject of a memorandum of understanding signed by the National Security Council, the State Department, Immigration and Naturalization and other agencies.

J.W. Underwood, director of intelligence and security at the Transportation Department, said Federal agencies believe they need better tools to be able to assess the risk of oceanborne cargo coming into the nation. "We have to come up with better, technically advanced methods of screening cargo," he said, in an interview at the annual conference of the National Cargo Security Council, last month.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Lee Dancer	20.00
Daniel Gonzales	100.00
Charles Irvin	50.00
Gunnar Larsen	75.00
Carlos Medina	20.00
Rudy Menchaca	100.00
Abdulhameed Mohamed	20.00
John Palanapa	20.00
David Pangan	20.00
George Sherbula	10.00

Wall of Honor

(San Pedro Merchant Marine Memorial)

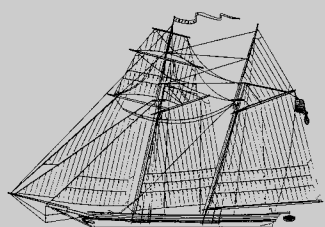
Leo Endries	50.00
Diane Ferrari	25.00
George Sherbula	10.00
Donald Steffens	10.00
Ernest Stimach	40.00
Johnny Yee	50.00

West Coast Sailors

Pat Carrillo	20.00
Kevin Conroy	10.00
Lee Dancer	10.00
Romaine Dudley	10.00
Mike Duvall	20.00
Clinton Gregg	30.00
Michael Hudson	20.00
Charles Irvin	25.00
James Kawasaki	20.00
Gunnar Larsen	25.00
Orson Larsen	10.00
Jose Lopez	10.00
Thomas Mariner	25.00
John McCarthy	25.00
Leonard Millsap	20.00
Abdulhameed Mohamed	25.00
Jose Obsuna	20.00
John Palanapa	20.00
James Saiki	20.00
George Sherbula	10.00
Donald Steffens	25.00
Fred Trench	25.00
Johnny Yee	50.00

Political Fund

Danny Colton	10.00
Richard Crowell	30.00
Lee Dancer	20.00
Martin Davis	20.00
Leo Endries	50.00
Tony Fague	40.00
Diane Ferrari	25.00
Edgardo Franco	10.00
Knud Jensen	100.00
Tony Jones	3.00
Gunnar Larsen	75.00
Jose Lopez	10.00
John Lundborg	100.00
Gunnar Lundeberg	25.00
Donnie Marris	50.00
John McCarthy	25.00
Gary McDevitt	20.00
Jack Milano	20.00
Abdulhameed Mohamed	20.00
John Palanapa	20.00
David Pangan	20.00
Michael Parenteau	20.00
Ray Ramirez	50.00
George Sherbula	10.00
Dawnelle Spaccorotelli	20.00
Donald Steffens	25.00
Richard Stinson	10.00
Fred Trench	75.00
Antonio Ymas	20.00



Dues-Paying Pensioners

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

Captain sentenced for Galapagos grounding

The captain of the tanker, *Jessica*, that ran aground and dumped nearly 240,000 gallons of diesel fuel off of the Galapagos Islands was sentenced to 90 days in jail and stripped of his maritime license, this month.

Captain Tarquino Arevalo was found guilty of breaching a number of shipping laws, mostly relating to safety and navigation. He will serve his sentence in a naval prison.

The vessel ran aground in January in the Galapagos Islands and listed for three days before rough surf forced nearly all the oil to leak into the surrounding waters. Most of the spill was pushed into the open sea, averting an environmental catastrophe in the ecologically fragile Galapagos Islands. The wreck is still on the rocks awaiting a decision whether to remove it or not.

Funds to restore *C.A. Thayer* in federal budget



The schooner *C.A. Thayer* alongside Hyde St. Pier, San Francisco. Photo by Steve Danford

Saying that "our cultural treasures will wait no longer," Secretary of the Interior Gale Norton, upon visiting San Francisco Maritime Park and its historic sailing vessel the *C.A. Thayer* on April 6, announced the inclusion of nearly \$9.3 million of capital funds in President Bush's fiscal year 2002 budget for much needed repairs to the ailing ship.

"The *C.A. Thayer* is a vital, living cultural experience. But today it's one of the eleven most endangered historic places in all of America," Secretary Norton stated. For too long, this historic landmark has been in danger. I am happy to report that help is on the way," Secretary Norton stated.

Secretary Norton was joined at the announcement ceremony by Maritime Park Superintendent William G. Thomas,

Maritime Park Association President George Fleharty and its Chief Executive Kathy Lohan. They were joined by 4th and 5th grade school children from Sacramento's public school system participating in the Association's *Age of Sail* living history education program. "The *Age of Sail* program is housed on the *C.A. Thayer* and serves 12,000 children each year. The program would be significantly impacted if the vessel were no longer afloat," said Ms. Lohan. "We are thrilled with Secretary Norton's announcement and look forward to Congress' approval later this year."

Built in 1895, the *C.A. Thayer* is one of only two surviving schooners from a fleet of 900 that carried lumber from the Pacific Northwest, spurring rapid growth of several California cities including San Francisco and many others in the Bay Area. She later sailed to Alaska and the Bering Sea as a salmon and cod fishing vessel. The *C.A. Thayer* was the last commercial sailing vessel to operate from a West Coast U.S. port. It has been berthed at San Francisco's Hyde Street Pier since 1963. Over 200,000 people from throughout the world visit the *C.A. Thayer* each year. Former SUP Secretary Harry Lundeberg was instrumental in saving the *Thayer* from the scrap-heap and bringing her to San Francisco.

Established in 1950, the San Francisco Maritime National Park Association is the official nonprofit partner of the San Francisco Maritime National Historical Park, a unit of the National Park Service. In partnership with the National Park Service, the Association helps to preserve and restore the historic ships of Hyde Street Pier, as well as their companion artifacts and literature. The San Francisco Maritime Park is the sixth largest cultural organization in the city, maintaining and exhibiting the largest collection of historic vessels in the world. The Association offers a broad range of education and preservation activities, reaching out to various groups including schools, community based organizations, and elders. For further information about the *C.A. Thayer*, the *Age of Sail* living history program for school children, or Maritime Park, please call 415-561-6662.

Preparing for Maritime Day



On Saturday, May 12, these volunteers cleaned up the San Pedro Merchant Marine Memorial in preparation for Maritime Day. From left: Sol Ayoob, former MFOV Port Agent, Bill DeBenedictis (SUP), Ed Schmid (MFOV), Frank Gullett, Ian Stessor (SUP), Ed Sandro (SUP), innocent bystander, Milty Caballero (SUP), and Susan Mitchell.

Photo by Mark Hurley.

Matson forms alliance with air freight forwarding company

Matson Navigation Company has formed an alliance with Commodity Forwarders, Inc. (CFI), an international air freight forwarding company. Based in Los Angeles, with offices in Honolulu, Hilo, Kahului, and Lihue, CFI buys space on commercial airlines and tenders special airline cargo containers. "Under Matson's alliance with CFI, the service provided will expand from handling only perishable cargo to all types of freight, including dry and specialty cargo," said C. Brad Mulholland, CEO of Matson Navigation Company. There will be three types of air freight service offered: expedited service (within 24 hours), regular service (delivery within two to three days), and deferred service (delivery within three to four days).

"Another important service initiative is underway here in Honolulu at Matson's terminal facility at San Island. Following extensive planning and research, Matson Terminals commenced [in January] with a \$31.5-million terminal improvement project"—dubbed "Team 2000."

The goal for that project is to provide improved service to customers, as well as the trucking community that uses the terminal, and to accommodate projected growth through the year 2020, the carrier said.

Matson wants to increase capacity "by implementing a new operating mode at the

terminal," involving converting it from a straddle carrier operation to a partial wheeled operation. The conversion of the terminal should allow for more flexibility to vary the layout of the facility to meet cargo flow and volume demand.

"Instead of making truckers wait to be served by a straddle carrier, a partial wheeled facility will allow truckers to merely connect or disconnect with the container/chassis combination at a designated location in the container yard, which will save a lot of time," Mulholland added. The Department of Transportation Harbors Division and the Hawaii Department of Land and Natural Resources are providing a terminal annex across the street from Matson's facility during the conversion.

Extending into the general Hawaiian community, Matson is in the process of launching an environmental community relations program, through which the carrier will donate the use of container equipment on Oahu, Maui, the big island, and Kauai for environmental cleanup projects arranged by non-profit organizations. Matson said it will pay for trucking expenses incurred in the delivery and pickup of the containers, and make a "\$1,000 cash contribution" to each non-profit group that successfully completes a cleanup initiative.

Ship Loan Guarantee Funding backed by members of Congress

Key members of the House and Senate have taken exception to the Bush Administration's characterization of the Title XI Ship Loan Guarantee funding program as a "superfluous corporate subsidy."

Representative Randy "Duke" Cunningham (R-CA) and 62 other House members told the House Appropriations Committee that "Title XI commercial shipbuilding has sustained the national defense shipbuilding industrial base of 9,080 companies, employing 879,014 Americans in 47 states."

On the Senate side, Majority Leader Trent Lott (R-MS) and 38 of his colleagues also went on record in support of a \$100 million fiscal year 2002 appropriation for Title XI.

Transportation Secretary Mineta praises U.S. merchant marine

In a speech made on Maritime Day, May 22, Secretary of Transportation Norman Mineta praised the accomplishments of the U.S. merchant marine.

At the U.S. Navy Memorial in Washington, Secretary Mineta stated that:

"This annual observance commemorates the accomplishments and sacrifices of the United States Merchant Marine. Each time, in the last century, our Nation's military deployed to protect U.S. interests, the lives of America's men and women were placed at risk. And in each one of those deployments, their logistical lifelines — the U.S. Merchant Marine — were right alongside, or close behind, with the tools to get the job done and return home safely.

"That scenario is still true today. The civilian seafarers' role has never been easy, but it has become less dangerous than it once was. Today we pay tribute to the 'way it was' for a quarter of a million U.S. merchant seamen in World War II.

"No war better exemplifies the spirit of sacrifice that defines what service in the U.S. Merchant Marine is all about. During the Second World War, roughly one in 30 Merchant Marines died in the line of duty. Those figures represent a

higher percentage of war-related deaths than any of the armed services except the Marine Corps.

"Nearly 7,000 seamen perished at sea, most as a direct result of engaging the enemy. More than 11,000 were wounded. And more than 600 spent part of their service interned in prison camps. Stanley Willner, a Merchant Marine prisoner of war, was forced to work on the infamous Death's Railway—the Burma-Siam (Thailand) railroad. His story, and that of many others, was retold in the film, *The Bridge Over the River Kwai*.

"In the dark days of 1942 when Allied shipping in the Atlantic was being lost at horrific rates, the steel bridge across the ocean bent and swayed—but never broke. The seamen's iron will ruled their fears. Doing one's duty was expected. Being scared was just part of the job.

"And there was something else. They knew this war was for keeps. As 'G.I. General' Omar Bradley grimly noted: 'In war there is no second prize for the runner up.' So, they soldiered on.

"The great World War II invasions retold in film and books—North Africa, Italy, Normandy, Philippines, Okinawa—could not have succeeded without the

The SUP in the Ewa



Left to right: Colin Dewey, Mike Bailey bosun, Dave Sylstra, Vern Johansen, Romaine Dudley, John Crockett, Bill Berry and kneeling is Jeremy Bert, Captain, after a fire and boat drill.

I asked Andy to ship me a good gang, he instead shipped a great gang. Thanks to the SUP "the only sailor's union."

J.W. Bert, Master, *s/s Ewa*
and still an SUP member.

Puerto Rico wants Jones Act repealed

Puerto Rico's Senate on March 31, approved a resolution calling for repeal of the Jones Act as it applies to Puerto Rico. The legislators are ordering the International and Federal Affairs Committee to investigate cabotage laws with the purpose of asking the U.S. Congress to eliminate their applicability to Puerto Rico. The resolution says cabotage laws "inflate shipping costs" and also references a proposed transshipment port on the southern coast of the island.

John McCown, chief executive of Trailer Bridge, took issue with the con-

tion that eliminating the Jones Act could significantly reduce transportation costs to and from the island.

He contended that labor is a single-digit expense for Puerto Rico carriers and that the ability to employ foreign seafarers would have little overall impact on tariffs. While southbound rates might fall, McCown said rates on northbound shipments would rise rapidly because they would have to compete with shipments from South America and other Caribbean nations for space aboard vessels returning to the United States.

dogged performance of seafarers in difficult and dangerous conditions.

"U.S. mariners faced danger in virtually all the world's great oceans and seas. However, the Run to Murmansk, combined elements of danger from both enemy and nature.

"For the Allies to get supplies to its war-time partner, Russia, the most direct route from Great Britain lay through the Denmark Straits between Iceland and Greenland. From there, ships sailed around the North Cape of Norway into the ports of Murmansk and Archangel, well north of the Arctic Circle.

"Indeed, the fact that cargo made it through to America's G.I.s was a story in itself. America's wartime cargo from the homeland to the Pacific and Europe totaled more than 268 million long tons. In the last year of the war the delivery rate reached 8500 tons every hour of every day.

"Those numbers are impressive even now, but they are extraordinary when one considers that the fleet workhorse was the modest ugly duckling Liberty ships. These plodding workhorses could move no faster than 11 knots and carried only a fraction of the cargo of today's container ships.

"There is no end to the stories one could tell. Individual and collective acts of heroism — many of you know seamen who served in the war that, by all accounts, was the U.S. Merchant Marine's finest hour.

"Just two weeks ago, I spoke at the U.S. Merchant Marine Academy's Battle Standard Dinner in Kings Point. This world-class maritime institution is justly proud of the contributions its war-time classes made. Thousands of young men — from abbreviated classes — went to sea to deliver the goods to America's fighting force. Sadly, out of those thousands, 142 midshipmen perished.

"Supreme Allied Commander General Dwight Eisenhower understood the sacrifice and accomplishment of U.S. merchant seamen: 'When final victory is ours, there is no organization that will share its credit more deservedly than the Merchant Marine.'

"History records that such sentiments were not unique. FDR and Churchill, Generals Marshall and MacArthur, Admirals Nimitz and Halsey and other giants of that era knew the worth of the U.S. Merchant Marine and trumpeted it to a grateful public."

ESU Office Assignments

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

ESU NEWS

MAY 2001

Official Publication of the Exxon Seamen's Union

ESU bargaining committee meets with SeaRiver management

On Monday May 14, 2001, the Exxon Seamen's Union bargaining committee, along with our attorney Ms. Sharon Groth, met with SeaRiver Maritime's Operations Vice President Mr. Jack Buono and Mr. Albert Galik SeaRiver Maritime's General Counsel. The Exxon Seamen's Union Executive Board had informed the membership earlier of the impending meeting.

In our communication to the ESU membership, we emphasized that this meeting was not a bargaining session. It was a communication meeting suggested by Mr. Buono and agreed to by the ESU Executive Board. Many of our members had asked the question, "Why have a meeting when we have stated our position over and over? Why have a meeting if you're not bargaining?" Both are very good questions and deserve rational answers.

The ESU Executive Board understands the frustration, disillusionment and anger that the membership feels toward management in view of what has transpired over the last year. We understand your skepticism that anything of value will be derived from such a meeting. The reason that the ESU Executive Board agreed to the meeting was to clarify our position, clear up any misconceptions that management may have regarding our position and to find out if there is any common ground to re-energize the stalled negotiations. The talks were frank, candid and straightforward. The ESU restated their position and management expressed their thoughts and philosophical viewpoints.

It is the opinion of the ESU bargaining Committee that the meeting was positive. We hope that we can build on this percept. Time will tell.

Strike authorization vote deadline is May 30

The deadline for the strike authorization vote that was sent out in April, is May 30, 2001. If you haven't voted yet please take the time to do so.

Since June of last year the SeaRiver negotiating team has engaged in bad-faith bargaining. They have stalled the wage re-opener for an entire year and they have been disingenuous and deceptive throughout the negotiations.

An overwhelming YES vote for the strike authorization would provide a clear and unambiguous statement to the company that

not only does the Executive Board have the support and confidence of the membership, but also that the membership is equally committed to obtaining fair and just recognition for their labor and sacrifices.

The Executive Board thanks the membership for their continued support and trust. With the membership's unwavering support we can, and will overcome the Robber Baron tactics of the present management to achieve a resolution that rewards our members for their past and present sacrifices.

Socony Mobil Boatmen's Union seeks affiliation

On May 7, and 8, Mr. Don Kinsey and Mr. Mike Thomason of the Socony Mobil Boatmen's Union, visited the ESU offices in Baytown, Texas, to discuss issues of mutual concern and to explore the possibility of a merger or affiliation with the ESU. ESU President, Mr. Jerry Patterson, ESU Vice President, Mr. John Straley, and ESU Secretary, Mr. Thomas Thompson, along with our attorney Ms. Sharon Groth, participated in these discussions.

These discussions were very informative and enlightening as to what SeaRiver is doing to their employees in the North East. Mr. Kinsey spoke of the working relationship that existed with Mobil before the merger with Exxon. He said the relationship with Mobil was built on honesty, integrity and mutual respect. He said that SeaRiver management had expressed a desire to continue, and even build on that type of relationship. Mr. Kinsey then spoke of his outrage when after several rounds of negotiations SeaRiver management outright misrepresented what they had promised earlier.

We told Mr. Kinsey that the ESU had tried on numerous occasions to develop a non-adversarial harmonious relationship with SeaRiver management only to be subjected to the same demeaning treatment that they are presently encountering. We explained to Mr. Kinsey that the very treatment that he is outraged over is a way of life and business as usual for SeaRiver Maritime. It is the same treatment that was the driving force behind our membership's decision to affiliate with the Sailor's Union of the Pacific in 1999. It is the same treatment that has caused the 2000 wage re-opener to drag on for a year. And it is the same treatment that has caused the ESU to take the unprecedented step of asking the ESU membership for a strike authorization. The SeaRiver bargaining team has never attempted to bargain in good faith, they have employed shameful tactics, and they have been disingenuous from the beginning.

The ESU has pledged to assist our union brothers/sisters in the Northeast. Mr. Kinsey said that while his focus was primarily directed at exploring the possibility of affiliating with the ESU, he intended to keep his options open. These discussions are ongoing. It should be noted that any addition to our bargaining unit is subject to approval by a vote of the entire ESU membership as per the Constitution and By-Laws. We will keep the membership informed as these talks progress.

Carlos Castro awarded \$2.8 Million in suit against SeaRiver Maritime for negligence in S/R Charleston accident

A Federal Jury awarded Mr. Carlos Castro an Oiler in the SeaRiver Ocean Fleet and a longtime loyal member of The Exxon Seaman's Union \$2.8 million dollars on May 17, 2001.

The award was for an accident that occurred aboard the *SeaRiver Charleston* in March 1998, that crushed Mr. Castro's leg and left him unable to return to work. Mr. Castro was represented by Latti and Anderson a Boston, Massachusetts law firm. His attorney Ms. Carolyn Latti said that Mr. Castro sued under the provisions of the 80-year-old Jones Act, which allows seamen to sue their employers under some circumstances.

During the trial, Ms. Latti introduced evidence showing the rack holding the

heavy steel plates had failed days earlier, and that the ship's chief engineer had done nothing to correct it before Mr. Castro's accident.

The jury award was \$1.2 million for lost wages and \$1.6 million for future pain and suffering. Ms. Latti said she believed jurors also were convinced the company had tried to protect itself from accepting responsibility. From the moment he went to the ship's hospital, they were already defending this case, said Ms. Latti.

She also stated that Mr. Castro was asked to sign a statement asserting the accident was his fault, while he lay, heavily medicated, in the hospital in Texas after he was removed from the ship.

Ship reports

S/R American Progress

Currently on the Valdez/Anacortes run. Ed Stoeckel filling in as temporary Ship Representative. Ed reported in and expressed the sentiments of just about every unlicensed member in the fleet. "Tell management we want our money now!!" Other than long sea tours there were no outstanding beefs.

S/R Baytown

Ship will call on the port of San Francisco on May 19th. Mr. Joe Butler is serving as temporary Ship Representative. Following discharge at the Shore Terminal in Martinez the vessel will clean up for shipyard (TAPS) survey in Portland.

S/R Benicia

An ESU Board officer visited the ship May 5 at the Valero Dock, in Benicia. Regular Ship Rep. Joe Graca back from paid leave. No problems.

S/R Charleston

Vessel visited April 25 in Baytown. No major beefs. Mike Gore filling in for Chester Bell. Mike reports all going well. The Ship will head for Tampa, New York, Puerto Rico and then to the Shipyard in Mobile, Alabama. It will be in the yard for just over 30 days.

S/R Galveston

Ship visited while at SHORE terminal Martinez on May 4 and May 18. All running smoothly despite rampant rumors about the vessel's future. Regular Ship Rep. Mark Myser back from paid leave.

S/R Hinchinbrook

Ship visited at Valero, Benicia on May 22. Great group onboard enduring well despite long tours and not knowing when they will be relieved. Another Grievance regarding the call out of the pump man. Ship headed for Hawaii after loading in Valdez. Brendan

Martin elected as Temp. Ship Rep. to replace Roberto Alps.

S/R Long Beach

Vessel visited at Chevron LW, Richmond on May 15. Odley Banks filling in as Temp. Ship Rep. Ship running smoothly following a difficult shipyard period.

S/R Mediterranean

The *Mediterranean* recently made a port call to Port Stanvac, Australia and is scheduled to make a return voyage "Down Under." Company blatantly flies big shots First/Business Class while unlicensed "peasants" fly in the back, in direct violation of our contract. A grievance has been filed.

S/R North Slope

Union officer boarded the vessel on May 15 at Valero in Benicia. Margarida Leca filling in as Temp. Ship Rep. Everything under control. Ship headed for hull repairs in Port Angeles before re-entering ANS service.

S/R Puget Sound

Ship visited at Barbours Cut, Texas and at the Exxon Mobil Docks in Baytown, Texas. Currently transiting the Panama Canal for Long Beach on May 23, then to Valdez and Anacortes. Ship Representative Michael Harrison aboard. Mike signed up new hire Mr. Rex Fernandez. Good job Mike. The ESU welcomes Mr. Fernandez aboard. A crewmember was told he couldn't attend engine skills training because they didn't have enough pumpmen. Members are questioning the rationale of stepping up a MS that also has an AB ticket to Oiler when there is such an acute shortage of AB's.

S/R Wilmington

Visited in Baytown on May 13. Johnny Navarro reports things going smoothly. No beefs.

ESU News

Union Board members: What are their duties?

In last month's edition of the ESU NEWS, we published an article about the fall election. The intent of this article is to clarify what is expected and to assist those candidates seeking election to understand the full scope of being a union board officer. While leadership is an absolute quality necessary to direct and administer the union, it is by no means the only trait required. Certainly, some of the requirements for office are to be found in the ESU Constitution and By-Laws, but these are not all encompassing.

There are a few people who believe that the only thing a board officer does is to board the vessels when in port and respond to the problems of the members on board. In reality, the ship visits are a very minuscule part of what a board officer is required to do. Perhaps this is the least demanding of all the tasks in the daily routine for a board officer.

Another common myth is that the board officer works an eight-hour day and has weekends and holidays off. Nothing could be further from the truth. For the board officer, there is no twelve-hour work rule. An average day is minimally twelve hours and many days require far more time than that to accomplish all that is necessary. Always at the end of each day, a conscientious board officer recognizes that there is still much left undone. And just like being on a ship, if a holiday occurs during a board member's assignment in office, this too is a work day just like any other. There is simply no holiday routine.

Time management, motivation and self-discipline are necessary traits for an executive board member. First, the board member does not have direct supervision and must prioritize those actions to be accomplished and allocate the time and resources to ensure they are done on a timely basis. Frequently, during the day the priorities will change when a telephone call is received and the matter requires urgent attention. And contrary to what many may believe, we on the board do not always get an immediate response from our inquires. We, too, spend much time talking to answering machines and waiting to hear back from the party being called. Seldom is anything achieved without written correspondence. While writing correspondence is time-consuming, it is necessary in order to maintain a record of what has transpired. Notwithstanding the outgoing correspondence generated from the union offices, there are daily incoming correspondences from management, union members, attorneys, different unions and other parties which need to be answered. Then, of course, these must be filed and a precise filing system has to be maintained in order to reference these letters.

Another time-consuming aspect of being a labor representative is attending multiple meetings and the planning and research necessary to be prepared for these events. The board can ill afford to attend a negotiation, arbitration, a meeting with management or with a state or federal agency, another labor organization or with other parties whom we are required to transact business without a prepared agenda and a clear understanding of the facts or purpose of the meeting.

Continuously, the union offices receive an extraordinary amount of industry trade periodicals, magazines, newspapers, government and labor bulletins, regulations from state, federal and international agencies, reference books and information

from other labor organizations. All of these must be read, understood and the information catalogued to stay abreast and be knowledgeable of current developments, laws and trends.

Executive board positions are not part-time jobs. These jobs demand a tremendous amount of personal sacrifice, devotion and commitment. When a board member completes an assignment in office and goes home, their responsibility does not end. It is impossible for a board officer to have an uninterrupted paid leave. There are always follow-up actions after leaving office, which require the officer's attention, and then there are meetings to attend and prepare for. Almost everyday the board officers are called at home from management, the union offices and sometimes even from members.

There is a professional demeanor expected and inherent to being a labor representative. This comportment takes many forms, but is necessary to obtain the respect of management and others with whom the representative comes into contact. It manifests itself in the quality and articulation of communications, both written and oral, and also in the representative's personal bearing and appearance. Honesty, integrity, sound judgment and confidence are all components of this demeanor.

In any endeavor the board officer must always remember that their personal actions and deeds are reflective of the union and its membership. Obviously not all board members past, present or future can or will measure up to these expectations and standards. For we are all individuals with our own strengths and weaknesses. However, we can continually strive to attain these ideals and collectively contribute our own unique talents and abilities to the success and service of the union. Fortunately, for the Exxon Seamen's Union there are many dedicated, intelligent and committed members who possess the talents and abilities to not only serve their union, but to improve it and face the challenges ahead. Let us support those willing to come forth and elect the best possible candidates to take our union to the next level of professionalism.

BCBS prescription update

As reported in last month's Ship Representative letter, several members had problems with the Advance Paradigm prescription plan. They had reportedly been overcharged on their co-payment. Additionally, some members were told that could only get a thirty day supply instead of the ninety day quantity that is usually supplied.

The ESU investigated these occurrences and it appears that some time around the first part of April, BCBS made another boo-boo. Instead of charging the \$5.00 co-pay for a ninety-day supply, they were charging \$15.00. This was an erroneous computer entry by BCBS system wide. Unfortunately it took almost a month to straighten it out.

Ms. Camille Rosenthal, the area representative for BCBS assures us that it has been straightened out. Ms. Rosenthal also stated that BCBS will reimburse those individuals that were over charged. How they will do this is yet to be determined. As soon as the method of payment is decided we will pass this infor-

Busy times for SeaRiver recruiting

On May 4, 2001, 11 Able Seamen completed new hire orientation in Vallejo, California. Their services are greatly needed to provide relief to the long sea tours currently being endured by our members. The Company had hoped for at least 15 in this class but there were a few no-shows. Even though the Company has conducted several new hire classes, a need for additional personnel still exists.

Currently, Human Resources is recruiting unlicensed employees for another new hire orientation class that will begin on June 4, 2001. The last two groups of new employees have been predominately ABs (still looking for several more) but this class will also include entry-level personnel to satisfy attrition that has occurred in the Maintenance Seamen rating. Since January 1, 2000, the Company has hired a total of approximately 100 unlicensed employees (not including Mobil employees that transferred). Through attrition, the Company has lost almost 20% of this group. At the normal attrition rate for all employees, plus the exceedingly high rate of turn over for new employees, it would be reasonable to expect this hiring trend to continue.

When the ESU Executive Board met with Vice President of Operations, Jack Buono in Houston on June 14, we brought up the reason the Company has an employee retention problem. Obviously, inadequate compensation is a common denominator for people leaving. The June new hire orientation class will conclude around the third week of the month. Assignment placement will occur shortly thereafter.

If you're sailing with a new employee, please take the time to make them feel welcome and give them a hand onboard ship. If you know of someone who is interested in sailing for SeaRiver, please have him/her call recruiting at 877-290-1422 (ext. 3) or 713-758-5247.

Not to be trusted

Recently the ESU Board filed a grievance regarding travel to the *S/R Mediterranean*. Per our agreement, the unlicensed employees should be granted the same type of transportation as the officers when traveling to and from the *S/R Mediterranean*. SeaRiver has started allowing officers to travel first/business class while the unlicensed are still being required to travel coach class.

In 1993, the ESU Executive decided to take a different approach to contract negotiations by using the Interest Based Bargaining (IBB) method. IBB's approach is one where both parties, through the IBB process, tries to help the other side satisfy their interest on an issue. One issue that SeaRiver (then Exxon Shipping Company) had high on their list was reducing overseas travel cost to the *S/R Mediterranean*. At the time, unlicensed and licensed employees were traveling first/business class to the *S/R Mediterranean* as per the ESU Contract and under an Exxon policy that said if you travel over an ocean you would not have to fly coach class.

Once Exxon Shipping Company became SeaRiver Maritime, Inc., management planned to modify the travel policy to allow only the President of the Company (then Gus Elmer) to travel first/business class. Everyone else would be required to travel coach or tourist class. Management thought coach class travel to and from the vessel would be appropriate for the unlicensed employees since all the officers would be traveling in the same manner. Paul Revere (then Vice President) was a part of management's bargaining committee. At those negotiations he stated, "In the future, all Company travel will be tourist class once SeaRiver comes in. This will be the new company policy for officers as well as unlicensed." Mr. Revere further stated that if there was a change to the policy, the unlicensed employees would be granted the same class of travel.

Again, this is another prime example of the Company saying one thing but doing another. How can SeaRiver management be trusted to honor what has been negotiated in good faith when they turn around and just do whatever they want later? Certainly, as the Board prepares for contract negotiations we will remember instances such as this.

Incidentally, the Board has notified management that any future negotiations will be conducted in the traditional manner. IBB can only be successful when both parties are honest and forthright and truly willing to help one another. That is a concept that SeaRiver management has yet to grasp.

mation on to you.

The problem regarding the quantity has been resolved also, and BCBS is continuing to issue a ninety-day supply. If you should have a problem with BCBS and they fail to correct it to your satisfaction, you can get in touch with Ms. Rosenthal at (713)663-1158.

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

EXXON SEAMEN'S UNION

Founded March 28, 1941

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Sailors' Union of the Pacific/ Training Resources Ltd

Schedule of Course Offerings for 2001

STCW 95 Basic Training

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

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

May 29-June 2	July 23-27	Sep. 10-14	Oct. 29-Nov. 2
June 4-8	July 30-Aug. 3	Sep. 17-21	Nov. 5-9
June 11-15	Aug. 6-10	Sep. 24-28	Nov. 12-16
June 18-22	Aug. 13-17	Oct. 1-5	Nov. 26-30
June 25-29	Aug. 20-24	Oct. 8-12	Dec. 3-7
July 9-13	Aug. 27-31	Oct. 15-19	Dec. 10-14
July 16-20	Sep. 3-7	Oct. 22-26	Dec. 17-21

LMSR Vessel Training (MSC approved)

May 29-June 8	July 10-20	Sep. 11-21	Nov. 27-Dec. 7
June 12-22	Aug. 7-17	Oct. 23-Nov. 2	

Small Arms Training (MSC approved)

June 11-13	July 30-Aug. 1	Sep. 24-26	Nov. 5-7
June 25-27	Aug. 20-22	Oct. 1-3	Dec. 10-12
July 23-25			

Survival Craft (Lifeboatman)

June 25-29	Aug. 20-24	Oct. 29-Nov. 2	Dec. 17-21
July 16-20	Sep. 10-14	Nov. 12-16	Jan. 7-11
July 23-27	Sep. 17-21	Nov. 26-30	Jan. 14-18
Aug. 6-10	Oct. 15-19	Dec. 10-14	Jan. 28-Feb. 1

IMPORTANT!

Get your STCW '95 NOW!

Training Information and Enrollment

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San Francisco Lone Sailor Memorial

The Lone Sailor Memorial will be dedicated this Veteran's Day at the north end of the Golden Gate Bridge in honor of the men and women of the U.S. Merchant Marine, U.S. Coast Guard, U.S. Marine Corps and U.S. Navy. The \$2 million memorial is one of the few in the nation to place the U.S. Merchant Marine on the same level with other services.

Tax deductible donations can be made payable to the U.S. Navy Memorial Foundation, 3450 Sacramento St., #531, San Francisco CA 94118.

Record of SUP Shipping April 2001

	Hdqg.....	Seattle.....	Wilm.....	Hono.....	Total
Bosun.....	7	2	5	1	15
Maint. Man.....	3	0	0	0	3
A.B. Dayworker .	0	0	2	0	2
A.B.	26	8	10	6	50
O.S.	0	1	0	0	6
Ship Util.	0	1	1	0	2
Standby.....	46	17	78	27	268
TOTALS.....	87	28	95	34	244

Welfare Notes

May 2001

Andrew Furuseth School Of Seamanship

The Andrew Furuseth School of Seamanship at Headquarters is open and running. The school is open to all members and should be utilized by every seagoing sailor. Active members Frank Portanier, Romaine Dudley, and Sonny Cooper will be on hand to teach and instruct in all areas of marlinspike seamanship. This is your opportunity to learn or to refresh your skills splicing 8 and 12 strand mooring line. Rigging vices are set up to teach wire splicing, and things are in place to teach everything from knots and hitches to whippings and stitching. The school is a hands on learning center and should be used by all new members as well as all current Able Bodied Seamen and Bosuns. The school hours are posted at Headquarters.

Active members

When submitting claims for dental co-payment reimbursements, please be sure the following information is on the claim: Patients name, date(s) of service, ADA codes and amount paid. **ITEMIZED STATEMENTS & ADA CODES ARE A MUST!**

Payment cannot be made on balance forward statements, cash receipts, VISA receipts or any statement without the above information.

If you are covered by a prepaid dental plan such as Pacific Union Dental, DeltaCare PMI etc., before having any major work done, be sure to verify your co-payment for covered services.

SUP Welfare Plan does not reimburse for upgrades or non covered services. For example: ADA Code 2750-Porcelain with gold crown, your co-pay \$73.00; Upgrade: Porcelain Hi Noble-\$550.00-SUP will only reimburse \$73.00. You will be responsible for the difference.

- Pacific Union Dental, Group 94421 800-229-3775
- DeltaCare PMI, Group 2907 800-801-7105
- Dental Health Services, Group W1033 206-633-2300
- Dina Dental, Group 20111 800-376-3462
- Sakai Dental 310-835-3411

If you need a copy of the schedule of co-payments for your dental plan, feel free to call the Fund Office (415) 778-5490 and one will be sent to you.

HealthNet FlexNet Program

In order to be reimbursed your medical co-payment the following information is needed: HealthNet Flex Net's Explanation of Benefits. Payment cannot be made on balance forward, cash receipts, visa receipts or any statement that does not accompany the Explanation of benefits from HealthNet.

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**

SUP pickets Catalina Cruises in solidarity with IBU



On May 2, the former employees of Catalina Cruises picketed Catalina Red & White Cruises. When Catalina Cruises shut down, they threw dozens of Inlandboatmen's Union of the Pacific/ILWU members out of work. Now Catalina Red & White Cruises has started serving that route without authorization from the State PUC and without the IBU. Picketing at Catalina Terminal, in support of the IBU, are SUP members Scott Griggs, Dave Morgan, Jim Crandall, John Folcarelli, Tony Figueroa, Bill McManus, Ernie Jalomo, former Wilmington Branch Agent Duane Nash, Wilmington Branch Agent Mark Hurley, and Al Brown.



SUP President's Report

May 14, 2001

LMSR: WAGE AND BENEFIT INCREASES

As reported last month, the SUP and MFOW met with representatives of American Ship Management on April 2 to discuss wages and wage-related items in the Large Medium Speed Roll-On/Roll-Off (LMSR) vessels managed by ASM's subsidiary, Patriot Contract Services, for the Military Sealift Command (MSC) for the third through fifth year of the agreement.

The agreement between the Unions and ASM calls for a 3% increase on the total crew cost (by job rating) for each year of the agreement, with the Unions having the right to allocate the increase to wages and the benefit plans.

After much discussion and exchange of data between the Unions and ASM, the SUP and MFOW agreed to allocate the same percentage of the increase to wages and to the respective Unions's Welfare, Money Purchase Pension Plan, and the Joint Employment Committee (hiring hall). Overtime and premium rates will increase by 3% on each anniversary date, of the agreement, which is July 23, 2001, July 23, 2002, and July 23, 2003.

Therefore on April 13, signed a Memorandum of Agreement with Patriot, subject to membership approval, covering wages and wage-related items for the LMSRs from July 23, 2001, through July 23, 2004.

The following is the complete Memorandum. It should be noted that the current (2000-2001) wage rates are printed for comparison.

MEMORANDUM OF AGREEMENT

This MEMORANDUM OF UNDERSTANDING is entered into as of April 13, 2001, by and between the SAILORS' UNION OF THE PACIFIC, SIU-PD ("Union") and AMERICAN SHIP MANAGEMENT, LLC ("Company").

This Memorandum of Understanding modifies the Memorandum of Understanding entered into as of July 10, 1999 between the Union and the Company regarding the terms and conditions of employment for the operation and maintenance of the Large Medium Speed Roll-On/Roll-Off (LMSR) ships under MSC RFP N00033-98-R-5302.

The Union requests and the Company agrees to reallocate the wage and benefit increases that are listed in Appendices A1, A2 and A3 for the third, fourth, and fifth years.

The parties therefore, agree that the wages and wage-related items of those ratings be covered by this union shall be as set forth in amended Appendices A1, A2 and A3 for years three, four and five, as attached and dated April 13, 2001.

Dated: April 13, 2001

Signed by: Saunders Jones
American Ship Management LLC
Gunnar Lundeberg
Sailors' Union of the Pacific

FOSS MARITIME COMPANY

On April 16, Vice-President Dave Connolly, SUP delegates Mike Worth and Tom Tynan, affected tankermen Paul Wuestewald and Mike Higa, and your secretary, met with Scott Merritt, San Francisco Regional Director, and Ern Russell, Marine Superintendent for Foss Maritime Company to clarify work rules contained in Section 30 of the collective bargaining agreement pertaining to the barge *San Pedro*. The language agreed to, amends the agreement and reads as follows:

1) If the tankerman is knocked off for a period that encompasses 1800 to 0600 and another tankerman works the barge, the barge shall be considered unmanned for that period of time and Section 30.04 shall apply.

LMSR wage and benefit rates 2000-2004

Full Operating Status (FOS)

	Monthly Wage	Daily Wage	Supple. Benefits	Money Purchase Plan	Health & Welfare	JEC	Total	Total Fringes	Premium Rate	Overtime Rate
<u>Year 2 (2000-2001)</u>										
Bosun/AB	3,598.31	119.94	39.94	13.00	32.00	2.25	87.19	207.13	21.69	17.19
AB	2,585.71	86.19	28.70	13.00	32.00	2.25	75.95	162.14	16.71	11.87
OS	1,987.80	66.26	22.06	13.00	32.00	2.25	69.31	135.57	13.27	11.15
<u>Year 3 (2001-2002)</u>										
Bosun/AB	3,669.05	122.30	40.73	14.00	33.83	2.50	91.06	213.36	22.34	17.71
AB	2,625.79	87.53	29.15	14.00	33.83	2.50	79.48	167.00	17.21	12.22
OS	2,032.52	67.75	22.56	13.00	33.83	2.50	71.89	139.64	13.66	11.49
<u>Year 4 (2002-2003)</u>										
Bosun/AB	3,774.06	125.80	41.89	14.00	35.06	3.00	93.95	219.75	23.01	18.24
AB	2,699.68	89.99	29.97	14.00	35.06	3.00	82.03	172.02	17.72	12.59
OS	2,087.81	69.59	23.17	13.00	35.06	3.00	74.23	143.83	14.07	11.83
<u>Year 5 (2003-2004)</u>										
Bosun/AB	3,887.58	129.59	43.15	14.00	36.36	3.25	96.76	226.35	23.70	18.78
AB	2,780.91	92.70	30.87	14.00	36.36	3.25	84.48	177.18	18.26	12.97
OS	2,150.02	71.67	23.87	13.00	36.36	3.25	76.48	148.14	14.50	12.19

Reduced Operating Status (ROS)

	Monthly Wage	Daily Wage	Supple. Benefits	Money Purchase Plan	Health & Welfare	JEC	Total	Total Fringes	Premium Rate	Overtime Rate
<u>Year 2 (2000-2001)</u>										
Bosun/AB	3,668.18	122.27	20.38	13.00	32.00	2.25	67.63	189.91	22.11	17.52
AB	2,635.92	87.86	14.65	13.00	32.00	2.25	61.90	149.76	17.03	12.10
OS	2,026.40	67.55	11.26	13.00	32.00	2.25	58.51	126.06	13.52	11.37
<u>Year 3 (2001-2002)</u>										
Bosun/AB	3,735.67	124.52	20.76	14.00	33.83	2.50	71.09	195.61	22.78	18.05
AB	2,672.30	89.08	14.85	14.00	33.83	2.50	65.18	154.26	17.54	12.46
OS	2,070.17	69.01	11.50	13.00	33.83	2.50	60.83	129.84	13.93	11.71
<u>Year 4 (2002-2003)</u>										
Bosun/AB	3,843.62	128.12	21.36	14.00	35.00	3.00	73.36	201.48	23.46	18.59
AB	2,748.46	91.62	15.27	14.00	35.00	3.00	67.27	158.89	18.07	12.83
OS	2,127.51	70.92	11.82	13.00	35.00	3.00	62.82	133.74	14.35	12.06
<u>Year 5 (2003-2004)</u>										
Bosun/AB	3,960.86	132.03	22.01	14.00	36.24	3.25	75.50	207.53	24.16	19.15
AB	2,832.67	94.42	15.74	14.00	36.24	3.25	69.23	163.65	18.61	13.22
OS	2,192.40	73.08	12.18	13.00	36.24	3.25	64.67	137.75	14.78	12.43

Pre-Delivery

	Monthly Wage	Daily Wage	Supple. Benefits	Money Purchase Plan	Health & Welfare	JEC	Total	Total Fringes	Premium Rate	Overtime Rate
<u>Year 2 (2000-2001)</u>										
Bosun/AB	3,668.18	122.27	6.11		32.00		38.11	160.39	22.11	17.52
AB	2,635.92	87.86	4.39		32.00		36.39	124.26	17.03	12.10
OS	2,026.40	67.55	3.38		32.00		35.38	102.92	13.52	11.37
<u>Year 3 (2001-2002)</u>										
Bosun/AB	3,753.50	125.12	6.26		33.83		40.09	165.20	22.78	18.05
AB	2,690.22	89.67	4.48		33.83		38.31	127.99	17.54	12.46
OS	2,062.26	68.74	3.44		33.83		37.27	106.01	13.93	11.71
<u>Year 4 (2002-2003)</u>										
Bosun/AB	3,862.72	128.76	6.44		34.97		41.41	170.17	23.46	18.59
AB	2,767.43	92.25	4.61		34.97		39.58	131.83	18.07	12.83
OS	2,120.42	70.68	3.53		34.97		38.50	109.18	14.35	12.06
<u>Year 5 (2003-2004)</u>										
Bosun/AB	3,974.74	132.49	6.62		36.15		42.77	175.27	24.16	19.15
AB	2,846.58	94.89	4.74		36.15		40.89	135.78	18.61	13.22
OS	2,180.32	72.68	3.63		36.15		39.78	112.46	14.78	12.43

SUP President's Report *continued*

2) If another tankerman is dispatched to work the barge during 1800 to 0600, but not for the entire period, the tankerman on the "manned" barge may stay aboard on standby during the period the "other" tankerman is aboard.

The members employed by Foss concur with this amendment. Recommend membership approval.

In the exchange of documents between the Company and the Union during and after bargaining in March, the wage, overtime and standby rates for the Deckhand/Engineer were inadvertently omitted from the final agreement. Those rates for the first year (March 13, 2001 through February 28, 2002) are as follows:

Monthly Base Wages*	Overtime	Standby
\$3,479.28	\$31.07 per hour	\$9.23 per hour

*based on 14 days worked per month

The rates for the Deckhand Engineers and all other job classifications will increase by 2.5% in 2002 and 2.5% in 2003.

CHEVRON SHIPPING COMPANY

Last month Chevron announced its Profit Sharing/Savings Plan results for the first quarter of 2001. For every dollar a participant contributed to Profit Sharing, the company matched with \$8.93. Chevron's match was made up of the follow:

1) A participant received an allocation of Chevron stock equal to \$7.93 to a participant's Contingent Account for each dollar contributed to the Profit Sharing Member account.

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

For those SUP members participating in this Plan, Chevron's match equaled 17.86% of regular pay for the first quarter.

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

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

SAN FRANCISCO BAR PILOTS

On May 10, along with Vice President Dave Connolly, met with Captain Peter McIsaac, Port Agent of the San Francisco Bar Pilots, to discuss a proposal by the Pilots to designate one of the dispatchers as Chief Dispatcher. With the new title, comes additional responsibilities plus additional compensation. Expect to receive a Memorandum of Understanding back from Captain McIsaac within the month, which will be subject to membership approval.

WASHINGTON TRIP

Traveled to Washington, D.C., on April 23 to press the Union's position on maritime issues pending before Congress.

Met with representatives of Senators Barbara Boxer (D-CA), Jean Carahan (D-MO) and Ron Wyden (D-OR), all of whom are members of the Commerce, Science and Transportation Committee, and discussed the necessity of continued funding and expansion of the Maritime Security Program prior to its expiration in September, 2005. Also urged that MSP be continued to be administered by the Maritime Administration rather than being transferred to the Defense Department which the Bush Administration has proposed. Other subjects discussed were the proposed United States Cruise Vessel Act (S.127), the Jones Act, Title XI Ship Guarantee Loan Funding, flag-of-convenience shipping and maritime issues in general.

Also met with Legislative Assistants to Senators Maria Cantwell (D-WA) and Dianne Feinstein (D-CA) and went over the same issues.

Visited the Maritime Administration and met with

Bruce Carleton, acting Maritime Administrator, and James Caponiti, Associate Administrator for National Security. Both stated that they were looking forward to President Bush nominating a permanent Maritime Administrator to give the Agency a bigger voice in the Department of Transportation.

On April 24, and 25, attended a conference entitled "Maritime Operations: the Human Element" sponsored by the Coast Guard and Marine Log magazine. Attendees were mainly shipowners, ship managers, Coast Guard and MSC personnel. In addition to the SUP, the Unions represented were the Inlandboatmen's Union (IBU), MEBA and American Maritime Officers (AMO). The focus of the conference was on crew fatigue aboard vessels, both inland and offshore, caused by excessive work hours, etc. While a variety of speakers discussed alternative watch schedules, crew quarters, diet, sleep patterns, etc., none were willing to talk about the impact of reduced manning as a factor in crew fatigue. Instead, the focus was on "endurance management" as a method to minimize fatigue. The message at this gathering was clear: to go to sea for a living, a mariner needs the endurance of an Olympic athlete.

While in Washington also met with Charles Both of the law firm of Yablonski, Both & Edelman, to discuss the ongoing review by the Internal Revenue Service regarding the proposal to use the proceeds from the sale of the parking lot adjacent to the Headquarters' building as a welfare plan housing benefit for pensioners. Apparently the IRS views this as a pension benefit rather than a welfare benefit. The solution to this issue could be the establishment of supplemental pension plan as a means to pay the benefit.

Will keep the membership informed.

PASSENGER SHIP LEGISLATION

After intense lobbying by the SUP and MFO, other maritime unions, industry associations, port authorities and travel groups, the Senate Committee on Commerce, Science and Transportation on May 3, approved the United States Cruise Vessel Act (S.127). As a result of the Committee's action, the bill is now cleared for consideration by the full Senate. As of today's meeting, when that will occur, is not known.

If enacted by Congress and signed by the President the legislation would allow U.S.-owned foreign-built cruise ships to enter the domestic trades for a limited time if the operators agree to build replacement vessels in the United States. Enactment would immediately increase the size of the American cruise ship fleet and provide new jobs for American mariners.

In fact, if S.127 becomes law the SUP and the other unions that have collective bargaining agreements with American Ship Management will realize a growth in job opportunities. In 1999 ASM signed an agreement with Voyager Holdings to provide crews and management services for cruise vessels if S.127 is enacted. Last July, Voyager announced that Bank of America Securities LLC had arranged and structured financing for a project that would enable Voyager to acquire and construct cruise vessels for the U.S. domestic trades.

Currently the Passenger Vessel Services Act of 1886 penalizes foreign-built cruise ships from carrying passengers between U.S. ports. Specifically, the United States Cruise Vessel Act does the following:

- Allows the Secretary of Transportation to permit U.S.-owned, foreign-built cruiseships to reflag and operate in the United States for a limited time;
- Requires vessels entering the domestic market to have all repair and maintenance other performed in a United States shipyard;
- Requires vessel operators to enter into a binding contract with a U.S. shipyard for one more vessel than the total number of vessels brought into the coastwise trade by that operation prior to commencing operations;
- Allows foreign-built ships to operate for 24 months after their U.S.-built replacement vessels are completed.

The bill was introduced on January 23, by Senators John McCain (R-AZ), Kay Bailey Hutchison (R-TX), Max Cleland (D-GA) and Frank Murkowski (R-AK). Its cosponsors include Senators Barbara Boxer (D-CA), Dianne Feinstein (D-CA), Conrad Burns (R-MT), Barbara Mikulski (D-MD), Gordon Smith (R-OR), John

Breaux (D-LA), Ernest Hollings (D-SC), Daniel Inouye (D-HI), Zeil Miller (D-GA), Paul Sarbanes (D-MD) and Strom Thurmond (R-SC).

TRAINING

STCW

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

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

Members who do not hold an STCW 95 certificate should enroll in one of the training sessions scheduled for this year. A complete schedule for the five-day training course will be printed in this month's *West Coast Sailors*.

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

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

LMSR

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

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

The *USNS Fisher, Seay, Shugart, Gordon, Yano*, and *Gilliland* are currently crewed and moored in East Coast ports (Baltimore, Newport News, and Norfolk.) According to Patriot, the *USNS Mendonca* (currently moored in Violet, Louisiana,) is due to sail for Pearl Harbor via Beaumont, Texas, by the end of the month.

The Company also expects to take delivery of the *USNS Piliilau* in June and the *USNS Brittin* in October.

ANDREW FURUETH SCHOOL OF SEAMANSHIP

Effective April 27, Jack Mannering resigned as Director of the Andrew Furuseth School of Seamanship.

Brother Mannering did an outstanding job in developing the training programs which continues to benefit the membership and the Union as a whole.

Since Mannering's resignation, SUP Welfare Plan Representative Rich Reed, and SUP Vice President Dave Connolly, have assumed the training functions of the school in conjunction with Training Resources Ltd. All training questions should be directed to Brothers Reed and Connolly.

SUP ELECTION INFORMATION

The biennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2001, and will conclude on January 31, 2003.

Although nominations for elective office will not occur until September, the membership is reminded that

...continued on next page

Vice President's Report

May 2001

in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, in writing, to any Headquarters or Branch meeting by June.

Resolutions submitted will be referred to a Committee on Constitution elected at the June coastwise meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at the Seattle, Wilmington, and Honolulu Branch meetings.

HOLIDAYS

All SUP hiring halls will be closed on Monday, May 28, in observance of Memorial Day, a holiday under all SUP contracts.

The Honolulu Branch will be closed on Monday, June 11, in observance of Kamehameha Day, an ILWU Local 142 holiday. As per the Matson agreement it is also a holiday for all vessels in port and the paint and rigging gang.

ACTION TAKEN

M/S to approve the Memorandum of Agreement covering LMSR wage and benefit increases. Carried unanimously.

M/S to approve the amendment to the Foss collective bargaining agreement. Carried unanimously.

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

Gunnar Lundeberg

On May 1, 2001, a non-union tug and barge outfit called Newport Petroleum bunkered a flag-of-convenience cruise ship at Pier 35 in San Francisco. Learning about it late in the afternoon, the SUP and the IBU coordinated a quick picket of the operation. Manning the line for the SUP were Gunnar Lundeberg, Bill Henneberry and Terry O'Neill. The sudden action drew the immediate interest of worried port officials who blamed the ship's Miami agents for the arrangement and promised to use only Foss in the future. The incident proved both the willingness and ability of the waterfront unions to mobilize quickly and in concert to protect area standards.

On May 16, 2001, boarded the *Chief Gadao* in Oakland to assist delegate Trev Motlow in the squaring away of several persistent beefs. The stock-tender safety netting rigged on the outboard flat racks, like reefer scaffolding, constitutes an original installation and modification of cargo related equipment. Such rigging shall be performed by two sailors paid one hour each at the cargo rate pay. If circumstances require more than the present rigging, the same rate will be paid for time worked in half-hour increments. Support in Sections 19(e), 19(h), and 46. The removal of nails from flat racks, also an original modification of cargo equipment, is payable at the cargo rate of pay. Notwithstanding the stock-tenders' ability to remove such nails as may be immediately hazardous, and provided the Mate deems such work necessary, sailors shall perform the work. Finally, the lashing of the trash container will be paid at the cargo rate provided that the lashing is an original lashing tied in to other cargo vans. If lashed alone to the deck, it is not payable at the cargo rate, but stands

outside the let go or tie-up minimum. Support in Sections 36(e), 37(f), 19(e) and 11(j).

Made the *Chief Gadao* again on Friday, May 18, 2001, when two members were unfairly discharged for non-compliance with the STCW code. Despite the fact that both men held STCW 78 certificates which do not expire until February 1, 2002, and despite numerous rulings from the Coast Guard that no further documentation is required, the Captain insisted on additional evidence of participation in structured exercises or on-board safety programs. Such evidence, however, can only be generated by qualified assessors under the STCW code. The responsibility of assessorship lies with the shipowners, but there are presently no qualified assessors at either Matson or ASM. Failing such documentation, the four modules of Basic Safety Training (BST) are the only alternative. After registering on behalf of the Union our varied objections, and supporting those objections with evidence mostly provided by the Coast Guard itself, the Commanding Officer of the Marine Safety Office (USCG) agreed with the Captain Godot's interpretation.

The Union disputes both the ruling and the discharges and is taking action to overturn them. However, all members sailing on an STCW 78 without certificates of completion of the four modules of Basic Safety Training are in serious danger of immediate dismissal. Along with SUP Welfare Representative Rich Reed, Branch Agents O'Halloran, Duvall, Hurley, Business Agent Henneberry, and Representative Stasko, I stand ready to assist the membership in BST enrollments. If you intend to keep working, do not wait any longer.

Dave Connolly

SUP supports ILWU in Borax beef



On April 27, several hundred ILWU members from all the southern California locals held a demonstration in front of the Borax plant in Los Angeles, to protest the company's contract proposal. Supporting the ILWU are SUP members Barry Fisher, John Folcarelli (pointing at the center of the photo), Cliff Rouleau, Tony Figueroa, Gary Hohn, and Jimmy Whitt. Photos by Mark Hurley.



While the Matson vessel *Ewa* was in port, Brothers Bill Berry, Romaine Dudley and Colin Dewey (from left to right), stood picket duty in solidarity with ILWU Local 20-A's beef with Borax.

A look astern... "RECOGNITION OF THE UNION"

The Pacific Coast Steamship Company has just entered into an agreement with the Sailors' Union of the Pacific, providing, among other features of mutual advantage, for full "recognition of the union." This fact is worthy the consideration of those employers, in San Francisco and elsewhere, who base their opposition to organized labor solely on the assumed danger of recognizing and treating with their employees as a body. The Company (which, by the way, is the largest concern in the coastwise trade) and the Union have had many years experience, each of the other's methods; consequently, the agreement mentioned may be recommended as a fair assurance that "recognition of the union" does not of itself involve any danger to business interests. On the contrary, the circumstances of the case prove that such agreement must be accepted as implying a

decided advantage to the latter—not an advantage over the union, be it marked, but an advantage over the previous method of non-recognition.

There need be neither strikes, lockouts, nor boycotts, so far as they are concerned, say the employers, but for the demand that they shall recognize the union of their employees. Their objection is based upon "principle"—upon the refusal to submit to "dictation" and the right to "run their own business." This contention implies either insincerity or misunderstanding. The objection is baseless, for the reason that the grounds upon which it is made are purely imaginary. "Recognition of the union" means simply the employment of union men and women, so far as obtainable, and the treatment of their affairs through a properly accredited delegate. "Recognition of the union" means, to the employer, the best service to be

had, avoidance of individual complaints and demands and in general a more systematic and, therefore, more profitable, way of doing business. The same system means, to the employee, fair treatment, a fair hearing for any reasonable request he may have to make and a fair assurance that the terms of his employment shall be lived up to, or, at least, that they shall not be changed without due notice. "Recognition of the union" implies merely the power of the union to safeguard the interests of the employees in running their own business.

The demand for recognition of the union is not merely a matter of principle, of form; it is a fundamental upon which all union negotiations depend. The existence of the union itself very often depends upon this essential. The employer who agrees to pay union wages and observe other union rules, at the same time

From the *Coast Seamen's Journal* — May 22, 1901

sticking for the right to employ non-union help at pleasure, puts himself in the position of assuming the right of one class of men to make rules for another. The unions claim the right to make rules governing their own members only, and they recognize their power to enforce these rules upon their own members only. The denial of these premises is in reality a denial of the union's right to exist.

The agreement between the Pacific Coast Steamship Company and the Sailors' Union is, as we have said, the fruit of a long experience on both sides. The recognition of the principle contained in that agreement is an evidence of business acumen, of the fact that organized and, consequently, disciplined relations between employer and employee, are most profitable for all concerned. The denial of that principle is an evidence of small mind and an index of small business.

SUP Branch Reports

Seattle

April 16, 2001

Shipped the following for the period: 2 bosuns, filled by B cards; 7 AB filled by 3 A cards, 1 B card, and 1 D card.

Registered for the period: 12 A cards for a total of 27; 9 B cards for a total of 26, and 5 C cards for a total of 14.

Ships checked

APL Thailand, APL Philippines, and rigging loft checked out OK. R.J. Pfeiffer and Kauai running smoothly. With the C-10 shipyard lay-ups and changing itineraries, shipping has slowed significantly in this port.

Attended the Washington State Maritime Legislative Conference in Olympia, the King County Labor Council and the Puget Sound Maritime Trades meeting.

Along with Peter Jones, Regional Director of the IBU, and political activist John Monson, ILWU Local 7, attended a meeting for newly elected U.S. Senator Maria Cantwell. Also attended a meeting with U.S. Congressman Don Young (D-AK) from Alaska, chairman of the House Transportation and Infrastructure Committee. Chairman Young, a former Yukon River Pilot and friend to the maritime community, had recently returned from Washington D.C., where he was successful in getting President George Bush to reverse his stand against Project Labor Agreements on existing transportation contracts. For that we thank him heartily.

Most political events are held in the evenings and as our industry is heavily legislated it is vital that the Sailors' Union be front and center so that our voice and concerns are heard. All hands are encouraged to participate in the process. All you

have to do is let your agent know you want to help.

Please check your STCW certificate and ask your shipmates to check theirs. We are only nine months away from everyone being required to have a current 1995 STCW. You will not be able to work without one. Sign up for this necessary training now!

Vince O'Halloran
Branch Agent

Wilmington

April 16, 2001

Shipped the following during the period: 5 bosuns, 16 ABs, 4 AB Maint., 1 OS, and 110 standbys for a total of 136 jobs shipped.

Registration stands at: 49 A cards, 28 B cards, 10 C cards, and 8 D cards.

Ships checked

Maui, President Wilson, APL Korea, Lurline, Manulani, President Grant, APL Thailand, Lihue, President Polk, President Truman, Mokihana, APL Philippines, Manoa, President Kennedy, Ewa and Mahmah.

On April 6, attended Maritime Trades Department meeting. Maritime Day ceremonies will be held on Saturday, May 19, in San Pedro this year to accommodate speakers.

On April 10, MFOW Port Agent Tony and I had a meeting with two labor relations police officers who offered support if needed. On April 11, attended the monthly lunch/meeting for Maritime Trades Department. On April 12, attended Harbor Labor Coalition meeting. The following items were discussed: 1) ILWU

Local 20 asked for support at information picked on April 27; 2) IBU asked for support against Catalina Red & White who bought Catalina Cruises and will not hire union men; and 3) ILWU is having a parade on July 28 at 1000 in honor of Harry Bridges' 100th birthday. The parade route is over the Vincent Thomas Bridge.

The Coast Guard has moved from Long Beach to Terminal Island.

Aloha, Peter Oh.

Mark Hurley
Branch Agent

Honolulu

April 16, 2001

Shipped the following in the month of March: 1 bosun, 8 ABs, 4 AB reliefs, 1 OS, and 1 OS relief. These jobs were filled by 9 A members, 4 B members, and 2 C members. Also shipped 29 casual standby jobs, filled by: 2 A members, 4 B members, 11 C members, 10 D registrants, and 2 MFOW members. A total of 44 jobs were dispatched in March.

Registered the following during March: 10 A members, 4 B members, 2 C members, and 5 D registrants. To date we now have registered: 9 A members, 13 B members, 4 C members and 6 D members for a total of 32 registered.

Ships checked

Maui, Lurline, Chief Gadao, R.J. Pfeiffer, Matsonia, Lihue, Kauai, and Manulani all with few or no problems.

On April 18, attended the Honolulu Port Maritime Council meeting.

Mike Duvall
Branch Agent

Norfolk Office

May 2001

The port of Norfolk still remains very active with all ships in the area scheduled for shipyard repairs.

Ships checked

The USNS Fisher berthed at Lamberts Point waiting her turn for dry dock; good gang; Steve Ebersson bosun and Izzy Idris deck delegate. At NIT docks, the USNS Gilliland, all going smoothly with Jerril Hill bosun; will go to dry dock the end of May. The USNS Gordon is still trying to get repairs done to go FOS out to Hawaii. Bosun Randy Runyan reports all is OK. Out at CSX docks, the USNS Yano, Paul Gatewood bosun in good shape. A lot of crane work and rigging going on. Same on the USNS Shughart, bosun Matt Rutan has it all under control. Good gang on both ships. The USNS Seay sits quietly at Fells Point Baltimore. Bosun Mike Binsky reports all is well, Liam Flynn, delegate. Down south the USNS Mendonca; bosun Earl Brown doing a fine job. Dave Johnson deck delegate and I have had several phone conversations, on some good and welfare items. I'm happy to report all was settled in the gang's favor. A bosun was shipped in the new USNS Piliiaau as she will be crewing up some time in June.

In the past three weeks shipped 3 bosuns, 2 ABs, and 1 OS; filled by 4 C cards and 2 D cards. Registration stands at 1 A card, 1 B card, 4 C cards, and 3 D cards.

At this time I would like to congratulate Brother Bill Berger for his many years as an SUP Agent, good friend and shipmate.

Jack Stasko
SUP/MFOW Representative

San Francisco Business Agent

May 14, 2001

Chief Gadao - Tom Koppel turned over the overtime sheets to Trev Motlow; the new bosun is Ed Drake. The question of cargo time for work on the flat racks that surround the livestock containers taken up with the company, otherwise everything is running smoothly.

Ewa - Sailed for Los Angeles to relieve Lihue for a yard period. Mike Bailey, bosun, and Colin Dewey, deck delegate.

Kauai - Bill Esselstrom turned over the sheets to Rich Cahill. Sid Idris is the new bosun. No problems on this ship.

Mahimahi - Tom Larkin, delegate: New lashing gear going aboard. Lots of welding to refit the base locks on the outboard pedestals. The questions of individual liability for an oil spill, has been coming up on these C-9's because of the bunker deck watches stood in port. The company has clarified that our legal responsibility is for gross negligence only in the making of the rounds, and not for any other part of the operation. Otherwise, this is a top ship.

Manoa - Vince Estrada, delegate: Called standby sailors to take all new cargo gear including lashing rods and twist lock IBC's. Serious complaints about running out of certain food items, and inadequate purchase of fresh fruit in the Far East, taken up with the company.

Matsonia - Jon Morell, delegate: OK.

Mokihana - Dean Smith took his trip

of and Charles Mohun is the new delegate. New lashing gear going aboard.

Moku Pahu - Audra Tasa, delegate: This vessel just back from the islands with a load of sugar and is awaiting further news on another charter.

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

San Francisco Bar Pilots - Roy Tufono, delegate: Dedication of the new Pilot boats California and San Francisco this month completes the upgrading of the Bar Pilot's fleet.

Foss Maritime - Tom Tynan and Mike Worth co-delegates: Business as usual.

Chevron Colorado - Kingsly Baidoo, delegate.

Chevron Mississippi - Bert Burris, delegate and Thor Erikson, bosun: Made a short visit; gang was fore and aft.

Chevron Washington - Richard Ziemba, delegate, Nick Hoogendam, Bosun: Ship due for shipyard period in Portland about May 26.

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

Ready Reserve Fleet-Alameda - Danny Foster, delegate: No problems.

ASM Shore Gang - Norman Kwak, delegate: Routine.

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

President Grant - Diane Ferrari, delegate: Finished up her time and turned

over the sheets to Ted Ochoa.

President Jackson - Joe Eckert, delegate, Keith Miller, bosun: Got a call from Singapore as this ship had some problems with the mate wanting to use indigenous labor for shifting from dry dock to wet dock during the yard period. In the end the mate used the sailors as per Section 4.

Pres. Kennedy - Lee Dancer, delegate: In good shape.

President Polk - Ray Morgan, delegate: In good shape.

President Truman - Ernie Stimach, delegate, John Peterson, bosun: The gang had a good trip, lots of work, lots of overtime.

President Wilson - Mick McHenry: Good gang on this ship looking forward to a better trip under new leadership.

APL Singapore - Gary McDevitt, delegate: This ship had a lot of problems with the mate and old man trying to be cute and not working the sailors.

APL Philippines - John Hamann, delegate: Finished his time and turned the sheets over to Bob Anderson. Sandy Earle made the bosun's job. Ship sailed for Dutch Harbor in good shape.

All hands are reminded to enroll for STCW '95 Training— your livelihood is at stake.

Bill Henneberry

Attend your Union meetings!

Dispatcher's Report

Headquarters—April 2001

Deck	
Bosun	7
Carpenter	0
MM	3
AB	26
OS	5
Standby	46
Total Deck Jobs Shipped	87
Total Deck B, C, D Shipped	13
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	87
Total B, C, D Shipped-All Depts. ..	13
Total Registered "A"	88
Total Registered "B"	84
Total Registered "C"	11
Total Registered "D"	11