



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXV No. 5 583

SAN FRANCISCO, CALIFORNIA

Friday, May 24, 2002

USNS Seay shines in April military exercise off California coast



Larry Crutchfield photo

Pictured above is the Large, Medium-Speed, Roll-On/Roll-Off (LMSR) vessel *USNS Seay*, crewed on deck by the SUP, off Camp Pendleton, California, in April, participating in military exercise Native Atlas '02.

Approximately 1,200 wheeled and tracked vehicles were discharged by the *Seay* offshore on to a U.S. Army floating causeway as part of the joint-logistics-over-the-shore (JLOTS) portion of the exercise.

All the cargo—wheeled, tracked and containers requiring 205,000 square feet of space—fit easily into *Seay's*

387,000 square foot carrying capacity. That equates to more than eight-and-a-half football fields. The *Seay* draws 35 feet and displaces 68,992 tons fully loaded. LMSRs were built in response to military needs in the aftermath of the Persian Gulf War.

Patriot Contract Services, operates the *Seay* and eight other LMSR vessels for the Military Sealift Command with two more scheduled for delivery within the year.

Sailors' Union submits testimony to Congressional committees on maritime and port security

In response to the national concern for maritime security and legislation that is pending in Congress, the SUP last month, upon request, submitted written testimony to the Senate Commerce, Science and Transportation Committee and the House Transportation and Infrastructure Committee.

The Union's position paper covers maritime security from the U.S. merchant mariner's perspective. Because we live and work amidst the containers that may conceal a weapon directed against the United States, there is perhaps no better lookout and early warning system than that of a sailor who notices something awry.

As mariners we are deeply involved in security and consider our role in the post-September 11 world as uniquely qualified and uncompromised participants in the war on terror.

Members of the Congressional committees were informed that U.S. merchant mariners are among the most highly regulated workers in the country and that we should be seen as primary

resources, not prime suspects in the port security debate. The position paper also highlights flag-of-convenience operators and the risks they post to maritime security.

The Union also makes specific recommendations to Congress:

- 1) Aggressively seek transparency of ownership of the world's ships at the national (Coast Guard) and international (IMO) levels;
- 2) Concentrate the nation's limited security resources by focusing on repeat offender flag-of-convenience ships and shipping companies;
- 3) Focus background checks where it will do the most good—on foreign seafarers through investigation of the practices of international manning agencies, training facilities, and flag state credentialing procedures;
- 4) Aggressively pursue enforcement of the international STCW code on August 1, 2002, by concentrating limited resources on flag-of-convenience vessels calling in U.S. ports;
- 5) Support and enforce existing U.S.-flag maritime legis-

lation such as Section 1101 of Title 46 ("The United States shall have a merchant marine capable of carrying ... a substantial part of U.S. waterborne foreign commerce."), and for the reauthorization of the Maritime Security Program, which keeps militarily useful U.S.-flag ships in the international trades;

6) Support for the Port Threat and Security Act (S.1587, Kerry, co-sponsors Breaux and Hollings) which encapsulates many of the recommendations made herein, especially transparency of ownership, prioritized risk assessment, and unilateral action in the event of international non-compliance, and the Ship, Seafarer and Containers Security Act (S.2329) by Breaux, Smith, Hollings, and McCain;

7) Support for legislation that will expand and strengthen the U.S. merchant marine such as Merchant Marine Cost Parity Act (HR 1262, Oberstar) and the United States Cruise Vessel Act, (S.127, McCain, Feinstein).

The complete testimony begins on page 10.

Aussie Unions fight and win battle in cabotage war

The Maritime Union of Australia (MUA) and the Australian Institute of Marine and Power Engineers (AIMPE) has won a major battle this month to maintain cabotage in the Australian domestic trades.

At the center of the dispute was the *CSL Yarra*, an Australian-flag bulk carrier which hauls cement between Aussie ports. Owned by Canada Steamship Lines Holding BV, a Dutch company, which in turn is wholly owned by Canada's CSL Group, the vessel was to be sold to another company within the CSL Group, reflagged and the Australian crew replaced by Ukrainians. The company scheme was to continue operating the *Yarra* in the domestic trades.

On April 30, the *Yarra* was due to arrive at Adelaide, South Australia, at the Brighton Cement

Terminal but instead sailed for Port Pirie with the intent of reflagging the vessel and replacing the crew. MUA Assistant National Secretary Rick Newlyn stated that if CSL attempted "to force our seafarers down the gangway, they'll be met with resistance."

And resist is exactly what the crew—with the support of trade unionists across Oz—did.

On May 6, CSL sold the *Yarra*, canceled her Australian registration and reflagged the vessel in the Bahamas. "Treachery—there is no other word for it," said MUA National Secretary Paddy Crumlin. The MUA immediately called for the federal government to intervene in the dispute. He described the paper shuffling CSL "a disgraceful device to rob Australian

workers of jobs and replace them with lower paid foreign workers." Crumlin added that, "If this company is allowed to get away with this rort then all Australian workers are exposed to similar treatment. Australia would face:

- The destruction of Australian jobs, wages and conditions in favor of cheap replacement foreign labor;
 - Massive taxation avoidance through foreign registered vessels; and
 - Threaten Australia's border security and circumventing Australia's immigration laws.
- "The *CSL Yarra* workers are taking a stand on behalf of decent Australian standards. The Federal Government should intervene immediately to protect the national interests and not allow greedy for-

eign interests to rort our system and rob Australian worker and taxpayers," he said.

Meanwhile onboard the *Yarra*, the 18 unlicensed deck and steward's department members represented by the MUA and the engineers and mates represented by the AIMPE announced on May 8 that they would stay on the ship and continue to fight for their jobs and the jobs of all Australian workers.

A statement issued by the crew said:

"We the crew of the CSL Yarra, are determined to fight for the continuing existence of the Australian merchant fleet. Our rights to work on the Australian coast are enshrined in legislation under the Navigation Act. CSL has

Yarra continued on Page 3



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SUP Quarterly Finance Committee Report

**SUP QUARTERLY FINANCE COMMITTEE REPORT
FOR THE QUARTER ENDED MARCH 31, 2002**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 8, 2002, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$1,053,125.19*
Political Fund	\$1,348.02
Strike Fund	\$1,293,730.99
Total Cash and Investments 4th Qtr 2001	\$2,348,204.20
*\$4,239.00 held for Wall of Honor not included	
\$16,600.00 paid 2/4/00 to AMMV for memorial	

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$128,182.00
Interest	29,153.21
Donations - <i>West Coast Sailors</i>	2,020.86
Tanker & Joint Committee, Hiring Hall	87,023.71
Advertising & Promotion	643.00
Miscellaneous Reimbursements, Fines	5.00
Reimbursed Administrative Expenses	19,536.04
Reimbursed Field Expense	202.02
Contributions - General Fund	2,655.00
Total Income:	\$269,420.84
Expenses:	
Auto & Travel	\$1,329.45
Rent	11,802.08
Postage, Printing & Office	5,446.32
Telephone & Telegraph	5,562.86
<i>West Coast Sailors</i> Publishing Expense	5,237.14
Per Capita	14,357.00
Salaries & Payroll Taxes	197,930.31
Office Workers Pension	4,485.60
Insurance	28,057.75
Field Expense	1,504.23
Committee & Neg., Conference & Conv.	7,477.02
Investment Expense	1,460.32
Officials' Pension	867.33
Flowers	216.50
Advertising & Promotion	1,855.00
Legal & Accounting	19,163.82
Subscription	2,705.83
Total Expense:	\$309,458.56

BUILDING CORPORATION

Income:	
Assessments	\$3,488.00
Interest & Principle on Mortgage Notes	6,235.62
Miscellaneous & Reimbursements	829.66
Rents	93,303.88
Total Income:	\$103,857.16

Expense:	
Building Services & Utilities	\$25,479.97
Repairs & Maintenance	6,887.08
Salaries & Payroll Taxes	13,900.25
Legal Expense	38,453.52
Filing & License Fees	531.00
Pension	122.13
Insurance	681.22
Total Expense:	\$86,055.17

POLITICAL FUND

Income:	
Contributions	\$3,815.00
Interest35
Total Income	\$3,815.35

Expense:	
Contributions	\$3,562.50
Office Expense	36.00
Total Expense:	\$3,598.50

1st Quarter Net Income (\$22,018.88)

/s/Rafael Cooper /s/Frank Portanier
/s/Richard Cummings /s/Gene VanKlinken
/s/Trev Motlow

ACTION BY THE MEMBERSHIP May 13, 2002. M/S/C—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.

Final Departures

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

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

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

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

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

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

Grover Hunsick, Book 4570. Born in California in 1919. Joined SUP in 1939. Died in California, August 7, 2001. (Pensioner)

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

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

Support the SUP Political Fund

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

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SUP Meetings

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

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

*Tuesday

SUP Halls Closed

- Memorial Day, May 27
- Kamehameha Day, June 11 (Honolulu Branch)

West Coast Sailors

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WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 437-6889

Yarra continued from Page 1

manipulated the system to reflag our ship as a FOC (Flag Of Convenience) to avoid Australian taxes and the employment of Australian workers.

"This is only possible because the Federal Government allows companies to rort the system and encourages employers to dump Australian workers.

"Australian registered ships pay taxes in Australia. Foreign registered ships pay no taxes. Australian seafarers pay tax in Australia. Replacement foreign workers pay no taxes in Australia.

"This current attack threatens the livelihood not only of the seafarers of this vessels, but also many of the workers in our communities. We believe the ramifications of introducing cheap foreign labor to an integral Australian industry will be the catalyst for the introduction of foreign replacement workers in other Australian industries.

"We demand that the Federal Government end this scandal and act to protect Australia's national interests above foreign companies.

"The crew of this vessel are ready and willing to sail in the Australian coastal trade immediately. We stand committed and resolute in our determination to see a successful outcome to benefit all Australians now and for future generations."

On May 10, the MUA members in the Yarra sent the following letter to Australian Transport Minister John Anderson:

"Mr. Anderson, this morning the crew of the CSL Yarra are still on board the ship despite attempts to remove us. We have no power, cooking facilities nor toilets.

"We do not like being on board in these conditions but the alternative is to walk away from our livelihoods and our futures.

"We are Australian workers who contribute to our communities in every way. We share hope and dreams for our kids and expect that we will be able to provide for them as they grow into adults.

"We pay taxes and in return demand from our elected representatives an honest government that will put the best interest of our country and people before any other concern.



Photo: Dale E. Crisp

CSL Yarra at Port Pirie, South Australia

"We are taking this stand on the CSL Yarra in the hope that we can draw attention to the fact that under your government's policy you open the door for foreign ship-owners to take over a proud Australian industry—one on which our society has relied upon for over 200 years.

"We are taking this stand for Australian men and women and for future generations.

"We are taking this stand because we refuse to watch the red ensign of our Australian maritime heritage be replaced with a flag of convenience.

"Mr. Anderson, we urge you to reconsider your position toward us and everyone remotely connected to our industry. We assure you that our resolve to save Australian shipping will not waver."

Signed by all the MUA members on the CSL Yarra

Anderson's response was to tell the Australian Broadcasting Corporation that: "I'd like to see Australian crews crewing Australian ships where possible, but when the operating costs differences are so wide, the Australian government's position is that Australia has an interest in reduced shipping costs. We are not a shipping nation the way some other countries are."

At the same time the crew issued its appeal to Anderson, CSL applied to the Supreme Court of South Australia to forcibly evict them.

Finally, on May 15, in a deal brokered by the Australian Council of Trade Unions, the dispute was settled in favor of the crew and the Unions. All industrial and legal action was stopped, with the Yarra remaining under Australian-flag with an Australian crew for an interim period.

National Secretary Paddy Crumlin said that the outcome means that Australian seafarers will retain their right to work in an Australian industry. This follows an agreement in the Australian Industrial Relations Commission whereby the cement industry representatives stated their preference for Australian labor and Australian flagged vessels.

The Union has already held talks with Australian shipowners who have flagged their intention of bringing new ships into the trade, flying the Australian flag and employing Australian seafarers.

"It's a great result, but it's unfortunate that Australian workers have had to battle in the Australian courts to secure their fundamental and constitutional rights against a foreign company," said Crumlin. "The minister for transport and the federal government now need to reconcile their 42 billion commitment to border control with their policies undermining our coastal security through the Australian merchant marine."

While Aussie mariners won the battle for the Yarra, the struggle to maintain Australian cabotage remains an ongoing battle.

National Maritime Day**By the President of the United States of America
A Proclamation**

Our commercial maritime tradition dates back to the founding of our Nation; and it continues to play an important role today, moving passengers and freight, protecting our freedom, and linking our citizens to the world.

Merchant mariners have served America with distinction throughout our history, but especially at critical moments. Before World War II, they made dangerous and difficult voyages carrying vital supplies to Europe. During that war, more than 700 United States merchant ships were lost to attack, and more than 6,000 merchant mariners lost their lives. Merchant mariners played a vital role in the Korean Conflict, especially in the rescue of 14,000 Korean civilians by the SS MEREDITH VICTORY. During the Vietnam War, ships crewed by civilian seamen carried 95 percent of the supplies used by our Armed Forces. Many of these ships sailed into combat zones under fire. In fact, the SS MAYAGUEZ incident involved the capture of mariners from the American merchant ship SS MAYAGUEZ.

More recently, during the Persian Gulf War merchant mariners were vital to the largest sealift operation since D-Day. And after the tragic attacks of September 11th, professional merchant mariners and midshipmen from the United States Merchant Marine Academy transported personnel and equipment and moved food and supplies to lower Manhattan. Their efforts enhanced rescue operations and helped save many lives.

Today, the men and women of the United States Merchant Marine and thousands of other workers in our Nation's maritime industry continue to make immeasurable contributions to our economic strength and our ongoing efforts to build a more peaceful world. We must ensure our maritime system can meet the challenges of the 21st century. As cargo volume is expected to double within the next 20 years, a viable maritime network will help our country compete in our global economy.

Accordingly, my Administration is working with government agencies, the shipping industry, labor, and environmental groups to ensure that our waterways remain a sound transportation option that complements our overland transportation network.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, 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, do hereby proclaim May 22, 2002, 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 twenty-first day of May, in the year of our Lord two thousand two, and of the Independence of the United States of America the two hundred and twenty-sixth.

GEORGE W. BUSH

Maritime stalwart Helen Delich Bentley to run for Congress from Baltimore

Helen Delich Bentley, a former five-term congresswoman from Maryland who chaired the Federal Maritime Commission confirmed this week that she will again run for the House of Representatives from Maryland's 2nd district, a seat she vacated in 1995.

The Republican announced her candidacy before supporters from a pier of Baltimore's waterfront. Bentley covered the harbor beat for years as the maritime reporter with the Baltimore Sun and later as a representative was instrumental in its development.

"Make no mistake, this port is still the engine that drives the economy of Baltimore," said Bentley, 78, in explaining the historical significance of the location.

Bentley said homeland security was one of the predominant issues that swayed her decision to make another run for congress.

Bentley was the first woman to serve as head of a federal regulatory agency when she was appointed FMC chairman by President Richard Nixon. During her tenure in Congress and at the FMC, Bentley was a strong and uncompromising advocate for the U.S. merchant.

CSX Lines sale on hold reports maritime publication

The March issue of the *West Coast Sailors* reported that industry sources had indicated that CSX Lines, a subsidiary of CSX Corporation, was planning to sell its 16-ship, U.S.-flag fleet.

This month, *TradeWinds*, a maritime publication published in Norway, reported that rumors are circulating that CSX Lines has been taken off the market "following a less than enthusiastic response to the deal."

Sources told *TradeWinds* that it is likely CSX will try to sell the line in the future.

CSX first circulated its liner division for sale in February, appointing Credit Suisse First Boston to handle the deal. Sources say six serious bids were submitted to the company, including several from financial investors.

TradeWinds believes that these latter investors have withdrawn, while Matson Navigation Company and Saltchuk Resources (which owns TOTE) failed to reach agreement with CSX over price and dividing the company up. CSX was believed to be looking for a purchase price of \$350 million.

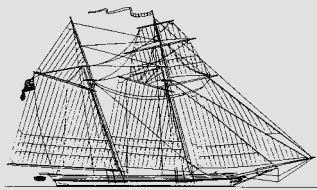
SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

*In lieu of dues increase.

Mike Binsky	20.00
Robert Burns	20.00*
Jose Fernandes	40.00*
Diane Ferrari	20.00
Erik Finneman	50.00
Louis Frazier	50.00*
Dennis Helman	20.00*
Anthony Labor	10.00
Thomas Larkin	20.00*
George Lua	60.00
Juan Magana	20.00*
Ramon Morales	20.00
Julio Nunez	20.00*
William Remoto	20.00*
Edward Sexton	25.00
Bruce Smith	30.00
Ernest Stimach	20.00*
John Svane	40.00
David Sylstra	40.00*
Gene VanKlinken	40.00*
Francis Walsh	20.00*



Political Fund

Bert Burris	100.00
Richard Crowell	40.00
Douglas Crute	25.00
Mike Dirksen	20.00
Ed Drake	20.00
Mike ElMobdy, Jr.	20.00
David Eriksen	25.00
Steve Foster	20.00
Eric Hands	25.00
Phil Howell	50.00
Donald Kruse	20.00
Mark Lafayette	50.00
Gunnar Lundeborg	30.00
Gary McDevitt	10.00
Dave Mercer	10.00
Pat Minici	20.00
Dorothy Murphy in memory	
of Ray Murphy	50.00
Donald O'Halloran	40.00
John Palenapa	20.00
Gary Rymel	20.00
Edward Sexton	25.00
Robert Strabbing	30.00
Hank Suhr	40.00
Francis Walsh	25.00
Patrick Weisbarth	100.00
Will Williamson	80.00
Ed Zoobrick	25.00

West Coast Sailors

Arthur Allen	20.00	John Gugich	10.00
Gerald Allen	20.00	Ebbe Hansson	20.00
Robert Anderson	50.00	Eugene Horden	20.00
Abraham Baizman	20.00	Charles Irvin	20.00
BillyJoe Bell	20.00	John Johnston	20.00
Raymond Bell	35.00	Soloma Kapahu	20.00
Norman Bor	20.00	James Kawasaki	20.00
George Boyeas	20.00	Melvin Kessler	20.00
Mike Boyle	10.00	Francis Kim	50.00
Calvin Browning	20.00	Mamoru Kufano	20.00
Rosario Cappelletti	20.00	Alvin Layton	20.00
Joseph Castege	20.00	George Lemak	20.00
Ed Cochran	20.00	William McCoy	2.00
Robin Colonas	20.00	James McGee	10.00
George Cooney	20.00	Joseph McShane	20.00
Douglas Crute	20.00	Dorothy Murphy in memory	
Calvin Cunningham	25.00	of Ray Murphy	50.00
George Dally	20.00	John Nelson	20.00
Theodore Davis	20.00	William O'Connor	20.00
Jay Dillon	30.00	Barbara Palakiko	20.00
Robert Doyle	25.00	Tonni Pedersen	20.00
Marvin Eman	20.00	Jack Post	20.00
David Eriksen	20.00	Donald Potts	20.00
Louis Evans	20.00	Harold Rave	50.00
Robert Eveland	20.00	Angelo Rossano	20.00
Frank Fellows	20.00	Edward Sabo	20.00
James Fernandes	25.00	William Self	10.00
Erik Finneman	50.00	Edward Sexton	25.00
Sylvan Frankel	20.00	Jackie Silva	20.00
Clarence Godfrey	20.00	Charles Smith	25.00
Donald Gonzales	20.00	William Smith	20.00
James Graham	30.00	Kai Sorensen	20.00
		Eugene Souza	20.00
		Joseph Suire	25.00
		Grant Thorne	20.00
		Richard Walsh	20.00
		Carl Walters	20.00
		Robert Weaver	20.00
		Charles Williams	20.00
		Jack Wood	20.00
		Ed Zoobrick	25.00

Dues-Paying Pensioners

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

Wall of Honor

(San Pedro Merchant Marine Memorial)

Douglas Crute	25.00
Whitey Secrest	25.00
Ed Zoobrick	25.00

Getting ready for Maritime Day in San Pedro



Members of the SUP, MFOW, MM&P and MEBA prepare for Maritime Day by sprucing up the Merchant Marine Memorial in San Pedro. Front row from left: Sol Ayoob, MFOW; Mark Hurley, SUP; Frank Gullett, MEBA; Steve Callahan, MFOW; Ken Delancey, SUP. Back row from left: Rudy Hernandez, MFOW; Kris Skorodynski, SUP; Carl Orange, SUP; Raffi Koumashian, MFOW; Ernie Peterson, MMP; Dave Boatner MMP; Dave C. Boatner and Saro Koumashian, MFOW. Photo Margaret Hurley.

Stowaway rescued

Continuing stowaway problems in the Dominican Republic have been highlighted in the United States after 11 Dominicans nearly died in a container in Miami. The men entered the container at Santo Domingo and the box was loaded on the 3,000-DWT dry cargo vessel *Carib Trader*. The stowaways expected a three-day journey to the US, but the ship diverted to another port before arriving in Miami. They were not discovered until seven days later, in fetid conditions and close to death, at a container yard outside the port. Fire crews who rescued the men described the 40-ft container as a "coffin". Mike Leon, security manager for the ship's agent, Antille Marine, said the company paid to repatriate seven men. Another four have yet to be released from the hospital. Leon said stowaways were a common problem in the Dominican Republic and were "well trained" to plan and survive sea journeys. This, however, was the first time Antille Marine had discovered stowaways, he said.

**Attend your
Union meetings!**

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2001. The annual report has been filed with the Pension and Welfare Benefit Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$13,828,897. These expenses included \$1,124,761 in administrative expenses and \$12,704,136 in benefits paid to participants and beneficiaries. A total of 4,496 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$144,818,531 as of July 31, 2001, compared to \$144,055,342 as of July 31, 2000. During the plan year the plan experienced an increase in its net assets of \$763,189. This increase includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$14,592,086, including employer contributions of \$31,189, and earnings from investments of \$14,469,427, and other income of \$91,470.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 1422 Market Street, San Francisco CA 94102. The charge to cover copying costs will be \$9.50 for the full annual report, or \$0.25 per page for any part thereof.

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

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

Proposed Homeland Security Department would include U.S. Coast Guard

Under legislation introduced this month by Senators Joe Lieberman (D-CT), Arlen Specter (R-PA) and Bob Graham (D-FL), a proposed Department of Homeland Security would include the Coast Guard as one of the premier agencies. Other agencies proposed to be transferred include the Custom Service, the Federal Emergency Management Agency, and the Immigration and Naturalization Service. The National Homeland Security and Combating Terrorism Act (S.2452), would establish a cabinet level

department to plan and coordinate federal activities relating to homeland security, including border security and emergency preparedness. The department would replace the Office of Homeland Security within the White House. The Governmental Affairs Committee, which Senator Lieberman chairs, has held a series of hearings on homeland security and is expected shortly to mark up S.2452.

Similar legislation is pending in the House of Representatives,

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS PLAN, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Plan, Inc., EIN 94-1431246, for the year ended July 31, 2001. The annual report has been filed with the Pension and Welfare- Benefits Administration, as required under the Employee Retirement Income Security Act of 19174 (ERISA).

SIU Pacific District Supplemental Benefits Fund, Inc. has committed itself to pay all supplemental benefits.

Basic Financial Statements

The value of the plan assets, after subtracting liabilities of the plan was \$2,918,099 as of July 31, 2001, compared to \$3,191,777 as of July 31, 2000. During the plan year the plan experienced a decrease in its net assets of \$273,678. During the plan year, the plan had total income of \$6,956,215, including employer contributions of \$6,771,090, earnings from investments of \$183,200, and other income of \$1,925.

Plan expenses were \$7,229,893. These expenses included \$458,101 in administrative expenses, and \$6,771,792 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc., at 1422 Market Street, San Francisco, CA 94102 telephone number (415) 437-6832. The charge to cover copying costs will be \$2.25 for the full annual report, or \$0.25 per page for any part thereof

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

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

Coalition opposes discussion of maritime matters in World Trade Organization

The United States Maritime Coalition, a broad industry group operating, crewing and building vessels in the U.S. maritime trades, submitted comments last week to Ambassador Robert Zoellick, the U.S. Trade Representative, reiterating views expressed by the U.S.-flag maritime industry over the last 20 years that "the entire American maritime industry —carriers, seafarers, and shipyards— strongly opposes the inclusion of any maritime matter under the World Trade Organization (GATT and GATS)." The industry coalition noted, "Nothing has changed in the situation at home or abroad to alter our view. Nothing has been presented to us to show why or how inclusion would benefit our American industry.

Presently, the General Agreement on Trade and Tariffs (GATT) permanently grandfathered the U.S.-built requirement of U.S. cabotage laws. The General Agreement on Trade in Services (GATS) effectively excludes maritime transportation services because no commitments of any kind have been made by the United States. The industry coalition's latest comments were filed in response to a request for public input on general negotiating objectives as well as country and item-specific priorities for the negotiations launched at the World Trade Organization's (WTO) Fourth Ministerial Conference in Doha, Qatar in November. The current international negotiations are expected to last for several years. The SUP is a member of the Coalition.

Mandatory ID cards for all seafarers in 2003 ?

Mandatory ID cards for seafarers could be in place as early as June 2003. The International Labor Organization (ILO) is expected to approve a new protocol that would see all seafarers being issued with an internationally standardized identity document.

As part of the current IMO review of maritime security the ILO will discuss the adoption of a new protocol to the existing Seafarer's Identity Documents Convention at a consultation on May 9-10 in Geneva. It is anticipated that the format of the documents will be homogenized and that procedures for issue of

the new documents will be tightened, possibly through the development of electronic 'smart' cards.

The International Shipping Federation has submitted a document to the consultation supporting suggestion that a card could contain comprehensive information about the individual including biometric data, relevant certification and medical fitness record. In the event that the ILO does not complete the protocol, the issue will be referred to the IMO Maritime Safety Council, due to be held in London May 15-24, as a matter of urgency.

Record of SUP Shipping April 2002

	Hdqs	Seattle	Wilm	Hono	Total
Bosun	2	1	5	1	9
Maint. Man	4	0	0	0	4
A.B. Dayworker .	0	0	3	0	3
A.B .	15	12	12	7	46
O.S.	3	1	2	1	7
Standby	42	15	83	11	151
Cook	1	0	0	0	1
TOTALS	67	29	105	20	221

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

Schedule of Course Offerings for 2002

STCW 95 Basic Safety Training

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

May 20-24	Jul 15-19	Sep 16-20	Nov 25-29
Jun 10-14	Jul 29-Aug 2	Sep 30-Oct 4	Dec 2-6
Jun 24-28	Aug 12-16	Oct 21-25	Dec 9-13
	Aug 26-30	Nov 4-8	

Small Arms Training (MSC approved)

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

LMSR Vessel Training (MSC approved)

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

Survival Craft (Lifeboatman)

Jun 10-13	Aug 12-15	Oct 28-31
Jul 8-11	Sep 23-26	Dec 9-12

Training Information and Enrollment Contact

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

SUP Welfare Notes

May 2002

Beneficiary Forms

It is imperative that all active SUP members have a beneficiary form on file with the SUP Welfare Plan. These forms provide protection for your family and dependents in the event that anything happens to the active participant. One of the Welfare Plan benefits available to active members and their families is a \$25,000 death benefit. The Welfare Plan will pay this benefit when there is a named beneficiary. If there is no beneficiary designated by the eligible employee, or if the designated beneficiary does not survive the eligible employee, no death benefit will be paid. A burial benefit for actual cost, up to a maximum of \$500 will be paid. More detailed explanations of this benefit are in the Summary Plan Description Book for active participants. To reinforce the importance of the beneficiary form being on file, if no form is filled out then no Death Benefit is payable! In an attempt to update all of our files the SUP Welfare Plan is currently mailing forms to members who have no beneficiary listed in their files. Once you have completed these forms please mail them back to the Welfare Plan Office in the enclosed envelopes.

Beneficiary forms must also be completed for those members who have funds in the Money Purchase Plan, and those members who participate in the 401(k) plan. Failing to have completed forms on file for these funds may hold up the payment in probate court. Members who do not receive forms in the mail and feel they need to complete them may pick them up at any SUP branch or by contacting the Welfare Plan at headquarters. If you are not sure whether or not you have forms on file please call the Welfare Plan. Members who have had a change in marital status should also complete new forms.

401(k) Columbia Funds

Ms. Joan Steel our account representative with Columbia Funds will be at headquarters on June 10, 2002 the day of the June membership meeting. Joan will be in the library from 0900 to 1100. If any members have questions on the 401(k) Plan this is the time and place to get them answered. Members who are now participants, and want to discuss investment plans with Ms. Steel, should bring their latest Columbia statements. Members who do not participate and want answers on the investment and tax advantages of the 401(k) Plan are encouraged to show up and discuss the advantages of being involved in this program.

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 Pur. Plan, SUP 401(k),

Pensioners Medical Benefits (415) 778-5493

Toll Free Number (800) 796-8003

Another LMSR graduating class



Front row, left to right: Dirk Fitzwater, James Burse, Paul Kallio, Raymond Laplante, Gordon Klein. Back row Jeremiah Rozell, Paul Gottschling, Steven Garrett, John Rawlings, Kelly Eggers (hidden).

SUP helps to keep O'Brien shipshape



Splicing mooring lines in the historic Liberty Ship *Jeremiah O'Brien*, in San Francisco, from left: Romaine Dudley, Gordon Klein, Art Thanash and an unidentified O'Brien volunteer.

Senator Schumer introduces port security improvement bill

Senator Charles E. Schumer, (D-NY) on April 30th introduced the Port Terrorism Prevention Act of 2002 (S. 2426) aimed at beefing up security at U.S. ports.

The bill provides \$150 million in fiscal year 2003 to procure at least 100 mobile scanning devices; \$50 million annually during fiscal years 2003 through 2007 to fund research and development grants; and \$500,000 for a government report to Congress on automated review systems used by the U.S. Customs Service.

The bill seeks to eliminate manifest discrepancies by granting Customs Service authority to fine parties failing to correct manifest information. The fines range from \$10,000 to \$20,000 per violation.

The legislation bars the use of certain merchandise descriptions such as "freight of all kinds" as well as "hazardous not otherwise specified" and "said to contain." The bill also mandates "adequate information regarding the merchandise on any manifest required by Customs Service."

The bill requires the Secretary of Treasury, within one year after enactment, to conduct a study and report to Congress on the effectiveness of automated review systems used by the Customs Service.

The issues to be covered in the report include: the manner in which data from manifests and bills of lading are submitted to the Customs Service; an assessment of the accuracy of such data; the effectiveness of the automated sufficiency programs; the advisability of modifying the process for collecting data to be used in the automated reviews; and the ability to improve the data collection system.

The bill also authorizes the Secretary of Treasury to award grants to "eligible entities to research and develop technologies that can be used to secure the ports of the United States."

Examples of technologies to be developed using the grant money are; equipment used to detect explosives, or chemical and biological agents; equipment used to detect nuclear materials; and improved tags and seals for cargo containers, including 'smart sensors' that track the container through the life of its journey and can detect hazardous materials.

The legislation has been referred to the Senate Finance Committee.

Source: American Maritime Congress
Washington Letter

UN demands Liberian flag transparency

The United Nations Security Council this month has called for the Liberian government to set up a "transparent and internationally verifiable audit regime" to guard against the misuse of register revenues.

The call was part of a security council resolution extending the existing Liberian sanctions regime by another year, with a review to come in six months time.

In addition, a United Nations panel of experts will return to Liberia within three months to assess further its compliance with UN demands. No new sanctions were imposed on the ship register this time.

The sanctions, which include an arms embargo, a ban on diamond sales and sweeping travel restrictions on government officials and others, were introduced last year in response to Liberia's support for the Revolutionary United Front rebels in neighboring Sierra Leone.

On the maritime front, a panel of experts report last October described Liberia's Bureau of Maritime Affairs as little more than a cash-extraction operation and a cover for sanctions busting. It also found the register revenues had been used directly to buy arms in violation of the UN embargo.

A follow-up report last month found that Liberia had made good-faith efforts to sign up an independent monitor for its maritime program, that would establish systems of sound financial governance. Those efforts continue, with negotiations now under way with a UK-based accounting concern.

At the same time, the lines of financial control over register funds in Liberia remained worryingly unchanged since that first report. When the panel of experts makes its next visit in three months' time, it will expect to see major changes on that score.

This second report also found significant further evidence that, contrary to the strenuous denials of maritime affairs commissioner Benoni Urey, one Sanjivan Ruprah, an international arms dealer, had operated out of the Bureau of Maritime Affairs, travelling on a Liberian passport that identified him as deputy commissioner.

The panel was unable to examine records at the Bureau of Maritime Affairs—which has not been audited since 1988—during its last visit and there, too, it will expect greater access next time.

Title XI essential for American commerce and defense

Citing key national objectives of energy self-sufficiency, increased domestic commerce, and a strengthened defense building industrial base, Senate Minority Leader Trent Lott (R-MS) and Senator John Breaux (D-LA), along with 37 fellow Senators, penned a letter to Senator Ernest F. Hollings (D-SC), Chairman of the Subcommittee on Commerce, Justice, State and the Judiciary, urging continued funding for the Title XI program.

"Title XI program is absolutely necessary to meeting the national objectives of energy self-sufficiency, increased domestic commerce, and a strengthened defense shipbuilding industrial base," the letter said. "Without the Title XI Ship Loan Guarantee program commercial ship construction in the United States will, for all practical purposes, come to a halt."

The letter also highlighted Title XI's importance to small and medium ship operating companies and its positive impact on our environment, and urged the subcommittee to set aside \$50 million for Title XI in the upcoming Fiscal Year 2003 budget.

"Title XI is a loan guarantee that provides affordable ship financing to small and medium sized ship operating companies that would not be able to obtain credit at reasonable rates or terms because of the high capital cost of ships and the few banks familiar with ship financing," the letter said.

"Over the last decade, Title XI loan guarantees have enabled small and medium sized companies to order and receive vessels that promote U.S. commerce while protecting our environment."

A similar petition was written by Con-

gressman Randy 'Duke' Cunningham (R-CA), signed by sixty-nine fellow U.S. Representatives, and delivered March 21st to Congressman. Frank Wolf (R-VA), Chairman of the Appropriations Subcommittee on Commerce, Justice, State, and the Judiciary, and Congressman. Jose Serrano (D-NY), the Subcommittee's Ranking Member urging reauthorization of the Title XI program.

In addition to Senators Lott and Breaux, the following 37 Senators signed the letter in support of Title XI: Daniel K. Akaka (D-HI), George Allen, (R-VA), Barbara Boxer (D-CA), Maria Cantwell (D-WA), Thomas R. Carper (D-DE), Lincoln D. Chafee (R-RI), Max Cleland (D-GA), Thad Cochran (R-MS), Susan M. Collins (R-ME), Jon Corzine (D-NJ).

Christopher J. Dodd (D-CT), Richard J. Durbin (D-IL), John R. Edwards (D-NC), Jesse Helms (R-NC), Kay Bailey Hutchison (R-TX), Daniel K. Inouye (D-HI), Edward M. Kennedy (D-MA), John Kerry (D-MA), Herbert H. Kohl (D-WI).

Mary Landrieu (D-LA), Joseph I. Lieberman (D-CT), Barbara A. Mikulski (D-MD), Frank H. Murkowski (R-AK), Patty Murray (D-WA), Jack Reed (D-RI), John D. Rockefeller IV (D-WV), Rick Santorum (R-PA), Paul S. Sarbanes (D-MD), Jeff Sessions (R-AL).

Richard C. Shelby (R-AL), Gordon Smith (R-OR), Olympia J. Snowe (R-ME), Arlen Specter (R-PA), Debbie A. Stabenow (D-MI), Robert G. Torricelli (D-NJ), John W. Warner (R-VA), Ron Wyden (D-OR).

Source: American Maritime Congress Washington Letter

Panama to charge ships \$400 for canal security

In the wake of September 11, a new security fee of \$400 will be charged per voyage for all vessels transiting the Panama Canal beginning June 1. The new charge is intended to offset expenditures made to beef up safety along the waterway in response to heightened fears of terrorist attack. The improvements include electronic monitoring and tracking systems, and improving data collection on all ships arriving in canal waters. Also in the works is an Automatic Identification System that will be tested this year and be a mandatory requirement for all ships transiting the canal by July of 2003.

Memorial to U.S. seagoing services dedicated north of the Golden Gate



Former San Francisco Business Agent Kaj E. Kristensen and SUP Welfare Representative Rich Reed in front of the Lone Sailor Memorial on April 14.

A monument to the men and women of the U.S. Merchant Marine, Navy, Coast Guard and Marine Corps who have sailed outbound from San Francisco in service to the nation was dedicated on April 14, at Vista Point in Marin County north of the Golden Gate Bridge.

Hundreds of people, including several SUP members attended the dedication which included speeches by Anthony Principi, Secretary of Veterans Affairs and Vice Admiral Ernest Riutta, Commander Pacific Area/Eleventh U.S. Coast Guard district.

Named the San Francisco Lone Sailor Memorial, the monument is a replica of the original Lone Sailor statue at the U.S. Navy Memorial in Washington, D.C. sculpted by Stanley Bleifield, the statue stands seven feet tall and weighs approximately 800 pounds.

The memorial recognizes all four United States sea services through sculptures in relief: merchant vessels being attacked during World War II, a fighter plane taking off from the deck of a Navy carrier, a Coast Guard cutter and helicopter conducting rescue operations and

marines landing on a beach.

Maritime activist and San Francisco *Chronicle* reporter Carl Nolte wrote the following which is inscribed at the base of the memorial:

"This is a memorial to everyone who ever sailed out the Golden Gate in the service of their country — in the Navy, the Marine Corps, the Coast Guard, the Merchant Marine.

A ship heading for the sea passes directly by this spot at the northern end of the Golden Gate. Here the sailor feels the first long roll of the sea, the beginning of the endless horizon that leads to the far Pacific.

There is one last chance to look back at the city of San Francisco, shining on its hills, one last chance to look back at the coastline of the United States, one last chance to look back at home.

Thousands and thousands of American Seafarers have sailed past this place, in peace and war, to defend this country and its sea frontiers. Many of them never returned. This monument is dedicated to the ordinary Sailors and Marines who sailed from this place and did their duty."

Unemployment highest in 8 years

The U.S. Labor Department reported May 3, that unemployment rose from 5.7 percent in March to 6 percent in April—the highest rate in eight years. Some 8.6 million Americans are officially jobless.

Manufacturing took the hardest hit. Over the last four years, a total of two million factory jobs have been lost in the United States—ten percent of the whole manufacturing workforce.

"Despite congressional approval of millions in tax relief for economic recovery," AFL-CIO President John Sweeney said, "workers will still struggle to keep their financial independence until unemployment falls significantly, trade policies help—rather than hurt—workers, and the dollar is valued soundly to restore a level playing field for American manufacturing."

ESU Office Assignments

For the month of June, Leo DeCastro will be in the Baytown office and Thomas Thompson will be in the Benicia office.

ESU NEWS

MAY 2002

Official Publication of the Exxon Seamen's Union

2002 Contract Negotiations Underway

On August 31, 2002 our current collective bargaining agreement with SeaRiver Maritime, which had been extended for one year by membership ratification on August 15, 2001, will terminate. Federal law under the National Labor Relations Act, which was enacted by Congress in 1935, regulates collective bargaining. This law provides represented employees the legal right to bargain with their employer for a labor agreement, which determines wages, working rules and occupational safety and health. When bargaining for a new agreement all terms and conditions of the previous agreement are subject to be negotiated by either party, the union or management. Once ratified by membership vote the terms and conditions of the labor contract are legally binding for both parties and may be enforced by the National Labor Relations Board or in civil court. In accordance with the agreement negotiations should be scheduled to begin at least ninety days prior to the termination of the contract.

Both the Company and the Union agreed to commence bargaining on April 29, 2002, with a goal to complete the negotiations prior to the expiration date of the current contract. Therefore, the Exxon Seamen's Union negotiating team met with SeaRiver Management in Galveston, Texas from 4-29-02 through 5-3-02 to commence contract bargaining on a new contract to become effective 9-1-02. The talks were frank, informative and cordial. Proposals and counterproposals were exchanged. Please keep in mind that this process is just beginning and has not reached the critical stage yet. The ESU views the negotiations as satisfactory up to this point. The negotiations will resume on May 20, 2002 at the same location.

In the months preceding these negotiations the ESU Board asked the membership for their ideas and concerns with regard to bargaining. The response was tremendous and appreciated. The Board, Trustees, and Representatives were then able to develop some options that addresses the majority of the concerns of the membership.

Contract bargaining is the very essence of unionism. With the exception of the few radio officers in the Exxon Radio Officers' Association you are the only represented employees within SeaRiver Maritime and as an active union member have the means to influence your working conditions and wages through collective bargaining. For it is you as a union member in "good standing" who has the ultimate decision through your vote on whether to ratify or reject a labor agreement. This empowerment is recognized by the company and is the principle impetus, which provides your board with the ability to negotiate a fair agreement. Remember, we are all in this together and the fate of the next contract is not just in the hands of a select few elected officials, but belongs to all union members!

As members of the Executive Board, it is our duty to reflect the wishes of all the Union members in a fair and consistent manner. The Union is a democratic organization and the Board officers represent the entire membership. The package of benefits and the working conditions that we enjoy today can be attributed to the blood, sweat and tears of our union predecessors, but we must be ever vigilant and protect these hard won gains. We will continue to assess and address quantitative and qualitative factors that affect our economic well being and we will strive to provide our members with a package of wages, benefits and work rules that are second to none. In order to achieve this, the membership has to stick together and support the Union. Without the support of the membership one of our greatest assets would be absent from the process. Together we can achieve prosperity, security and individual dignity on the job.

The ESU again thanks the membership for your input and Rock-Solid support. It is this support that is one of our greatest assets in bargaining.

California wage-and-hour laws reaps windfall for workers

The San Francisco *Chronicle* reported that on April 19, 2002 Starbucks Corporation agreed to pay as much as \$18 million to settle claims that thousands of current and former managers and assistant managers in California stores were forced to spend long hours performing menial tasks and then cheated out of overtime pay.

Starbucks is one of hundreds of retailers, restaurants and other businesses to be hit by class-action lawsuits filed under the state's wage-and-hour laws, which require employers to pay time and a half after eight hours of work in a day, even to salaried workers who hold the title of manager or supervisor if they spend at least 50 percent of their

time performing tasks that are not related to managing.

Several days after the Starbucks suits were filed; a jury in Oakland hit Farmers Insurance Exchange with a \$90 million overtime bill on behalf of 2,400 claims adjusters.

Membership dues increase affirmed by majority vote

On Tuesday, April 30, 2002, the American Arbitration Association notified the Exxon Seamen's Union of the results of the vote to increase the Union dues by \$10.00 per month. The results are as follows: (111) One hundred and eleven yes votes. (46) Forty six no votes and (1) one blank vote. Although it was a low voter turnout, the ESU Executive Board extends its thanks to the members for their participation and support on this important issue. It is anticipated that the increase will be implemented on June 1, 2002.

SeaRiver continues to renege on promotions

As reported in the April edition of the *ESU News/West Coast Sailors*, the Exxon Seamen's Union initiated a 3rd step grievance against SeaRiver Maritime Inc. on March 28, 2002, in regard to the Company's failure to promote members to a number of seniority lists in a timely manner. The Company has repeatedly given their word to maintain those lists at the proper levels. Management had earlier indicated to the Union that promotions were due and that promotions for several ratings would occur in March and would be retroactive to March 1, 2002.

After repeated inquiries by the ESU when promotions were not made as indicated, Human Resources informed the Union that they were uncertain about the size of the fleet in the future and thought promotions may not be necessary. It is the Union's position that this response is unacceptable and is a violation of the mutually agreed upon Collective Bargaining Agreement, as well as a repudiation of the Memorandum of Understanding reached through negotiation in March of 2002. This MOU in part, had resolved a prior non-promotion grievance filed against SeaRiver by this Union.

On May 2, 2002 the Union received the Company's response to the grievance and the Company denied that they had violated the contract. The Company stated the following, "Regarding Article IX, Section 1 (B) & (C), there is no requirement in the Agreement that the Company make any promotions within a stipulated amount of time". The Company's response also states in respect to the Unions assertion that the Company had not abided by the terms of the MOU, "Nowhere does it state that the company must make promotions within a given time frame..."

The grievance charged SeaRiver with being in violation of Article IX, Section 1 and paragraphs B and C of the Agreement. Paragraph B in part reads, "Seniority lists will be maintained for all ratings employed in the fleet..." While paragraph C of the same Article and Section states, "The number of employees on each active seniority list is determined by the number of operating vessels in the fleet, manning scales, and the applicable paid leave schedule." It is irrefutable that by Human Resources refusal to make the requested promotions they have failed to properly maintain the seniority lists as clearly described within the Agreement language.

The above-mentioned Memorandum was a result of negotiations requested by the Company. The Company, at that time desired to integrate the unlicensed crew of the American Progress in to the SeaRiver fleet while recognizing the ratings that each individual sailed at and seniority earned as employees of Mobil Oil. To accomplish this, the Company recognized that it would have to negotiate an agreement with the ESU. As a result of these negotiations an agreement was reached between the Union and Management that among other things, resulted in the eventual promotion of at least twenty-seven (27) ESU members and accommodations were made to recognize the incoming American Progress crewmembers (SUP members) by slotting them on to the Seniority lists with respect to their status at Mobil where practicable. In the April 2000 issue of the *ESU News/West Coast Sailors* the ESU announced the completion of the agreement and the signing of the MOU that facilitated the transfer of the American Progress crew to SeaRiver Maritime, Inc. In this lead article the Union wrote:

"Two other significant accomplishments were the resolution of the outstanding non-promotion grievance and a verbal commitment by the Company to make future promotions in a more expeditious manner."

"The favorable resolution of the non-promotion grievance accomplished what otherwise would have been accomplished only after a lengthy grievance procedure and possibly an expensive arbitration process..."

It now appears as if management has duped the Union and had no intention of keeping their word. It appears their only intent was to pay lip service to the promotion grievance in order to facilitate their immediate goal. The Union concluded the American Progress negotiations not only satisfied that a good deal had been brokered for the crewmembers of that vessel, but also, for the many ESU members themselves that had been waiting an inordinate amount of time for promotion. Moreover, the Union was confident that the issue of non-promotions that had plagued Union/Management relations throughout most of a decade had finally been resolved. The Union will continue to pursue this grievance and will conduct any future negotiations with renewed skepticism towards SeaRiver management.

Why any reputable employer would deny deserved promotions to employees who have demonstrated their ability to perform the required duties of the position when positions are available is puzzling. Hopefully at some point in time SeaRiver Maritime will demonstrate that they are in fact, a reputable employer. The financial impact to an employee not promoted can be significant and unjust. One could easily surmise that an employer that engages in such practices has little regard for the affected employee.

ESU News

Electronic funds transfer update

Members are reminded that forms for enrollment in the Electronic Funds Transfer (EFT) have been mailed and members wishing to have their payroll or any portion of their payroll sent via EFT to their financial institution must complete the election form and return it by June 17, 2002. If the forms are not received by that date the company will assume that the member has elected to have a paper payroll check sent to their resident address of record.

The Union has been in close communication with SeaRiver management and will continue to monitor this issue in an effort to assist in minimizing any confusion that could inadvertently result in a members pay being delayed. As this process progresses there appears to be some confusion regarding the necessity to attach a voided check to the enrollment form. If a member wishes to use EFT, a voided check must be provided to the company. Members who presently have their checks direct deposited to a financial institution at this time, will have their checks sent to their residence address of record unless a voided check is provided.

Members with court ordered payroll deductions will not be affected by this change. Such deductions are handled separately by the ExxonMobil Payroll Department.

ExxonMobil Credit Union deductions will not be recognized as of the July 15, 2002 paycheck. After your July 15, 2002, paycheck, members that are affected by this should contact the ExxonMobil Credit Union if they wish to reestablish the deduction.

The company will be mailing additional information to employees in the latter part of May to explain in more detail some of the changes that are to be expected as a result of the implementation of this new payroll system. Direct any questions you may have to either Mr. Chris Matteson at (713) 758-5120 or Ms. Gabby Guerra (713) 353-0599

Ship reports

S/R American Progress

Executive Board visited ship on May 10, at the Amorco Docks in Martinez, CA. Able Seamen George Taylor assuming the duties of Temporary Ship Representative. Vessel is without a permanent Representative at the present time. Petitions to fill this vacancy are being accepted at ESU Baytown until May 31. Several OT clarifications sought, no other problems.

S/R Baytown

Able Seamen Chuck Bell filling in for Ship Representative Mark Myser and keeping in excellent communication with the ESU offices. One member set adrift by company in Valdez, AK. Union is investigated this matter. Vessel continues on ANS run in to Puget Sound.

S/R Benicia

Ship visited April 26 at the Amorco Dock in Martinez, CA. Long time Ship Representative Joe Graca on board. Vessel is loading in Valdez for its last voyage. Discharge of cargo will be at the Equilon and Tesoro docks in Anacortes, WA. Vessel will start clean up for lay-up due to OPA 90 requirements in the latter part of May.

S/R Bristol Bay

Boarded on May 8, at Benicia, CA, at the Valero Docks. QMED/Oiler John Valle contributing to the Union by assuming the Temporary Ship Representative position. Vessel has completed its first month in service as part of the SeaRiver fleet. No beefs reported. Petitions are being accepted until May 31, for the Representative's position on this vessel.

S/R Charleston

Visited by Board Officer in Beaumont, TX on May 14, 2002. Temporary Ship Representative Odley Banks is filling in for Bob Knight. No Beefs reported. The crew is doing a great job maintaining the ship with new paint everywhere.

S/R Galena Bay

Board visited the vessel April 23 and 24, at the Valero Dock, Benicia, CA, and at the Chevron Long Warf in Richmond, CA the 8th of May. Vessel is run-

ning smoothly with Ship representative Will Ackley on board.

S/R Hinchinbrook

Ship Representative Danny Jones calling in frequently as vessel is slated for Hawaii visit with a load of North Slope crude. Overtime clarification handled by Union concerning standing-by bunker hose. Mattresses issue resolved, in no small part, to the persistent efforts of the Representative. Good job, Danny!

S/R Long Beach

Vessel scheduled to be visited May 17, at the Valero dock in Benicia, CA. Wen-Shie Tai has been handling the Temporary Representative's job admirably. Representative Jack Patterson is officially retired and petitions are being accepted to fill the vacancy until May 31. Vessel completed TAPS survey May 2. Tragically, a shipyard worker suffered an apparent heart attack on the pier after departing the vessel. Despite efforts from the ships crew, shipyard workers and EMT's, the man died at a local hospital. The ESU extends our condolences to his family.

S/R Mediterranean

The Mediterranean loaded at Ras Lafan and is enroute to Australia. Ship representative John Detwiler is aboard and has reported no problems.

S/R Puget Sound

Ships visit conducted May 15, at Valero dock in Benicia, CA. Fleet Chef Tom McKee relieved Steve Hicks as Temporary Representative in the absence of Representative Michael Harrison. No major beefs. Safety issue concerning the galley deck being worked shore side by the Ocean Fleet Safety Committee.

S/R Wilmington

Ship was visited at the Exxon Mobil docks on May 15. Temporary Ship Representative Marvin Marcum is doing a good job and reports everything running smoothly. There was a question concerning the formula used by Exxon Mobil for indexing subsistence while in foreign service. The Board Officer is attempting to obtain the current indexing numbers.

Union officers elections set for October

The Exxon Seamen's Union is a democratic rank and file organization certified by the National Labor Relations Board. As such, its leadership positions are required by law to be filled through a certified election. Qualification for an Executive Board position is: Any member in good standing with two years of company service and one year as a Union member. He/She must be a qualified driver possessing a current, valid auto driver's license. In addition, a nomination form with signatures of twenty five (25) members in good standing are required for any Executive Board position. Qualification for a Ship Representative position is: Fifteen (15) signatures of members in good standing. This year the terms of office for the President, Recording Secretary, and Ship Representatives on the *SR Baytown*, *SR Galena Bay*, *SR Mediterranean*, and the *SR Wilmington*.

To be eligible as a bona fide candidate and have your name placed on a ballot for either of these offices, one must fill out a nomination form noting the particular office being applied for and acquire the requisite number of signatures. The nomination forms are currently onboard the ships and if you do not have one, then ask either your ship representative or a visiting board officer. To have your name placed on the ballot, your completed nomination form and campaign statement must be received in the Baytown office no later than October 1, 2002. It is advisable to send your nomination form via certified mail to ensure it is received timely. Nominations received after that date are ineligible. Additionally, campaign statements that are slanderous will not be considered nor distributed to the membership in accordance with Article V, Paragraph 2J of the ESU Constitution and By-Laws.

The campaign statements will be reproduced by the union office and accompany the ballot. If your campaign statement is received timely, you may request it to be published in the September edition of the ESU NEWS. You may include a photograph for publication in the newsletter if you wish. Once the Secre-

tary-Treasurer verifies bona fide eligibility and the validity of the signatures on the nomination forms, a secret ballot will be prepared along with the self-addressed envelope and sent to each individual member eligible to vote.

The voting period will commence on October 15, 2002, and terminate on December 14, 2002. For your vote to count, it must be received at the American Arbitration Association no later than five P.M. on December 14, 2002. Upon receipt of the AAA tally of the results on December 15, the official election results will then be announced via email to the vessels and to those candidates on paid leave telephonically. The term of office for newly elected officers will begin January 1, 2003.

This is an opportunity to serve your Union brothers and sisters. You are encouraged to run for one of these key leadership positions to devote your time, energy and talents to direct and administer our Union into the future and to confront the challenges we are faced with. Review the Constitution and By-Laws to understand what is required of the office, which you seek, and get your nomination petition started now to make the October 1 deadline.

The most important element of an election is not necessarily the candidates. It is the electorate - those persons entitled to vote. For it is the electors who will determine whom are elected and thus share in the democratic process and the future direction of our Union. In many past elections, both for the election of Union officers and for contract ratification's, the voter turnout has been notoriously low. Those who are indifferent, disinterested, and for whatever other reasons choose not to vote, have no legitimacy to complain later. All ESU members in good standing are encouraged to participate in this very important election. Become involved and support your candidate of choice. Let us strive to have 100% participation from the electorate and send a powerful message of unity and Union support.

Health advisory!

SeaRiver management notified the ESU Executive Board on April 29, 2002, of the possible exposure of numerous employees to Tuberculosis. As expected, this revelation created great concern in the fleet when people that were thought to have been exposed had to be taken off the vessels and tested. The ESU has received some complaints with regard to how this situation is being handled. The ESU has voiced their concerns to management. Management has informed the ESU that they are proceeding with caution and as expeditiously as possible within the framework of federal and state health laws. This situation is ongoing and the Board will keep the membership informed. Tuberculosis is serious and should never be taken lightly, but it is treatable and curable. If you think you may have been exposed to TB, there is a simple, inexpensive test that is available at any public or county health facility in your area. In some instances this test costs nothing. If you were exposed while at work, SeaRiver Maritime will pay for the test and any resultant cost incurred.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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TESTIMONY OF THE SAILORS' UNION OF THE PACIFIC, AFL-CIO, TO THE SENATE COMMERCE, SCIENCE, AND TRANSPORTATION COMMITTEE AND THE HOUSE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE REGARDING U.S. MARITIME AND PORT SECURITY

I. BACKGROUND

The Sailors' Union of the Pacific (SUP) represents unlicensed merchant mariners aboard U.S.-flag vessels that transit the oceans of the world, and to a lesser extent, mariners at marine terminals on the West Coast including Los Angeles, Oakland, Seattle, and in Honolulu, Hawaii. Our work necessarily places us on the ships and among the waterfront containers, both at sea and in port, that have been receiving so much attention in the national security discussion. Since we routinely inhabit and transit the spaces that could become ground zero of the next attack, not the least among our concerns is our own safety. Although our interest in the topic is wide and varied, our goals are focused: to help improve the nation's ship and port security first by our unique position at a fundamental level in the logistical chain; second through our own practical expertise and training; and finally and especially through our understanding of the world of international shipping.

II. DOMAIN AWARENESS AND SECURITY TRAINING

Because we live and work amidst the containers that may conceal a weapon directed against the United States, there is perhaps no better lookout and early warning system than that of a sailor who notices something awry. We are immersed in the apparatus of international trade and therefore our roles as sensors to monitor, to observe, and to report on the cargoes of the world should be recognized as integral. More pointedly, the security role that mariners play on a modern container ship is large and growing. In addition to our traditional navigational duties such as standing bridge lookout and helm watches, handling lines and anchors, working cranes and cleaning and maintaining decks and bulkheads, we also participate in the emergency lashing of containers, standing gangway watches, conducting stowaway searches and maintaining security rounds. Many of our members are trained in anti-terrorism; in damage control; and in chemical, biological, radiological defense warfare, in small arms, and other security related skills. Other members have even more advanced skills taught by the Naval Criminal Investigative Service in shipboard security engagement tactics such as use of force, bomb identification and bomb threat management, hostage situation management, refugee recovery, security force movements, and tactical compliance and detention to name a few.

In addition to commercially engaged ships in foreign and domestic commerce, the SUP presently crews many of the ships that support the nation's military, including early-response ships of the T-AKR class (Large Medium Speed Roll-on/Roll-off's) and the ships of the Ready Reserve Force. Historically, our members have served the nation during times of war and national emergency by sailing the ships with munitions, vehicles, and supplies for U.S. forces in every corner of the globe. Many perished in the effort, but the concept of national service and sacrifice remains an essential component of the culture of the U.S. merchant marine. In summary, we are deeply involved in the security milieu; we consider ourselves frontline defenders of national security, and we view our role today as uniquely qualified and uncompromised participants in the war on terror.

III. BACKGROUND CHECKS

Given these qualifications, roles, and training, it is our position that U.S. merchant mariners should be seen as primary resources, not prime suspects, in the port security debate. As the U.S. Coast Guard is well aware, American merchant mariners are among the most highly regulated workers in America. In order to qualify for a Merchant Mariner's Document, a prerequisite to employment aboard a U.S.-flag ship, an individual must every five years pass a federal background check, a National Driver Register check, and swear an oath to "perform all the duties required of me by the laws of

the United States." Furthermore, many of our members are licensed mariners, which require character references in addition to the foregoing. By these existing controls, the risk of documented U.S. seamen being involved in terrorist activities appears to us to be not only unlikely but also statistically insignificant. The limited resources of the nation's security forces should be directed at areas of much higher risk.

IV. FLAG-OF-CONVENIENCE OPERATORS AND RISK ASSESSMENT

Of all the areas of national security concern, it is widely accepted that port security presents the greatest risk. Notwithstanding the Coast Guard's own sophisticated risk assessment processes, we maintain that the greatest port security risk stems from the inscrutable flag-of-convenience system. Not enough attention is being given to these sub-standard ships operating in almost complete secrecy and anonymity. Their long histories of criminal violations, environmental abuse, slave labor tactics, and consistent tax evasion make these ships ideal havens for activities detrimental to the United States. Flying the flags of Panama, Liberia, Cyprus, Belize, Honduras, the Bahamas, or Vanuatu, to name a few, these ships routinely violate U.S. labor, criminal, safety, and environmental law. The maritime administrations of flag-of-convenience countries ask no questions of the shipowner and have few requirements of the shell companies that seek registration of their ships. Because of such lax reporting required by these flag states, (whose interest lies in profit margins not regulatory responsibility) the capital of financiers who must remain clandestine can find few better investments than that of flag-of-convenience shipping. It is well known, for example, that Al Qa'eda itself, thought to control 80 front companies in 50 countries, has owned and chartered such vessels. The New York Times has reported that Bin Laden's shipping interests first became known after the attack on the American embassies in Kenya and Tanzania when a freighter in the port of Mombasa, Kenya was discovered to have delivered some of the bomb-making material used in the attack.

Despite this knowledge, U.S. investigators working with the U.S. military have been unable to positively identify and seize a single Al Qa'eda ship, proving the difficulty of ascertaining ownership within the flag-of-convenience system. An Al Qa'eda member was arrested at an Italian transshipment port bound for Canada originating in Egypt. The suspect was discovered inside the container with a bed, a toilet, a lap top computer, cell phones and false airline mechanic's documentation. These events have confirmed our longstanding suspicion: the anonymity and loose security of flag-of-convenience shipping is an ideal delivery system not only for attacks against the United States, but also for terrorists themselves. Jon Whitlow, Seafarers' Section Secretary of the International Transport Workers' Federation summarized the system most succinctly: "Shell companies and corporate secrecy are fundamental to the FOC system and are the motor which enables the money-laundering aspect of trans-national crime. Now FOCs are implicated in international terrorism. The overwhelming interest of civil society is for the dissolution of the FOC system." As a small but significant first step, the United States should aggressively seek transparency of ship ownership at the national and international level. We should focus our law enforcement and STCW compliance efforts according to a prioritized list of repeat offenders, most of which are flag-of-convenience ships often times owned by American companies. Identification of these high risk, problem ships can be achieved in a variety of publicly accessible ways including port state control tallies of the most detained ships and flag states.

The same difficulty encountered in establishing the identity of a flag-of-convenience ship is likewise found in establishing the identity of some foreign mariners. The Coast Guard recently proposed universal back-

ground checks for seafarers at a recent meeting of the Maritime Safety Committee of the International Maritime Organization in London. The proposal met with lukewarm response from other IMO member states; indeed, the practical difficulty of tracking the identity and background of a seaman of Filipino nationality with Cypriot identification and Panamanian credentials employed in a ship registered under the Liberian flag is extreme. Furthermore, Cardiff University completed a study in June of 2001 that indicated widespread license and mariner documentation fraud, primarily from those FOC flag states that engage in the regulation of ships and mariners as a profitable enterprise. The IMO reported similar results last year from a questionnaire that simply asked mariners whether or not their documents were fraudulent. More than 12,000 responded in the affirmative. Yet the member states of the IMO, the most powerful of which are the flag-of-convenience flag states themselves, will continue to object to the seafarer reporting and screening requirements that are well-established in the United States. Such an objection will arise not only from practical difficulty, but also from an ostensible privacy protection claim screening the industry's underlying opposition to anything that might lance the anonymity of the FOC system and the interchangeability of its labor supply.

It is ironic, then, that the only feasible background checks of the more than 200,000 mariners visiting U.S. ports every year is to expand the checks of highly regulated U.S. mariners to longshore workers. Meanwhile, most of the world's seafarers will continue to transit U.S. ports with wholesale anonymity. A more balanced risk assessment would acknowledge the higher threat from the unregulated flag-of-convenience industry.

The Cypriot-flagged *Progreso* is a case in point. The *Progreso* arrived in Norfolk in March, and despite new INS restrictions, it was discovered that four Pakistani nationals had jumped ship and disappeared. As of this writing, only one of the fugitives has been tracked down. A reasonable cost-benefit allocation of scarce resources would fund investigation of seafarer backgrounds at worldwide seafarer manning agencies, at flag state maritime administrations, and at Interpol. To be sure, the IMO's recommendation to the ILO to build a reasonable database on existing conventions (Convention 108) regarding seafarer documentation may someday provide the beginnings of a process from tracking the world's seafarers. But in light of the strong resistance from numerous member states of the IMO, we believe that worldwide seafarer background checks, driven by flag-of-convenience flag states themselves, are a distant possibility. The background check paradox of increasing security where it is already strong while doing little to bolster it where it is weak is repeated in the overall risk assessment of the nation's ports. To be sure, the risk to port security from premeditated attack is real and serious, but far more likely are the common groundings, collisions, and environmental damages such as the near-disaster caused by the Liberian-flagged *Brightfield* in New Orleans, or the Panamanian-flagged *New Carissa* off the coast of Oregon.

The training and competency of mariners around the world is theoretically regulated by the IMO according to a code of universal standards known as the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, (STCW.) The deadline for full compliance for the provisions of STCW was February 1, 2002. Unfortunately, because of a failure to prepare during the seven-year transition period, the flag-of-convenience flag states at the IMO's January 2002 conference in London voted themselves an extended compliance period-an extension that the U.S. Coast Guard ultimately determined not to apply to U.S. mariners. This has created a dangerous double standard that undermines the universal standards concept at the heart of the STCW Code. It requires U.S. mariners to comply with the training and certification stan-

Continued on next page

Testimony of the SUP continued

dards laid out in both domestic and international regulations while foreign mariners are required to comply with only their lax flag state standards. The effect is that U.S. citizens cannot be reasonably sure that the seafarers aboard the dozens of flag-of-convenience ships that daily transit U.S. waters are schooled in navigation, basic fire-fighting, helmsmanship, and the ability to understand a pilot's orders in English. In fact, many ships that have been issued STCW letters of warning or have been detained because of STCW deficiencies under the port state control procedures, routinely transit U.S. waters with impunity. We think these ships, already identified as offenders of agreed-upon international law and documented on the central port state control website at www.parismou.org, are the ships that should be the focus of new Customs, Coast Guard and INS scrutiny. We hold to the premise that non-compliance with accepted standards at the level of maritime safety is sufficient indicator of a high-likelihood of non-compliance at the level of maritime security. Therefore, we urge the aggressive enforcement of full compliance of the STCW Code beginning August 1, 2002. We further suggest that such enforcement be prioritized according to established and reasonably projected recidivist behavior.

(The best model for such a policy may be a set of regulations called "Erika 1," recently adopted by the European Union. Named after the ship that two years ago broke apart off the coast of France creating a massive oil spill, this package will strengthen STCW port state control procedures and create a "black list" of flag-of-convenience offenders.)

In recent testimony before a Senate Judiciary Subcommittee on Technology, Terrorism, and Government Information, Maritime Administrator William Schubert made the point that "Efficiency improvements must now be looked at through a security lens. Our transportation system will need to operate both more efficiently and more securely." (his emphasis) It is the position of the Sailors' Union of the Pacific that the effort to balance efficiency and security in U.S. ports and in the maritime industry in general, all too often mindlessly favors the efficient free flow of trade over basic and agreed-upon safety rules such as STCW, and new security rules, such as background checks. As an example, the comments of Christopher Koch, President and CEO of the World Shipping Council, before a field hearing of the Senate Commerce Committee are instructive. Mr. Koch, who represents many of the world's flag-of-convenience shipowners, testifying in February in Charleston, South Carolina, said that international cooperation for a comprehensive security policy that protects every aspect of the international supply chain is critical to that policy's success. Mr. Koch states that there are "legitimate concerns about unilateral U.S. actions that have international implication and about the need for international standards on many of these issues rather than a crazy quilt of differing national laws..."

This benign-sounding and probably well-intentioned comment masks the international maritime reality of vastly different points of view and of extreme and reflexive resistance to serious reform among the flag-of-convenience flag states at the IMO. The point is that international resolution of complex issues such as security and seafarer documentation, issues that might potentially affect the free flow of trade, is next to impossible at the IMO. To settle these issues, we believe that a too sanguine reliance on the IMO, which runs by consensus and is controlled by flag-of-convenience flag states, is an imprudent security strategy. In order to balance the competing free trade and security interests of the United States, the U.S. government must act unilaterally to re-calibrate the scale of acceptable risks in light of recent events.

V. CONCLUSION

Reliable risk assessment should recognize that in terms of security the safest ships in U.S. ports are U.S. flag ships. New security legislation should therefore not only focus on higher risk ships, it should also express support for legislation that supports the U.S. merchant marine and provides for the growth of U.S. flag shipping. HR 1262 (sponsored by Rep. James Oberstar D-MN), for example, would amend the tax law to make U.S. flag ships more competitive in the international marketplace. Likewise, continued support for U.S. flag operations under the Maritime Security Program is criti-

cal to a continued U.S. presence in the international trades. Moreover, an exponential improvement to national security is a certainty if only the nation would adhere to the longstanding maritime policy of the United States. Dramatic security risk reduction is inherent in the language of the Merchant Marine Act of 1936 that provides for a merchant marine "capable of carrying U.S. domestic waterborne commerce, of carrying a substantial part of U.S. waterborne foreign commerce, and of providing shipping service on all routes designated as essential by the Maritime Administration." We recognize that the U.S. economy is critically dependent on the free flow of trade, but the balance of security and freedom is to us attained most efficiently under the U.S. flag. If the United States truly desires fundamentally secure ports, then it must be prepared to act with authority in its own behalf. That action, taking the various above-noted forms, must include unilateral scrutiny of high-risk flag-of-convenience vessels. The security of our nation and our citizens should not be held hostage by non-citizen shell companies and by flag states who do not seriously regulate their ship registries. We reject the argument that an efficient flow of trade must necessarily compromise our safety and security and we urge the United State Senate to do the same.

VI. RECOMMENDATION SUMMARY

- 1) Aggressively seek transparency of ownership of the world's ships at the national (Coast Guard) and international (IMO) levels.
- 2) Concentrate the nation's limited security resources by focusing on repeat offender flag-of-convenience ships and shipping companies.
- 3) Focus background checks where it will do the most good on foreign seafarers through investigation of the practices of international manning agencies, training facilities, and flag state credentialing procedures.
- 4) Aggressively pursue enforcement of the international STCW code on August 1, 2002 by concentrating limited resources on flag-of-convenience vessels calling in U.S. ports.
- 5) Support and enforce existing U.S.-flag maritime legislation such as Section 1101 of Title 46 ("The United States shall have a merchant marine capable of carrying...a substantial part of U.S. waterborne foreign commerce."), and for the reauthorization of the Maritime Security Program, which keeps militarily useful U.S. flag ships in the international trades.
- 6) Support for the Port Threat and Security Act (S.1587, Kerry, co-sponsors Breaux and Hollings) which encapsulates many of the recommendations made herein, especially transparency of ownership, prioritized risk assessment, and unilateral action in the event of international non-compliance, and the Ship, Seafarer and Container Security Act (S.2329) by Breaux, Smith, Hollings, and McCain.
- 7) Support for legislation that will expand and strengthen the U.S. merchant marine such as Merchant Marine Cost Parity Act (HR 1262, Oberstar) and the United States Cruise Vessel Act, (S. 127, McCain, Feinstein)

Thank you for reviewing this testimony. If you have any questions, or require further information, please do not hesitate to contact us. Testimony of the Sailors' Union of the Pacific.

[Submitted by SUP Vice President Dave Connolly on April 20, 2002.]

Dubai launches docks probe

An official investigation into the March 27 tragedy at Dubai Drydocks has been launched this month, but court proceedings are still some way off, according to sources close to the case. An official said, "A panel of investigators has been appointed and the public prosecutor is awaiting their report before taking any further action." The report will determine whether the public prosecutor presses charges of causing death, injury and damage to third-party property by criminal negligence against up to nine Dubai Drydock employees.

However, details about the investigation are being kept secret until the panel submits its report. "We are not even sure whether the panel includes a forensic scientist, or whether the panel was appointed by the police or public prosecutor," said an underwriter for one of the five vessels damaged in the tragedy, which claimed the lives of at least 29 people. The investigation has been launched amid growing acrimony between the ship owners and DD over responsibility for the fatal failure of the gate to No 2 dock. See the April *West Coast Sailors*.

International Maritime Organization ignores ship ownership transparency recommendations

Stating that ownership is not necessary for maritime security, the IMO's legal committee has decided, as long as "effective operational ship control" is known. Its recommendation to the Maritime Safety Committee on how the terms "ownership" and "control" should be defined for the purpose of countering unlawful acts involving ships ignored recommendations from the United States, Organization for Economic Cooperation and Development (OCED) and the International Confederation of Free Trade Unions. Determining who is in effective operational control of the ship, as defined within the ISM Code, was deemed to be sufficient to enable security personnel to carry out the necessary investigations. The debate formed part of a discussion of measures and procedures to prevent acts of terrorism after the IMO unanimously decided last November to instigate a review of the measures currently in place.

Tonga closes flag-of-convenience registry

The South Pacific monarchy of Tonga is closing its flag-of-convenience registry after a series of incidents blackened its reputation.

The decision to close the registry—which is actually located in the Greek port of Piraeus— was made by the island's governing privy council.

"It's because the government has been concerned at damage to the Kingdom's reputation," said Tongan cabinet member Filakepa. "We felt that the venture has carried too much especially in the climate following September 11, 2001."

In January, Israeli commandos in the Red Sea boarded the tongan-registered *Karine*, which was found to be carrying 50 tons of mainly Iranian weapons and ammunition destined for the Palestinian Authority.

After that incident, the Tongan government suspended registrations, saying it wanted to assure the world of its continuing support for the campaign against terrorism.

In March the United States Navy boarded the tongan-flagged *Rasha J* in international waters off Sicily due to possible suspicious cargo, although nothing was found.

The registry had been operated by Peli Papadopoulos of Axion Services Ltd., Piraeus, since 2000. Little is known about him and his present whereabouts are unknown.

Knight & Carver re-launches classic 1914 boat for San Diego museum

Last month San Diego's Knight & Carver YachtCenter recently hosted the re-launch party for *Pilot*, a vintage 1914 Pilotboat. More than 200 members of the San Diego Maritime Museum, plus supporters, friends and civic leaders attended the invitation-only ceremony. The event was held on the docks of Knight & Carver, located along San Diego Bay, several miles south of the Coronado Bridge. "We're extremely proud to have been selected to host this historic event," said Sampson A. Brown, chief executive officer of Knight & Carver. "Through the years, it has been our honor to work closely with the Maritime Museum in providing regular maintenance, repairs and enhancements at various times for each of its three current vessels—the tallship *Star of India*, ferryboat *Berkeley* and steam yacht *Medea*."

The 52-ft. *Pilot* will officially join the museum's fleet and is scheduled to begin hosting school groups on educational voyages around San Diego Bay early this summer. In that capacity, she will serve San Diego as a floating goodwill ambassador and will continue her distinction as the oldest active pilot-boat in the United States. *Pilot* began her service as San Diego's first enclosed auxiliary pilot-boat more than 80 years ago, escorting large commercial vessels into and out of San Diego harbor. Remarkably, the durable workboat never required more than two days off for repairs during that span. The vessel recently underwent a three-year, \$300,000 restoration after being officially retired from service in 1999. Ray Ashley, executive director of the Maritime Museum, presided over the ceremony, which was highlighted by a traditional champagne christening.



Crew licenses spark diplomatic row

Panama's ambassador in the Philippines, Juan Carlos Escalona, has again been implicated in a diplomatic row over seafarer licence irregularities. The Vietnamese foreign ministry has formally complained that Escalona visited Vietnam to sell Panamanian seafarers' licenses in violation of Vietnamese laws, according to a letter sent by Panama's consul in Ho Chi Minh City to foreign minister Jose Miguel Aleman. Aleman told Panama daily La Prensa he had not received any formal complaint and that Escalona, like all other consuls, are authorized to market Panama in their respective countries. Last year Escalona, who has close ties to Panama's president, was accused of engineering delays at the Panama embassy in processing seafarer licences. This was apparently done to enable close associate and former consul employee Adrian Reimar Quiros to charge money via a private company to ensure Filipinos quickly gained licences to work on Panamanian-flagged ships. A government inquiry cleared him. Sources, who declined to be identified, said Escalona did nothing illegal and the passing on of the complaint was "very personal".

Filipino seafarers confess to murder

Japanese authorities have detained two Filipino seafarers who have confessed to murdering an officer on the 265,000-DWT Panamanian -flagged tanker Tajima. The ship, operated by NYK and on charter to Idemitsu Tankers, was manned by six Japanese officers and 18 Filipino crew. The officer, Izumi Shinpa, was reported to have been missing since April 7. Yasuo Seto, president of the ship's manager, Kyeoi Tanker, said crew members had reported to the master seeing the two men beat Shinpa and throw him into the sea while the ship was in waters east of Taiwan. The master radioed the Japanese coast guard that trouble had erupted on the ship following a quarrel. The ship is currently anchored at the port of Himeji near Kobe and the two men have been locked in separate cabins, a Kyeoi Tanker spokesman said. They are yet to be officially charged.

Japanese tighten container security

X-ray machines have been installed in Osaka and Kobe ports in Japan to check containers in a bid to prevent the smuggling of arms, drugs and other items, and South Korea's customs service plans to introduce container scanners at Busan and Incheon ports in July to speed up clearance. Japanese customs officials said their equipment, which enables checking of goods on chassis, has cut inspection time from two hours to 10-20 minutes. X-ray machines were first installed at Yokohama in March 2001 and will appear at Tokyo, Nagoya and Hakata before the end of March 2003. South Korea's three new container survey machines will inspect each box in two or three minutes. Busan and Incheon were chosen as they are the most rapidly growing box ports in Korea. Kwangyang is also targeted to receive scanners. Container traffic at Busan rose by three percent in 2001 when 7.9M TEU was handled. Incheon registered an eight percent increase, handling 660,000 TEU in 2001.

Hijacked tanker found in Thailand

The tanker *Han Wei*, reportedly hijacked by Thai pirates in March, has been located in Thailand. All 13 crew members are safe and have been repatriated, according to Sentek Marine, the Singapore agent for the ship's owner Bai Yuh Fisheries. The vessel was spotted anchored five miles off Sriracha by a Thai Navy helicopter. A search had been mounted after a tip from the International Maritime Bureau's Kuala Lumpur-based Piracy Reporting Center. The ship had reportedly been renamed *Fatum*, and was found without its Indonesian and Taiwanese crew and without its oil cargo, Vice Admiral Akhanit Mueansri said. The Bangkok Post, quoting marine police, said the crew appears to have been rescued by small boats off Phuket. The tanker sailed from Singapore bound for Myanmar on March 15, and lost contact two days later. The vessel has been detained by Thai Marine police.

EC approves German training aid to seafarers

The European Commission (EC) authorized Germany to help maritime shipping companies finance the training of seafarers this month. The financial contribution will be allocated providing seafarers are trained on board ships entered in the German register of seagoing vessels. European citizens qualify for the training grant if they are trained as additional crew members on a merchant ship suitable for training purposes. The objective is to improve seafarers' skills in Germany. The German aid scheme aims at safeguarding and developing European maritime expertise and skills in line with the objectives and principles outlined in the 1997 Community guidelines on State aid to maritime transport. The Commission considers that the aid is non-discriminatory, transparent, and compatible with European competition rules.

Islamic extremists stowaway in cargo ships, Coast Guard reports

Twenty five Islamic extremists have illegally entered the United States since March as stowaways on cargo ships through ports of Miami, Savannah and Long Beach according to a U.S. Coast Guard report.

"We're taking the report seriously," said Coast Guard Captain of the Port John Holmes, who issued the warning May 10 and said the Coast Guard is prepared to board more vessels, if need be, in the nation's largest port complex and is working with Customs and the Immigration and Naturalization Service to ensure vessels, terminals and cargo are secure.

The document was reported on May 13 by Fox News.

The Coast Guard notified federal, state, and local officials that the extremists entered the U.S. on "prominent commercial cargo vessels."

"We're investigating at this time," said Diane Strickland, a spokesperson for the Georgia Ports Authority. The GPA oversees the Port of Savannah. Strickland said that the GPA had not yet been contacted by government officials about the breach in security.

The Coast Guard's Pacific division earlier this year issued security guidelines for all U.S. ports in the region. Shipping lines and terminal operators since May 1 have been checking employee identification cards, patrolling marine terminals and implementing other security measures called for in the guidelines. The Coast Guard each day boards some vessels that enter the ports.

The Coast Guard considers vessels carrying hazardous cargoes, such as petroleum products, to be a top priority for boarding. However, the agency's sea marshals regularly board container ships based on the cargo on board, the country of origin or intelligence reports that indicate the vessels present a security risk.

Representative Oberstar: Maritime risks must be addressed

"Today, we face two major risks in the United States maritime industry: securing our marine transportation system from terrorist attack and maintaining a U.S.-flag fleet in our foreign trade," Congressman James L. Oberstar (D-MN) said before a May 15th Kings Point Club luncheon held in Washington, DC. "Addressing both of these risks pose a major challenge for our government and industry," he cautioned.

A priority in meeting the challenge of securing the nation's marine transportation system is to evaluate the source of a terrorist attack threat, Oberstar said. The Minnesota lawmaker noted that the Central Intelligence Agency has publicly stated that a weapon of mass destruction is more likely to enter the United States by ship or truck rather than by missile.

Despite the CIA's warning, Oberstar noted that billions of dollars are diverted to "develop a shield against nuclear equipped missiles and only a small fraction to make sure that same bomb is not delivered in a container."

To drive the point home, Oberstar noted that: "Just yesterday [it was reported that] 25 Islamic extremists have entered the country."

The story, which broke May 13th, came from a U.S. Coast Guard document that was reportedly read to Fox News by government officials from two separate agencies. The report stated that the extremists illegally entered the United States as stowaways on "prominent commercial cargo vessels" through the ports of Miami, FL; Savannah, GA; and Long Beach, CA.

In light of the Fox News report, Oberstar urged the government to focus more heavily on port security. "Our bill (the Maritime Transportation Antiterrorism Act of 2002) is sitting in committee because Customs Service says 'we want to check those containers.'"

The legislation (H.R. 3983) contains three major provisions calling for:

- The establishment of a strong, centralized command and control system for

coordinating security;

- Profiling and screening containers overseas 24 hours before they are loaded on a ship bound for the United States; and

- Establishing a transportation security card system for individuals with "unescorted access" to marine terminals.

Oberstar noted that turf wars over agency responsibility are already heating up: "The U.S. Customs Service apparently believes that they should be the sole gatherer of information concerning ship's cargo and profiling." The legislation does not encroach on traditional Customs responsibilities such as assessing duties, but is in place so that a container can be properly profiled for security purposes, the Ranking Democratic Member of the House Transportation and Infrastructure Committee said.

Congressional enactment of tax reform legislation introduced by himself along with House Transportation and Infrastructure Committee Chairman Don Young (R-AK) will go a long way to help rebuild the declining U.S.-flag merchant marine, Oberstar said.

To solve the problem he introduced the Merchant Marine Cost Parity Act of 2001 (H.R. 3262) along with Don Young. The bill proposes that:

- The income tax system for shipping income for U.S.-flag vessels be changed to the flat tax system used by Great Britain and other countries; and

- The same income tax treatment for U.S. citizens working overseas be applied to U.S. seamen employed on vessels in the foreign trades.

Oberstar said that the time for talking is over. The dangers are known, and so are the steps needed to be taken to ensure the security of our nation and the growth and sustainment of our U.S. merchant marine: "As the Merchant Marine Academy motto states: 'Acta Non Verba' —'Deeds Not Words.' That is what is required and that is what we will do," he concluded.

Source: American Maritime Congress
Washington Letter

Resolution on Marine Transportation System passes California legislature

Introduced by Senator Johannessen (Principal coauthor: Assembly Member Lowenthal) (Coauthors: Senators Bowen, Costa, Karnette, Kuehl, Machado, and Margett) (Coauthors: Assembly Members Aroner, Bates, Briggs, Bill Campbell, Cox, Havice, Leach, Liu, Lowenthal, Wiggins, and Zettel) February 20, 2002:

WHEREAS, The sovereign State of California is the greatest maritime state in the nation; and

WHEREAS, The California marine transportation system includes ports, harbors, bays, rivers, channels, and canals; and

WHEREAS, The California marine transportation system is an integral part of the United States maritime industries; and

WHEREAS, California ports produce one-third of the value of all waterborne international trade nationwide; and

WHEREAS, The California marine transportation system is a vital component of the California transportation infrastructure; and

WHEREAS, The California marine transportation system is the cornerstone link for California's trade with the Pacific Rim; and

WHEREAS, The California marine transportation system provides Californians with thousands of industry related jobs, such as marine cargo handling, merchant marine officers, pilots and unlicensed crew members, marine construction, shipbuilding and repairing, long distance trucking, refrigerated warehousing and storage, petroleum and bulk chemicals, deep sea transportation of freight and passengers, passenger ferries, barge lines and operators, marine engineering services, and logistics management; and

WHEREAS, The California Maritime Academy, a unique institution of the California State University in the City of Vallejo, helps produce the future leaders of our nation's maritime and transportation industries; with notable impact on logistics, port, ship-

building, fishing, oil, oceanographic, environmental, and marine engineering organizations that are significant contributors, to our national and state economies; now, therefore, be it

Resolved by the Senate of the State of California, the Assembly thereof concurring. That, commencing May 2002, the Legislature hereby proclaims the month of May as California Marine Transportation System Month; and be it further

Resolved, That the California marine transportation system be recognized as a vital component that is integral to the California transportation infrastructure; and be it further

Resolved, That a California marine transportation system flag be adopted and displayed or flown at all ports in the state, in recognition of the fact that those ports are part of that system; and be it further

Resolved, That the Legislature declares its intent to promote the funding for programs and pilot projects necessary to the advancement of the California marine transportation, system; and be it further

Resolved, That the Legislature declares its intent to support the creation of events recognizing the indispensable role the California marine transportation system plays in the economic and general welfare of the State of California; and be it further

Resolved, That the Legislature intends to make this an annual event and, as a testimonial, declares that appropriate local events may be held commencing in May 2002 and thereafter, and further, that appropriate statewide events shall be held commencing May 7, 2002 and thereafter in recognition of this resolution; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the Governor, the Department of Boating and Waterways, the Department of Fish and Game, the Department of Transportation, the California Transportation Commission, and the State Lands Commission.

Passenger and crew manifests must be submitted to INS upon entering U.S. ports

President Bush has signed the Enhanced Border Security and Visa Entry Reform Act of 2002. The measure provides for the hiring of additional Immigration and Naturalization Service (INS) inspectors and investigative personnel. Of particular import to the maritime industry, it directs the Attorney General to develop machine-readable, tamper-resistant visas and other travel and entry documents that use biometric identifiers.

Vessels entering or departing the United States must provide to the INS arrival and departure manifests containing information regarding each passenger, crew member, and other occupant on board. The requirement to provide the manifests is effective immediately. The manifests are to be provided in electronic format beginning not later than January 1, 2003. For each person, the manifest shall include: complete name; date of birth; citizenship; sex; passport number and country of issuance; country of residence; U.S. visa number, date, and place of issuance, where applicable; alien registration number, where applicable; U.S. address while in the United States; and such other information as the Attorney General deems appropriate. The General has not, to date, issued any requirements for additional information to be included on these manifests.

Vessels that refuse or fail to provide these manifests or that provide manifests known to not be accurate and full are subject to civil penalties and will not be granted clearance.

Senators Breaux and Smith introduce Ship, Seafarer, Container Security Act

Citing ongoing port security concerns expressed by experts nationwide, Senator John Breaux (D-LA) and Senator Gordon Smith (R-OR) introduced the Ship, Seafarer and Container Security Act (S.2329) on April 25.

This bill is designed to provide better information about shipping and maritime threats, to allow better tracking of vessels and to provide a more secure marine environment. This legislation would require certain vessels to carry transponders and would require the Transportation Department to negotiate an international agreement in two years or to submit legislation to Congress to identify foreign seafarers through a uniform identification system, provide greater transparency of vessel ownership, mandate stronger standards for containers, including anti-tampering and locking systems, and provide for better assessments of risks posed by certain vessels.

Breaux said that S.2329 is intended to augment the Senate-passed Seaport Security Bill, S.1214, the Port and maritime Security Act of 2001. The House companion legislation (H.R. 3983) has been approved by the Transportation and Infrastructure Committee and is awaiting consideration on the House floor.

In his remarks to the Senate, Breaux stated:

"Last year, the U.S. Coast Guard, identified over 1,000 Panamanian seamen operating with licenses they fraudulently obtained for a couple of hundred dollars. At the time, it did not create that much of a ruckus, although perhaps it should have, because the primary focus was on the safe operation of the vessel. In the aftermath of September 11, it gives rise to the potential use of the system of maritime licensing to disguise entry into the United States. The system of registration and identification of vessels is equally obtuse. In the aftermath of the bombings of the U.S. Embassies in Mombassa and Dar-El-Salem, we attempted to track the shipping assets of Osama Bin Laden that were used to convey explosives. NATO experts reportedly indicated that tracking banking assets was far easier than identifying the shipping assets owned by the terrorists. I would also mention that, a recent report in *Lloyd's List*, a business publication specializing in ocean shipping and international trade, indicated that the Coast Guard interdicted at sea a container ship, with an improperly sealed container filled with nuclear warheads. According to the article, the cargo manifest, indicated that it was carrying explosives, and the master of the vessel was a citizen of Yemen, while the materials turned out to be without fissile materials, it still raises considerable concern about our shipping practices.

S.2329 is the product of filed hearings held by the Surface Transportation and Merchant Marine Subcommittee of the Commerce Committee, which Senator Breaux chairs.

In addition to Breaux and Smith, the legislation is cosponsored by Senators Ernest Hollings (D-SC) and John McCain (R-AZ).

Flag-of-convenience Carnival Cruises found guilty of pollution — again

Carnival Corp., the world's largest cruise operator, has been fined \$18 million after pleading guilty to six felony charges in April. The fine was imposed following allegations that engineers on six cruise ships illegally dumped oily waste by fraudulently operating equipment and then falsifying records between July 1998 and January 2001. U.S. authorities called the polluting offences "a blatant and systematic disregard for laws," after the crew tricked sensors on oil content meters to discharge oily water off south Florida and the Caribbean. Carnival said it "accepts responsibility for the conduct that is the subject of the guilty plea."

A team including the Department of Justice, U.S. Coast Guard, FBI and U.S. Customs carried out the two-year investigation. Half the fine would be paid to environmental groups and the company instituting an environmental compliance program costing about \$10 million annually. Authorities called Carnival, led by high-profile chairman and CEO Micky Arison and estimated by *Forbes Magazine* to be worth \$3.6 Billion, "greedy" for taking the illegal cost-cutting.

Carnival committed the crimes because it was cheaper than compliance, said U.S. Attorney Guy Lewis. The \$18 million fine is about twice the cost of what Carnival saved on the six ships by breaking the law., the plea agreement states. Lewis also warned that Carnival is not the only cruise line currently under investigation for these types of offences.

Longstanding cruise industry critic, San Francisco-based environmental group

Bluewater Network thinks Carnival got off cheaply. "The [\$18 million] fine is a drop in the bucket compared to the profit that Carnival makes," says Bluewater's clean vessels campaign director Teri Shore. "This just demonstrates their arrogance; they continue to pollute our oceans with impunity."

This is the second time the federal government has found a large cruise operator guilty over offences that stem from illegally dumping oily waste. The world's second-largest cruise line Royal Caribbean, also based in Miami, pleaded guilty in 1998 and 1999 to a series of similar charges and paid a total of \$27 million in fines. At the same time, Carnival subsidiary Holland America Line was found guilty of dumping in Alaska and paid \$2 million in fines. But even as late as January 2001, engineers on Carnival ships continued to lie and commit fraud, violating U.S. federal laws as they illegally polluted waters off South Florida and in the Caribbean Carnival has admitted.

In a separate case, environmental groups sued four major cruise lines on April 25, for allegedly bringing some unwelcome visitors to California ports — exotic species released in ballast water — to wreak havoc on local ecosystems.

The suit, filed in Los Angeles Superior Court, accuses Carnival Corp., Holland America, Princess Cruise Lines and Royal Caribbean of routinely violating a state law prohibiting discharges of untreated ballast water in state waters. The suit asks for an order forbidding future discharges.

**Support the
SUP Political Fund**



SUP President's Report

May 13, 2002

MATSON NAVIGATION COMPANY

Pursuant to the terms of the collective bargaining agreement with Matson Navigation Company the SUP, MFOW and SIU-Marine Cooks, bargaining as the SIUNA Pacific District notified the company on April 15, of the Unions' desire to terminate the offshore and intercoastal agreement and the separate agreement covering the ITB *Moku Pahu* which expires at midnight, June 30, and negotiate a new contract. By separate letter the SUP notified Matson it desired to terminate and negotiate a new SUP Maintenance Agreement and Supplemental Memorandum to the 1999-2002 Maintenance Agreement Regarding Extra Maintenance Crew Personnel. Captain John Sullivan, Director of Vessel Operations and Offshore Labor Relations replied on April 22, stating that "Matson is willing and ready to meet to reach an agreement on the terms of a new agreement."

As reported last month, in accordance with Article XVII, Section 5 of the SUP Constitution, a Negotiating Committee will be elected at today's Headquarters meeting to bargain with Matson. The Committee shall consist of five rank-and-file members, the secretary-treasurer and two alternates. Members interested in serving on the Committee should have recent seatime with the company and commit to attending all caucuses and bargaining sessions for the duration.

The SUP Negotiating Committee will meet this month to discuss bargaining proposals submitted by the membership and caucus with the MFOW and SIU committees to formulate General Rules proposals.

As of this date, bargaining sessions with Matson have not been scheduled.

MARITIME SECURITY PROGRAM

As reported in February and March, groundwork is being laid to reauthorize the Maritime Security Program (MSP). Also reported the serious concerns of the SUP and MFOW regarding proposed changes to the citizenship requirements of the program that could jeopardize our work in American President Lines's vessels.

On April 29, attended a meeting on MSP at the Washington, D.C. offices of the Maritime Institute for Research and Industrial Development (MIRAID), the lobbying organization for the MM&P and its contracted companies. Those in attendance included SIUNA and SIU-AGLIWD/NMU President Mike Sacco, MEBA President Ron Davis, American Maritime Congress (the lobbying organization for the MEBA and its contracted companies) President Gloria Tosi, Transportation Institute (the lobbying organization for the SIU-AGLIWD/NMU and its contracted companies) President Jim Henry, MIRAID President Jim Patti, plus representatives from APL, American Ship Management, United States Ship Management (USSM), Maersk Line, International Shipholding (Central Gulf & Waterman), P&O Nedlloyd (Farrell Lines), and First American Bulk Corporation.

All parties were in agreement on the critical importance of not only gaining the support of the Congress and the Bush Administration to reauthorize MSP legislation prior to its expiration on September 30, 2005, but to expand and improve the program. The parties agreed that the amount paid for crew costs should significantly increase from the current (and static) \$2.1 million per year and that the number of vessels enrolled in the program should increase to a minimum of sixty.

The proposed changes in citizenship requirements are still unresolved, at least to the satisfaction of the SUP and MFOW. Our concern is that if "documented citizen" companies are allowed to compete on an equal footing for MSP "slots" with Section 2 citizen companies (like American Ship Management), our work in vessels operated for APL could go to American Automar, a "documented citizen" company owned by APL that operates three non-MSP U.S.-flag vessels. American Automar not only has collective bargaining agreements with the SIU-AGLIWD/NMU and the America Maritime Officers (AMO), but those agree-

ments are less in total crew costs than those the SUP, MFOW, SIU-Marine Cooks, MM&P and MEBA bargained with APL and which were assumed by ASM in 1997.

At a meeting held earlier last month among MM&P President Tim Brown, MEBA President Ron Davis and SIU-AGLIWD/NMU President Mike Sacco, it was agreed that the Unions that are currently on enrolled MSP vessels or their substitutes would remain aboard those vessels; essentially they would be "grandfathered." Grandfathering would mean not the collective bargaining agreement per se but the "collective bargaining relationship." However, it assumed that the employers would have to agree to this provision and that it be incorporated in the enabling legislation.

At the meeting in question, your secretary stated that the labor provisions (grandfathering) were essential in any proposed legislation and then asked Roy Bowman, APL Vice President for Government Affairs, what the company's position was on grandfathering the current Unions that are in APL's U.S.-flag fleet. Bowman surprised all when he replied that APL would like to grandfather in the same unions, but stated that it is contingent upon the "economics" of a new MSP. He was then asked if APL was satisfied with the "economics," would APL continue to use ASM or would APL's MSP vessels be operated by American Automar. Bowman said that ASM would be considered, again if the "economics" were right. It should be noted that APL/NOL pays out of its own pocket the extra \$1 million plus that is not covered by the existing MSP for crew costs, in addition to a management fee to ASM.

APL was non-committal, as it was in 1996, about participating in a new MSP—stating that it would have to analyze proposed legislation when drafted before deciding whether to opt-in or opt-out.

Will continue to keep a weather-eye on MSP developments. Anticipate attending more meetings in Washington on the subject.

AMERICAN SHIP MANAGEMENT

The Union currently has grievances pending with American Ship Management over the wrongful firing of one member and arbitrary discipline imposed upon three others.

On March 4, an incident occurred on Terminal Island that resulted in the death of a shoreside boiler technician when a lifeboat canister was accidentally released from its gravity deployed cradle aboard the *m/v President Polk*. In the wake of this tragedy, SUP shoregang Bosun Jack Dalton was placed on administrative leave by ASM pending an investigation by the Coast Guard and the company.

However, on April 11, prior to the completion of the Coast Guard's investigation, Brother Dalton was summarily fired by the company, accused of being responsible for the accident even though he was not directly involved in securing the life raft when it went over the side. In addition, Brothers Carl Ziegler, Ian Slessor and Paul Limback, working standby on the day the accident occurred, were also blamed and banned from standby employment until they had "successfully completed a shipboard assignment of at least 120 days on any vessel managed by" ASM or Patriot Contract Services. According to Archibald M.S. Morgan IV, ASM's senior labor relations manager, "This is a remedial action to ensure that you are given adequate exposure to the Company's Safety and Quality Management policies and procedures through the vessel familiarization process and safety meeting participation."

In response to the arbitrary actions of the company, the Union on April 16 demanded that: 1) Brother Dalton be immediately reinstated and paid wages and benefits owed him since March 5, and 2) that Brothers Ziegler, Slessor and Limback be restored to full eligibility for all ASM/PCS employment, including shoregang employment. Failing this remedy the Union demanded to grieve the wrongful termination of Brother Dalton and the inane discipline of Brothers Ziegler, Slessor and Limback through expedited arbitration. In order to properly prepare for the arbitration of these grievances, the

Union further demanded that ASM immediately produce all relevant documents.

ASM's response of April 22 was a non-response: Brothers Dalton, Ziegler, Slessor and Limback were not reinstated and the company failed to produce the documents requested.

On April 23, the Union reiterated its original demands but received no response from ASM.

As part of the Union's own investigation of the March 4 incident, Brothers Dalton, Ziegler, Wilmington Branch Agent Mark Hurley and your secretary met on April 24 with Lieutenant Commander John Fassero and Lieutenant Joseph McAndrews at U.S. Coast Guard Marine Safety Office/Group LA-LB (Investigations) in San Pedro. At the conclusion of that meeting, Fassero and McAndrews stated that Brother Dalton was not culpable in the incident and that no action would be taken by the Coast Guard against Brothers Dalton, Ziegler, Slessor or Limback. The Coast Guard felt so strongly about their findings of fact that, according to Hurley, Lieutenant McAndrews so informed ASM on the same day.

On April 25, the Union again repeated its original demands and further demanded that ASM's legal counsel immediately contact the Union's counsel for expedited arbitration. The company was unresponsive to this communication and to one sent on May 6.

The fact that the company believes it can scapegoat four SUP members and ignore the grievance procedure stipulated in the collective bargaining agreement, prompted your secretary to notify the company on May 10 that if the Union's original demands of April 16 were not met by May 15, the SUP will petition the court to compel ASM to arbitrate this matter. Furthermore, the SUP will seek attorney's fees and costs for ASM's bad faith failure to follow the grievance procedure.

Will keep the membership fully informed.

UPDATE: On May 16, the Union petitioned the California Superior Court in San Francisco to compel ASM to arbitrate the grievances of Brothers Dalton, Ziegler, Slessor and Limback.

SUP 401(k) PLAN

On June 10, just prior to the next Headquarters meeting, Ms. Joan Steel of Columbia Funds will be available in the Library from 9:00 A.M. to 11:00 A.M. for individualized 401(k) instruction.

Ms. Steel is the Columbia representative in Northern California and is an experienced instructor in a variety of investment basics such as asset allocation, cash management, risk tolerance, etc.

Columbia plans to expand this periodic service to the Branches during the course of the year.

The SUP 401(k) Plan was established in June 1999, and is designed to help participating members save for retirement on a tax-deferred basis.

BURGESS v. SUP

As reported last month the attorney for Wayne Burgess filed two motions on March 15, with Judge George H. King of the U.S. District Court of the Central District of California Western Division (Los Angeles) seeking to vacate the judgment against Burgess and to amend Burgess' original complaint. Judge King dismissed Burgess' original complaint on February 28, ruling in favor of the Union.

On April 10, Judge King denied both of Burgess' latest motions. Judge King's strongly worded decision stated that Burgess was seeking "the forbidden second bite of the apple." The judge quoting a decision from another case said that, "Justice is not served by permitting a litigant to drop the ball in his lawsuit and seek to have it resurrected — at the expense of other parties and the tax-paying public..."

Stymied thus far in his attempt to overturn the judgment of the membership, Burgess can still press his

President's Report continued

frivolous and groundless case against the Union with the U.S. Court of Appeals. If that occurs, the SUP will have no choice but to continue to defend itself.

Will continue to keep the membership fully informed.

UPDATE: On May 13, after the conclusion of the Headquarters meeting, the Union was notified that Burgess appealed his case to the United States Court of Appeals for the Ninth Circuit.

HOLIDAYS

As SUP halls will be closed on Monday, May 27, in observance of Memorial Day, a holiday under all SUP contracts.

The Honolulu Branch will be closed on Tuesday, June 11, in observance of Kamehameha Day, an ILWU Local 142 holiday. As per the Matson agreement it is a holiday for all company vessels in Hawaiian ports and for the Paint and Rigging gang.

ACTION TAKEN

Matson Negotiating Committee: Frank Portanier 51; Romaine Dudley 50; Trev Motlow 50; Louis Frazier 49; Sonny Cooper 45; Gene VanKlinken 44 (alternate) and, Paul Calais 37 (alternate) elected to the Committee.

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

Gunmar Lundeberg

SUP STRIKE RESOLUTION

WHEREAS, ARTICLE XXV of the SUP Constitution sets forth the requirements to call a strike, and

WHEREAS, the Negotiating Committee elected to bargain with Matson Navigation Company must have all the tools necessary to negotiate a new agreement, and

WHEREAS, the SUP must be prepared for all contingencies.

THEREFORE BE IT RESOLVED, that in accordance with the SUP Constitution this resolution be spread full upon the minutes and that a vote shall be taken by secret ballot at the June Headquarters and Branch meetings, and

BE IT FURTHER RESOLVED, that an affirmative vote in accordance with Article XXV, Section 4, shall authorize the Negotiating Committee to call a strike against Matson Navigation Company, if necessary.

Vice President's Report

May 2002

Ships Checked

Made the *President Adams* in Oakland inner harbor, delegate John Gabourel. The repeated food beefs on this ship, and in the ASM fleet generally, have become intolerable. Discussed the issue with the gang, with MFOW San Francisco Port Agent Anthony Poplawski, and then the Captain and a Company representative. Afterwards, the Company was formally notified in writing that ships must be stored and provisioned according to Section 13 of the General Rules, Appendix C, and the July 1, 1996 MOU. We reject the status quo, and we will pursue the issue until it is resolved.

Made the *President Polk* in Oakland, delegate Gus Silva: no problems in the deck department.

Made the *Manulani*, in Richmond, delegate Chuck Maringer, as she broke out of lay-up to relieve the Kauai. Ricky Pangan, is among the first of SUP ordinary seamen to be formally engaged as an apprentice in the STCW certification of "Rating Forming Part of a Navigational Watch." This program, developed by the Andrew Furuseth School of Seamanship, is critical to the ongoing ability of the SUP to supply our contracted employers with qualified seamen. Kudos to AB's Bill Berry, Bob Bacon, Donald Cushing as qualified instructors, and Second Mate Steve Hudson as the qualified assessor.

Made the *Mauai*, delegate Mike Dirksen, and the Mahimahi, delegate Julio Nunez, both in Oakland and both running smoothly.

Made the *Chevron Colorado* at Richmond Long Wharf: bosun Thor Erikson and delegate Will Williamson have things well in hand.

Discussed and resolved numerous issues with bosun Mike Binsky in the *USNS Fisher* in Baltimore, delegate Liam Flynn.

Also met with the San Francisco Bar Pilots regarding personnel issues on the pilot boat *San Francisco* and *Golden Gate* and work rules in the pilot boat *Pittsburg*. Thanks to Bosun Leo Moore, delegate Steve Messenger and Terry O'Neill for their assistance and participation.

SUP Presentation at National Conference

Attended the Mariner Recruitment and Retention Conference, held at the MMP's Maritime Institute of Technology and Graduate Studies in Maryland. This gathering was another follow-up to the King's Point conference held last May. Of course, the problem would be more manageable if companies paid their sailors more and got their sailors from unions. Nevertheless, the national interest in this topic gives us the opportunity to highlight some of the problems facing unlicensed mariners today, especially the regulatory and financial barriers to entry and advancement.

In order to start out in the merchant marine, an unlicensed would-be sailor needs to spend roughly \$1300.00 getting the necessary training and certification to qualify for an entry-level position that, for the most part, does not exist. An Ordinary Seaman with BST needs a dayworking OS job because to stand a bridge watch under STCW he or she must have the Rating Forming Part of a Navigational Watch (RFPNW) endorsement on their STCW certificate. But that job won't qualify the sailor for RFPNW, which can only be done by demonstrating competency in 21 watchkeeping tasks and possessing the documented sea service of 180 days (or 60 within an approved program) as an extra member of the watch.

Significantly, half of that sea service must be on vessels over 200 gross registered tons (equivalent to 500 gross tons). This means that inland sailors will find the transition to offshore blocked both financially (BST not required inland) and in terms of sea service (RFPNW) because most inland job opportunities are on vessels under 200GRT. In the years ahead, there will be less migration from the other sectors of the maritime industry to the offshore sector, and accordingly, we must build and maintain our own apprenticeship programs.

Also attended the Marine Log's Human Element Conference in Washington, D.C. Among other things, it became a matter of record there that the US Coast Guard, responding in part to SUP questions on the topic, would enforce full compliance with the entire STCW Code beginning in August.

Andrew Furuseth School of Seamanship

The SUP's Andrew Furuseth School of Seamanship, in conjunction with the Pacific Coast Maritime Labor Management Consortium, this month received word that its training grant application was approved for funding by California Governor Gray Davis. Subject to the rules and regulations of the Workforce Investment Act of 1998, the Governor's grant will help members of the SUP, the MFOW, and the IBU with the cost of STCW certifications and with Coast Guard upgrades. The grant will also help offset costs associated with the SUP's apprenticeship programs.

Maritime Day: May 22, 2002

Presumably, there were speeches somewhere. Maybe a band played. But this mostly-ignored national day of recognition for the U.S. merchant marine is an emblem of the farcical half-measures of support to which we have become accustomed. Not since World War II has the United States had a comprehensive and cohesive maritime policy. Today's maritime spin is homeland security, and how to make our ports safer.

The security debate has made clear that the many steps in the logistical supply chain all require workers and companies that, because of foreign immunity to U.S. law, are essentially inscrutable.

Our contention that the safest ship in a U.S. port is a U.S.-flag ship with U.S. mariners working for a U.S. company owned by U.S. citizens would be self-evident if the nation was serious about its shipyards, its mariners, and controlling its trade. U.S.-flag ships today carry roughly 3% of the nation's foreign commerce. The Merchant Marine Act of 1936 dictates that we "shall have a merchant marine capable of carrying...a substantial part of U.S. waterborne foreign commerce," and if "substantial" meant only 12%, the national maritime infrastructure would quadruple at the minimum. As a result, the various points of the supply chain—besides the ships—would still be under U.S. control and U.S. law enforcement would have a means of investigation.

Unfortunately, because we have exported our ships (and all the expertise and infrastructure that goes with them) in exchange for the cheapest transportation, we have also exported our safety. And on Maritime Day, despite the supreme sacrifice of more than 6,000 U.S. merchant seamen in World War II, and despite the continuing wholesale anonymity of foreign seamen, American mariners are sometimes regarded as suspects in the war on terrorism. Same as last year, President Bush, like past presidents, issued his pro forma proclamation with these orders: show the flag, dress ship. But, as they say in Texas, that dog don't hunt.

Dave Connolly

San Francisco Business Agent

May 2002

President Adams—Gus Silva, delegate; Chris Bright, bosun. Ongoing food beef now the focus of attention. Three trips no milk. No fresh fruit. Recommended that the gang keep detailed records on the dates and categories of depletion. Lodged official complaint with Captain and company; we expect immediate resolution.

President Kennedy—Norbert Black, delegate; Phil Howell, bosun. Held up sign on in support of the MFOW. Otherwise running smoothly.

President Polk—Jose Angeles, delegate, Frank Rosales, bosun. Held up sign on in support of the MFOW.

Matsonia—Bruce Smith, delegate; Paul Fuentes, bosun. In good shape.

Mokihana—Leo Endries, relief bosun. Arrived late with engine trouble. Deck department in good shape.

Mauai—Mike Dirksen, delegate; James Meador, bosun. Running smoothly. Delegate submitted proposals for Matson Negotiating Committee.

Manulani—Chuck Maringer, delegate; James Bailey, bosun. Using curriculum developed in part by the Andrew Furuseth School of Seamanship, OS Ricky Pangan will be standing watches and satisfying competencies to qualify for Rating Forming Part of a Navigational Watch. Under the watchful eye of Capt. Paul Godot,

Kudos to second mate S. Hudson is handling the all-important assessment duties in this critical apprenticeship program.

Mahimahi—Julio Nunez, delegate; John Crockett returns as bosun. Tom Larkin on a trip off. Relieving crew member should take the watch and room of the departing sailor. No beefs.

Ready Reserve Fleet—Danny Foster, delegate. Mattress replacement issue taken up with the Company. OT beef being investigated.

San Francisco Bar Pilots—Steve Messenger, delegate; Leo Moore, bosun. Along with Terry O'Neill, relief operator on the *P/V Pittsburg*, met with Port Agent Pete McIsaac to clarify outstanding overtime issues. Squared away to the gang's satisfaction.

Chevron Richmond Long Wharf—Running smoothly with Rick Wilson as dock bosun.

Chevron Colorado—Will Williamson, delegate; Thor Erikson, bosun. Clarification on delayed sailing.

Chevron Washington—Hesham El Sayed, delegate; Scott Oliphant, bosun. Call from the delegate indicates few problems.

Foss Maritime Company—Tom Tynan and Mike Worth, co-delegates. Numerous outstanding issues to be revisited with the Company some time this week.

Bill Berger

SUP Branch Reports

Seattle

April 15, 2002

Shipped the following during the period: 3 bosuns; 2 A cards to relief jobs, 1 C card to USNS ship, 13 ABs taken by 5 A cards to steady jobs, 2 A cards to returns, 3 B cards to reliefs and 1 B card and 2 C cards to USNS ships. 1 chief steward filled by a C card, 1 OS to USNS filled by a C member, and 20 standbys were shipped and filled by 4 A cards, 14 B cards, and 2 C cards.

Registered for the period: 10 A cards for a total of 24; 8 B cards for a total of 21; and 10 C cards for a total of 26.

Ships checked

APL Singapore, happy ship with Tom Gustin as serang and Dan Sparta as delegate. A sailor missed the ship on this one due to a change on the sailing board. If crew members leave a vessel before 1600, they should always check back with the ship or dock to see if the sailing board has been reset. *APL Korea*, *APL Philipines* clean pay-off's.

The *Maui* pulled in from the Islands. Ted Cahill, sailing as able seamen, passed away six hours outside of Honolulu. Captain Mike Bozzone praised the crew for their efforts and professionalism during the wait for the Coast Guard rescue helicopter. Ted started with the SUP when he was sixteen sailing as mess-person, wiper and ordinary seamen. He knew the value of a mop as well as a marlinspike and was always a good shipmate.

The *Kauai* and ASM rigging loft running smoothly. We received news that First Assistant Engineer Phil Hellesto died in the line of duty during an engine room fire aboard the *Cape Horn*. Phil was a labor activist and friend to the Sailors' Union who showed up on the picket lines and was always willing to donate his time to help workers protect their jobs.

The MFOW and the SUP stood with Teamsters Union members on their informational picket lines for two nights protesting their loss of over two hundred drivers and mechanics positions with the King County School District.

With the help of Steve Williamson, Executive Director of the King County Labor Council and the Office of U.S. Senator Patty Murray, labor held two meetings with the Captain of the Port in regards to port security issues in the Puget Sound. The SUP has been agitating for several months to meet with Captain Mike Moore to voice our concerns and share our expertise on who works on and around the waterfront. The first meeting was held on March 29, at USCG Headquarters, Seattle, with only two days notice given to us courtesy of the USCG. The Captain stated in no uncertain terms that he did not have to meet with labor but only company owners and terminal managers and that it was the owners' and managers' responsibility to trickle down the information on port security issues to labor.

At that point Larry Hansen, President of ILWU Local 19 turned to a representative of the PMA, invited to this meeting by the USCG, and asked if the PMA had called any meetings between labor and the PMA on security issues, they replied that they had not. This meeting did not end to anyone's satisfaction but only further enforced the fact that the Coast Guard was only listening to company management.

On April 4, we held a second meeting in

Senator Patty Murray's office. This time only labor, the Coast Guard and Senator Murray's staff were present. Once again Captain Moore was not cooperative. The ILWU, Boilermakers, IBU, MM&P, MEBA, HERE Local 8, Teamsters 174, Teamsters 117, Building Trades, Machinist's, Plumbers and Pipefitters, Operating Engineers 302, IBEW, all weighed in with questions and common sense ideas. Many labor leaders who had not been present at the first meeting due to such short notice were unaware that the government, through the Coast Guard, was holding port security meetings and were upset that their work forces were not represented at these meetings.

The Coast Guard left the room and labor continued discussions with Senator Murray's staff where it was agreed that labor will be considered a stakeholder and will participate on port security hearings and committees.

We will keep the membership informed on how this situation progresses.

Vince O'Halloran
Branch Agent

Wilmington

April 15, 2002

Shipped the following during the period: 4 bosuns, 11 ABs, 6 AB maints., 3 Os and 114 standbys, for a total of 137 jobs shipped.

Registration for the periods stands at 53 A cards, 34 B cards, 12 C cards and 3 D registrants.

Ships checked

Ewa, Steve Crute, delegate; *Lihue*, Jim Savage, delegate; *APL Thailand*, Mark Lafayette, delegate; *President Kennedy*; *Lurline*, Willie Millsap, delegate; *Mokihana*; *Seay*; *R.J. Pfeiffer*, Charlie Duke, delegate (good steward dept.); *APL Singapore*, Joe Marusak, delegate; *President Adams*; *Mahimahi*, *APL Korea*, Patrick Tite, delegate; *President Polk*; *President Wilson*, and *President Truman*.

Attended the Veterans' Memorial meeting on March 18. Met with three bidders and are close to picking a contractor for the Wall of Honor. Keep the donations coming. Later that day went to the Los Angeles County Federation of Labor meeting. Keith Miller was sworn in as delegate.

Attended the MTD meeting on March 21. President of the Harry Bridges Institute, Dave Arian, gave an excellent speech about maritime labor and community.

On March 30, went to the Cesar Chavez Labor Tribute banquet. The Harry Bridges Institute presented awards to local maritime laborers and rank-and-file activists. It was a great evening for labor.

The third Marlinspike class was held on April 10, aboard the *Lane Victory*. Members are getting the instruction they need for wire and line splices thanks to George Jackson and Duane Nash. The next class will be May 8 at 0900.

Attended the MTD Executive Board meeting on

April 12. We will be nominating and electing a new bunch. Tony Poplawski was to be the next president but he is moving to MFOW Headquarters. It now looks like Al Camino of MEBA will be the new MTD president.

Thanks again to Duane Nash for relieving me while I attended a family funeral in Wisconsin.

It has been a pleasure working with Tony Poplawski. We started as agents at the same time. Thanks for all the help, Tony, and good luck at HQ.

Mark Hurley
Branch Agent

Honolulu

April 15, 2002

Shipped the following during the month of March: 6 ABs, 2 OSs filled by 4 A members and 4 B members. Also shipped 15 standby jobs filled by 1 A member, 3 B members, 3 C members and 8 D registrants, for a total of 23 jobs shipped.

Registered during the month of March: 3 A members, 5 B members, 2 C members and 1 D registrant. To this date we have resisted 8 A members, 7 B members, 6 C members and 6 D registrants for a total of 27 registered.

Ships checked

Maui, *Lurline*, *Matsonia*, *Lihue*, *Kauai*, *R.J. Pfeiffer*, and *Ewa*. All with few or no problems. *USNS Seay* in Pearl Harbor with crew turnover problem. Paint and rigging gang had employee parking beef, which was settled to gang's satisfaction.

President Gunnar Lundberg was in Honolulu to gain membership input for the upcoming Matson contract negotiations. Together we made the *Maui*, *Lurline*, P&R gang and the well attended April 15 Branch meeting. The President read his report and held lengthy discussions with the membership. After adjournment we held an informal caucus at Ferguson's.

Would like to thank the Lurline gang for taking time off work and attending. On April 12 a memorial service was held at the hall for m/v *Cape Horn* First Engineer Phil Hellesto. His wife Sandra gave the eulogy, a poignant event attended by many MEBA, SUP and MFOW members. His ashes will be returned to sea aboard the *s/s Maui*.

On April 17, attended the Honolulu Port Council meeting. Many questions on waterfront union contract negotiations.

All the Honolulu SUP brothers and sis-

ters wish to extend our condolences to the family of Ted Cahill whose death aboard the *s/s Maui* was quite a shock. The port won't be the same without him, he will be greatly missed.

Shipping is very slow here.

Mike Duvall
Branch Agent

Norfolk Office

April 2002

Shipped 1 bosun, 6 ABs, and 1 OS in the past three weeks. Ship movement continues to keep things busy. Jobs were filled by 1 B member, 5 C members, and 2 D registrants. In mid April, I made my quarterly visit down South.

Registered for shipping 1 A member, 3 members, 3 C members and 1 D member.

Ships checked

Covering the *Chevron Arizona*, Mike Fox, bosun and Jeremy Meads, delegate; In Pascagoula, running smoothly.

I then made our two LMSR ships in Violet, air conditioning problem finally getting fixed. Both gangs in very good shape.

Cash problem in Violet squared away with the help of Headquarters. Funds will be available to cash a crew member's first check and to refund travel costs.

I also made my visit to the *Fisher* in Baltimore: no problems; bosun Mike Binsky and Liam Flynn are the dynamic duo, all going smooth. The rest of the fleet is well.

Also with the assistance of Headquarters, squared away a bad water beef on the *Gilliland* by instructing the Captain to supply bottled water until the switch to the clean water in No. 2 potable tank was completed.

At this time I'm happy to announce that I have been invited to lunch on May 22, National Maritime Day, by the Propeller Club of the United States. Will be asked to stand and recognize the SUP/MFOW presence back on the East Coast. And that nine of the LMSRs, soon to be 11 ASM-Patriot ships, are crewed and ready to go.

Jack Stasko
SUP/MFOW Representative

Dispatcher's Report

Headquarters—April 2002

Deck	
Bosun	2
Carpenter	0
MM	4
AB	15
OS	3
Standby	42
Total Deck Jobs Shipped	66
Total Deck B, C, D Shipped	10
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	1
Messman	0
Total E&S Jobs Shipped	1
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	67
Total B, C, D Shipped-All Depts. ...	10
Total Registered "A"	85
Total Registered "B"	83
Total Registered "C"	9
Total Registered "D"	9

Marlinspike Class in Lane Victory



SUP Marlinspike Class, May 8, from the left: Tom Larkin (SUP), Ray Person (Bosun Lane Victory) and George Jackson (instructor). Photo Mark Hurley.