

# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXIII No. 10 583

SAN FRANCISCO, CALIFORNIA

Friday, October 20, 2000

## Sailors' and Firemen to open East Coast office

The Sailors' Union of the Pacific and the Marine Firemen's Union (MFOW) agreed this month to open an office in Norfolk, Virginia, effective November 1, 2000.

The decision to open an East Coast office was deemed to be timely and necessary by both Unions given that SUP and MFOW-contracted Patriot Contract Services will have six Large Medium Speed Roll-On/Roll-Off (LMSR) vessels homeported in the area by the end of this year.

The Norfolk locale will enhance the ability of both Unions to provide service to the crews in these ships, and to recruit qualified mariners who want to work in the LMSRs and join the SUP and MFOW.

The establishment of the Norfolk office marks the first tangible return to the East Coast since the SUP Branch in New York was closed in 1986.

For more information, see the President's Report on Page 10.

### SUP/MFOW Norfolk Office

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Norfolk, VA 23508

Telephone: (757) 489-3865

Facsimile: (757) 489-3785

## Judge tosses AMO lawsuit to block LMSR award

On October 10, Judge William B. Bryant of the United States District Court for the District of Columbia decisively rejected a challenge by the American Maritime Officers (AMO) to overturn a Military Sealift Command award to Patriot Contract Services to manage and operate 10 Large Medium Speed Roll-On/Roll-Off (LMSR) vessels.

Judge Bryant's ruling is a milestone victory for Patriot and members of the SUP, MFOW, SIU-A&G Marine Cooks, ARA, MM&P, and MEBA, who crew Patriot's LMSRs.

When notified of Judge Bryant's decision, SUP President Gunnar Lundberg stated that,

"The impact of this ruling is that we are now out from under the shadow of doubt and uncertainty that has been hanging over us since AMO challenged in the award in 1999."

If the AMO had prevailed in its lawsuit, Patriot would have been stripped of the LMSR contract and its contracted unions would have faced immediate and long-term job losses. The Patriot contract with MSC runs until July 23, 2003, with the possibility of another 20 years-plus of work in the ships if the company is a successful operator.

Judge Bryant ruled that AMO lacked standing to challenge the award because it waited until "after the contract was awarded

to launch a formal complaint." The judge added that "one can easily presume that in the event the Plaintiff's [AMO] contractor [Bay Ship Management] won the bid it would not have filed the complaint."

AMO filed the lawsuit late last year to void Patriot's award using the argument that the Military Sealift Command and the Department of Labor violated the Service Contract Act in issuing the award. AMO based its claim on the October 1, 1999, ruling by Judge Bryant nullifying the Ready Reserve Fleet awards. AMO also initiated that lawsuit.

The SUP and MM&P firmly believed that AMO's contention was bogus and without merit and accordingly filed a Motion in District Court in February opposing the AMO Motion for preliminary injunction and requested that Judge Bryant allow the two Unions to intervene as defendants in the case. The SUP and MM&P retained Frank Costello of the Washington, D.C. law firm of Zuckert, Scoutt & Rasenberger, who, said Lundberg, "Did an outstanding job in successfully representing the interests of the membership."

Mr. Costello coordinated the Union's legal efforts with Dennis Herrera, attorney for Patriot, to bring home the victory for the affected Unions and the company.

Costello and Herrera indicated that AMO has the right to appeal but as the *West Coast Sailors* went to press, there is no indication whether they will pursue that course.

## U.S. cruiseship bill introduced in the House

On September 28, Congressmen Wayne Gilchrest (R-MD) and Peter DeFazio (D-OR) introduced H.R. 5337, the U.S. Cruise Ship Tourism Development Act, which would allow operation of large foreign-built cruise vessels under the U.S. flag in the domestic cruise trade, and calls for construction of replacement vessels in the United States. Current cosponsors of the legislation include Representa-

tives Bob Filner (D-CA), Nancy Pelosi (D-CA), and Christopher Smith (R-NJ). The bill was referred to the House Committees on Armed Services and Transportation & Infrastructure.

In a letter last week to members of those committees, American Maritime Congress (AMC) President Gloria Cataneo Tosi and Maritime Institute for Research and Industrial Development (MIRAID) President C. James Patti presented arguments favoring enactment of the legislation, and encouraging cosponsorship: "By allowing the immediate entry of large cruise vessels under the U.S. flag for operation in domestic markets, the bill significantly expands the U.S.-flag cruise industry, creates new jobs for American merchant mariners, and yields much-needed work for U.S. shipyards. It's an idea whose time has come," they said.

While noting that H.R. 5337 has been endorsed by the overwhelming majority of maritime, port, and travel and tourism organizations, AMC's Tosi and MIRAID's Patti acknowledged that maritime industry support is not universal at present. "Despite their claims, this bill in no way repeals the 'build U.S.' re-

quirements of the Passenger Vessel Services Act or jeopardizes any cruise vessel construction projects in American shipyards. In fact, the only shipyard actually building a cruise vessel in this country declared that H.R. 5337 will not adversely affect existing or future business . . . Opponents also allege that enactment of H.R. 5337 violates the Jones Act mandate for U.S. construction, ownership and operation of vessels in the coastwise trades. This is simply not true. The bill requires cruise ships to be owned by American citizens, documented under the laws and regulations of this country, crewed by U.S. citizens, maintained in American ship repair facilities, and replaced with ships built in domestic shipyards. Nothing could be closer to the letter and spirit of the Jones Act" said Tosi and Patti.

H.R. 5337 is identical to S. 1510, its companion bill in the Senate, as amended by the Commerce, Science and Transportation Committee in June, 2000. In a recent statement expressing support for S. 1510, Marine Engineers' Beneficial Association President Lawrence H. O'Toole and Captain Timothy A. Brown,

president of the International Organization of Masters, Mates and Pilots, said: "We are convinced that enactment of this legislation will significantly expand the United States-flag cruise vessel fleet, create new jobs for American seafaring and longshore workers, and generate much-needed commercial work for American ship repair and construction facilities and their workforces... Without S. 1510 as reported, we will continue to be largely shut out of the cruise industry, and the associated jobs and economic benefits will continue to largely flow overseas. We believe it is time to rectify this situation and to enact pro-U.S. cruise vessel legislation."

S. 1510 is sponsored by Senator John McCain (R-AZ), chairman of the Commerce, Science and Transportation Committee. Cosponsors currently include Senators Boxer (D-CA), Burns (R-MT), Cleland (D-GA), Feinstein (D-CA), Hollings (D-SC), Hutchison (R-TX), Inouye (D-HI), Mikulski (D-MD), Murkowski (R-AK), Sarbanes (D-MD), and Thurmond (R-SC). Source The American Maritime Congress *Washington Letter*



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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund	Wall of Honor (San Pedro Merchant Marine Memorial)
John Banes ..... 10.00	Gene Castano ..... 15.00
Neil Burkhardt ..... 5.00	Clinton Gregg ..... 20.00
Lee Dancer ..... 30.00	Erik Hand ..... 10.00
Gunnar Lundeberg ..... 50.00	Gunnar Larsen ..... 25.00
Mario Ramella ..... 50.00	James Minster ..... 20.00
Whitey Secrest ..... 50.00	Joseph Moniz ..... 10.00
Douglas Taylor ..... 50.00	
William Walker ..... 40.00	

## Political Fund

## West Coast Sailors

Gene Castano ..... 10.00	Jerry AhSam ..... 10.00
Joe Chung ..... 20.00	Lee Dancer ..... 10.00
Richard Cummings ..... 140.00	Clinton Gregg ..... 25.00
Lee Dancer ..... 30.00	Walter Harris ..... 4.00
Mike ElMobdy, Jr. .... 20.00	Juan Magana ..... 20.00
Steve Foster ..... 20.00	Tom Mariner ..... 25.00
Louis Frazier ..... 100.00	Chuck Maringer ..... 30.00
Allen Gonzales ..... 20.00	Willy Milsap ..... 30.00
Daniel Gonzales ..... 100.00	Tio Rojas ..... 20.00

Erik Hand ..... 10.00	
Tommy James ..... 20.00	
Richard Jones ..... 40.00	
Jereld Komoto ..... 20.00	
Gunnar Larsen ..... 45.00	
Gunnar Lundeberg ..... 25.00	
Christian Marshall ..... 50.00	
Gary McDevitt ..... 20.00	
Mike McLavey ..... 50.00	
Don O'Halloran ..... 20.00	
Terry O'Neill ..... 25.00	
Adam Pawelski ..... 50.00	
Jan Peter Johnsson ..... 20.00	
Ray Ramirez ..... 50.00	
Rich Reed ..... 25.00	
Ralph Senter ..... 100.00	
Augusto Silva ..... 40.00	
Ted Soderberg ..... 20.00	
Richard Tracy ..... 20.00	
Remoni Tufono ..... 10.00	
Francis Walsh ..... 20.00	
John Winterling ..... 100.00	

## Dues-Paying Pensioners

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

## SUP WELFARE NOTES

Information for active members and retirees

by Rich Reed, Welfare Representative

### Active members

#### Dependent and Beneficiary Updates

If you have recently been married, had children, or in anyway had a change in family status, please notify the Welfare Office so we can update your records. No claims on dependents may be paid unless they are on the enrollment files. If you have any doubt regarding your records or if you know you need to change them, please contact the plan office. We will then send you new "Dependent and Beneficiary"

forms to fill out and then return to the plan office. REMEMBER no claims for dependents may be paid unless they are signed up on the enrollment files.

### Retirees

Please continue sending your medical and dental claims to the Welfare Office at 450 Harrison St., San Francisco CA 94105. Please continue to include your social security number as well. We are almost caught up on the backlog of processed claims. Thank you for your patience. Welfare Office. 415-778-5490.

## Final Departures

**Edward H. Blackburn**, Book No. 4914. Born in California in 1924. Joined SUP in 1945. Died in Wilmington, California, August 23, 1999. (Pensioner)

**Freddie L. Cato**, Book No. 4751. Born in Texas in 1939. Joined SUP in 1966. Died in Fortworth, Texas, September 12, 2000. (Pensioner)

**John Oliver**, Book No. 2023. Born in Hawaii in 1911. Joined SUP in 1935. Died in Concord, California, September 23, 2000. (Pensioner)

**Walter Kopatz**, Book No. 2873. Born in California in 1922. Joined SUP in 1940. Died in California, July 25, 2000.

## Growing economy demands bigger U.S.-flag domestic fleet

The U.S. coastline is expected to increase dramatically over the next five to ten years, giving new opportunities for growth in the U.S.-flag domestic fleet, according to a maritime industry report.

"It is vital that the U.S. maritime industry act now to seize this opportunity," the report said. "What the United States cannot do is stand idly by while the demand for increased coastwise services grows exponentially, only to watch those services be provided by foreign vessels because no U.S.-flag vessels were available."

The report, "Maritime Policy Initiatives 2000," was produced by the Working Group on Maritime Policy, consisting of Vice Admiral Albert J. Herberger, USN (ret.), and representatives of major U.S.-flag ocean carriers, maritime labor unions and maritime associations. This Group was formed by the Military Sealift Committee of the National Defense Transportation Association. These articles were originally published in the American Maritime Congress' *Washington Report*.

Large amounts of cargo are already moving in the U.S. coastwise trades, the report said, but demand for the transportation of intermodal cargo along the nation's coasts is expected to rise dramatically in coming years, driven by a robust economy and increased foreign trade.

Also, a "capacity crunch" is likely to occur in the next five to ten years, because the major highways and railroads along the coastlines are at capacity or near capacity.

With foreign trade increasing, international liner trade through U.S. ports is expected to increase 95 percent by 2010. This means that in ten years an additional 16 million cargo containers could be arriving in U.S. ports every year and this growth alone could overwhelm current rail and highway capacity, the report said.

"Where intermodal cargo traffic along the coast is increasing, and where landside highway and rail capacity is constrained, it is logical that waterborne intermodal transportation should become a more viable alternative," the report continued.

An important aspect of this growth is the ability of waterborne coastwise services to complement existing truck and rail services. This enables each mode to concentrate its efforts on those segments of the logistics system where it is most cost effective.

"For example, one could envision roll-on/roll-off ships loading tractors (or entire tractor-trailer combinations) in the U.S. Northeast and delivering those trailers to the Southeast in one-two days, from which they could be driven to their ultimate destinations," the report said.

In addition to alleviating highway and railroad congestion, fully developing U.S. coastwise markets can also improve safety and reduce the environmental costs of domestic cargo transportation, the report noted.

According to the Department of transportation, ships and barges have the fewest accidental spills or collisions of all forms of transportation, the report said.

Ultimately, expanding the U.S.-flag domestic fleet will also bolster national security. "Without the critical mass represented by the domestic fleet, the United States would be unable to sustain the maritime infrastructure essential to the Armed Forces" strategy of overseas force projection," the report stated.

"This is because neither the U.S.-flag commercial fleet that operates in the foreign trades nor the U.S.-government-controlled sealift fleet is capable of sustaining a maritime infrastructure of sufficient size and robustness to ensure U.S. national security, economic or military, nor is the U.S. Navy, individually or collectively," the report continued.

Moreover, the coastwise vessels most in demand will be roll on/roll-off vessels, which are highly valued by military logisticians.

Currently, the U.S.-flag domestic fleet contributes militarily useful ships and experienced crews to meet national defense sealift needs, including 32 percent of the ships under the Voluntary Intermodal Sealift Agreement (VISA) Program. The Jones Act fleet also accounts for 29 percent of the commercial containerships in the U.S.-flag fleet, and half the roll-on/roll-off ships, as well as 81 percent of the tank vessels.

"It is also important to note the importance of maintaining U.S. ownership and control over the marine transportation system, which ensures the availability of the assets of the U.S.-flag fleet to a degree that foreign-flag ships cannot match," the report said.

With a landside "capacity crunch" looming and with potential national benefits to be realized from an expanded U.S.-flag domestic fleet, the federal government and the private sector should develop new policy initiatives to encourage growth in the coastwise trades, the report recommended.

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2000:

	Hdq.s.	Branch
November	13	20
December	11	18

## West Coast Sailors

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# Power of appointment: it's the issue that matters most

—An election year perspective—

They talk about Al Gore's intellect and lack of charm. They talk about George W. Bush's charm and lack of intellect. They talk about which candidate kissed Oprah.

The media will talk a lot about the presidential candidates between now and November 7. But the thing they usually overlook is the thing that matters most to working families—the president's power of appointment.

The importance of this presidential power isn't always easy to see. But it comes into focus when you look back at our recent history.

The Reagan-Bush years —people appointed were for the most part anti-union, anti-worker

According to long-time labor attorneys, most of the people appointed during the Reagan-Bush years to federal agencies that administer labor laws had an anti-union, anti-worker bias.

Some examples:

- The Department of Labor issued new regulations that gutted major parts of the Davis-Bacon Act and the Service Contracts Act. In essence this meant that the federal government was using its enormous purchasing power to put downward pressure on the wages of construction workers.

- The Department of Labor virtually stopped enforcing the Occupational Safety and Health Act, leaving workers without protection.

- The National Labor Relations Board issued a string of anti-worker decisions. Many of these decisions reversed earlier cases that had been in effect for years.

Theoretically you could take these agencies to court for failing to fulfill their mission, but the federal courts were stacked by Reagan and Bush with judges who sympathized with bosses, not workers. Five of the nine Supreme Court Justices were appointed by Reagan and Bush.

The Clinton-Gore years —1993 to 2000— brought a different attitude toward workers:

- The people appointed to the NLRB and the Department of Labor have been knowledgeable about labor, and have enforced worker protection laws. At the NLRB today, there is a favorable 3-2 majority, and the General Counsel of the

Board is a former union lawyer.

- The Clinton Labor Department reversed the Reagan Labor Department attack on Davis-Bacon by issuing new regulations that undid the damage.

- Clinton's appointments have brought better balance to the federal courts, including the appointment of two moderates to the Supreme Court.

- Besides using the power of appointment to benefit working people, Clinton used his veto power to kill a flood of anti-labor legislation flowing out of a hostile Congress during much of his term in office.

Al Gore will continue these policies of giving working people a fair shake. He has openly discussed his desire to enact a law banning the use of permanent replacement workers during strikes. He's pledged to veto bills that harm workers. And he's made it clear that labor agencies should be staffed with people who understand and sympathize with the issues of working people.

George W. Bush is a different story.

- At the NLRB Bush could name a new General Counsel and appoint three new members to the five-member Board, giving it an immediate anti-labor majority.

- Bush would quickly transform the Department of Labor and OSHA back into the management-oriented agencies we saw in the 1980s, when labor had no voice.

- Bush would further tilt the federal courts against working people. At the Supreme Court, where as many as three vacancies could open up, Bush could be expected to appoint judges acceptable to his pro-business buddies, stacking the deck against working people for decades to come.

This is the silent issue: the power of appointment. History has shown us how critical this issue is, even if it is rarely discussed on the talk shows or featured in the candidates' television commercials.

Working people have rights, but these rights lose much of their meaning without proper enforcement of our nation's labor laws.

That's why all working families need Al Gore.

Source: Utility Reporter—Jack McNally, Business Manager, IBEW Local 1245

## Bunkering by the Bay

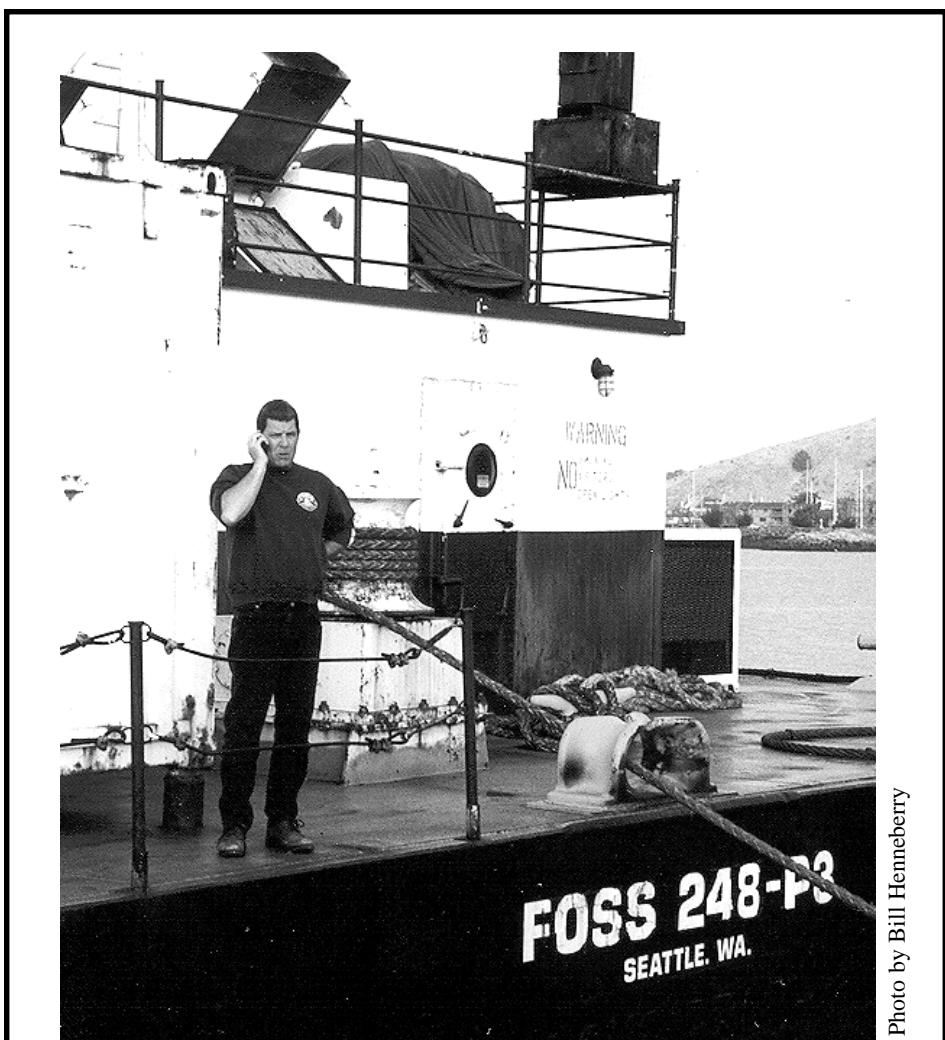


Photo by Bill Henneberry

SUP tankerman, Stew Putzke, aboard Foss Maritime's barge 248 receiving bunkering orders this month at the Richmond home dock.

## Chevron to acquire Texaco

San Francisco-based Chevron Corporation announced this week that it will acquire Texaco Inc. of White Plains, New York.

The new company will be called Chevron Texaco and headquartered in San Francisco. With a market capitalization of more than \$100 billion, Chevron Texaco Corporation would be the world's fourth-largest publicly traded oil company by revenue.

The Federal Trade Commission will review the terms of merger and make its recommendations before the deal can be finalized.

The SUP has a collective bargaining agreement with Chevron covering unlicensed personnel employed in the company's U.S.-flag tanker fleet.

## America set to run between Europe, East Coast and Far East

American Ship Management notified the SUP this month that the containership *M/V America* (ex-*President Hoover*) will begin a new run for American President Lines this month.

Tentatively, the schedule calls for her to make an East Coast loop (New York, Charleston, Norfolk, New York) then cross the Atlantic to Rotterdam and Felixstowe, make another East Coast loop and then head to Tokyo, Kobe, Hong Kong via the Panama Canal. The East Coast/Far East leg of this run (New York to New York) will be an estimated 84 days.

ASM also anticipates that the vessel will be renamed *President Hoover* this month..

## Supreme Court rules ExxonMobil must pay fine for Valdez spill

The U.S. Supreme Court ruled this month that ExxonMobil Corporation must pay \$5 billion in damages due to the 1989 *Exxon Valdez* oil spill.

The *Valdez* struck a charted reef in Prince William Sound, Alaska, and spilled over 11 million gallons of crude oil. Company attorney's argued that the punitive damage award should have been

thrown out because of what it said were irregularities in jury deliberations.

After being repaired, the *Valdez* was renamed the *SeaRiver Mediterranean* and is currently operating between European ports. The *Mediterranean* is crewed by members of the Exxon Seamen's Union, an SUP affiliate.

## Sailors' Union of the Pacific STCW 95 Basic Training Schedule for 2000

STCW Basic Training is comprised of several modules of training. All modules are certified by the U.S. Coast Guard and meet the requirements of 46 CFR and STCW for endorsement. Modules can be scheduled individually.

1. 8-Hour Elementary First Aid. Day one of all scheduled classes.
2. 16-Hour Basic Firefighting. Days two and three of all scheduled classes.
3. 4-Hour Personal Safety and Social Responsibility. First half of day four.
4. 12-Hour Personal Survival. Last half of day four and all of day five. Students will be in the pool on Friday.

The courses are offered by the SUP's Andrew Furuseth School of Seamanship in conjunction with Training Resources Limited. All courses will be conducted at the SUP Training site in San Diego. For additional information on course offerings, visit the Training Resources Limited website, [www.maritimetraining.cc](http://www.maritimetraining.cc), or contact the SUP Welfare Plan at (415) 778-5490 or the Andrew Furuseth School at (415) 546-1537, for information on enrollment, etc.

### Schedule of class offerings for 2000:

October 16-20	November 6-10
October 30-November 3	November 27-December 1
	December 11-15

## Graykowski to quit MarAd

According to the *Journal of Commerce*, Acting Maritime Administrator John Graykowski is planning to leave the agency at the end of October.

Prior to joining the Maritime Administration, Graykowski was an attorney with two Washington, D.C. law firms.

Graykowski has acted as MarAd Administrator twice during his tenure, first filling the top spot temporarily after Vice Admiral Albert Herberger retired and currently while Clyde Hart, Jr. is on special assignment with the Department of Transportation. Hart is expected to resume his MarAd duties by the end of the month.

# Washington State Labor Council, AFL-CIO Endorsements

## U.S. President

Al Gore

## U.S. Senate

Maria Cantwell

## U.S. House

- 1st - Jay Inslee  
2nd - Rick Larsen  
3rd - Brian Baird  
4th - Jim Davis  
5th - Tom Keefe  
6th - Norm Dicks  
7th - Jim McDermott  
8th - Heidi Behrens-Benedict  
9th - Adam Smith



Maria Cantwell

## Washington Statewide

### Attorney General:

Christine Gregoire

### Auditor:

Brian Sonntag

### Governor:

Gary Locke

### Insurance Com.:

Mike Kreidler

### Lands Com.:

Mike Lowry

### Sec. State:

Don Bonker

### Sup. Court 2:

Susan Owens

### Sup. Court 9:

Tom Chambers

### Treasurer:

Mike Murphy

## Washington Initiatives/Referenda

- NO I-722** — nullifying certain 1999 tax/fee increases  
**YES I-728** — re: better K-12 funding  
**NO I-729** — re: charter schools  
**NO ACTION I-732** — teacher raises  
**NO I-745** — re: cutting transit, and earmarking 90% of transportation funds for roads

# Oregon State AFL-CIO Endorsements

## U.S. President: Al Gore

## U.S. House of Representatives

**Congressional District 4:** Peter DeFazio

**Congressional District 5:** Darlene Hooley

## Oregon State Office

Secretary of State: Bill Bradbury

Treasurer: Randall Edwards

Attorney General: Hardy Myers

## Oregon State House

- |                              |   |
|------------------------------|---|
| 1. Elizabeth (Betsy) Johnson | 40. Phil Barnhart                               |
| 2. Elaine M. Hopson          | 41. Vicki Walker                                |
| 4. Sharon Branstiter         | 42. William Morrisette                          |
| 5. James Draznin             | 44. Al King                                     |
| 6. Charlie Ringo             | 47. Joanne Verger                               |
| 7. Mitch Greenlick           | 48. Barbara Dodrill                             |
| 8. Mark Hass                 | 50. Lon Holston                                 |
| 9. Raman Velji               | 52. Alan C. Bates                               |
| 10. Mike Smith               | 53. Wayne P. Snooz                              |
| 13. Dan Gardner              | 54. Ken Cooper                                  |
| 14. Diane Rosenbaum          | 55. Douglas Dunlap                              |
| 16. Jeff Merkley             | 56. Paul Zastrow                                |
| 17. Gary Hansen              | Multnomah County Commis-<br>sion: Frank Shields |
| 18. Deborah Kafoury          |   |
| 19. JoAnn Bowman             |   |
| 21. Randy Leonard            |   |
| 22. Laurie Anderson          |   |
| 24. Roger W. McCorkle        |   |
| 26. Kathy Lowe               |   |
| 27. Kill Thorn               |   |
| 28. Mike A. Clark            |   |
| 29. Frank G. Nelson          |   |
| 31. George Bell              |   |
| 35. Kelly Wirth              |   |
| 36. John Donovan             |   |
| 38. Irv Fletcher             |   |
| 39. Robert L. Ackerman       |   |

## Oregon State Senate

2. Terry Thompson  
4. Ryan Deckert  
5. Ginny Burdick  
7. Kate Brown  
8. Margaret Carter  
10. Avel Gordly  
11. Chris Gorsek  
15. Roger Pike  
24. Roger W. McCorkle  
28. Vern Cook

## Ballot Measures

- |            |     |            |         |
|------------|-----|------------|---------|
| Measure 1  | Yes | Measure 89 | No      |
| Measure 2  | No  | Measure 91 | No      |
| Measure 3  | Yes | Measure 92 | No      |
| Measure 6  | Yes | Measure 93 | No      |
| Measure 7  | No  | Measure 95 | No      |
| Measure 8  | No  | Measure 96 | No      |
| Measure 9  | No  | Measure 97 | No Rec. |
| Measure 86 | No  | Measure 98 | No      |
| Measure 88 | No  | Measure 99 | Yes     |

## Washington State Legislature

- 1st: Senate - Rosemary McAuliffe  
House 1 - Al O'Brien; House 2 - Jeanne Edwards  
2nd: Senate - Marilyn Rasmussen  
House 1 - Ron Bauer; House 2 - Tom Campbell  
3rd: Senate - Lisa Brown  
House 1 - Alex Wood, House 2 - Jeff Gombosky  
4th: Senate - Jim Peck  
House 1 - Carol Ford-Duncan, House 2 - John Kallas  
5th: House 1 - Di Irons; House 2 - Lori Bechtold  
6th: House 1 - Bernie Nelson; House 2 - Jack Geraghty  
7th: House 1 - Ron McCoy; House 2 - Gary McKinney  
8th: House 1 - Shirley Hankins; House 2 - Marianne Price  
9th: House 1 - Mike Johnson  
10th: Senate - Mary Margaret Haugen  
House 1 - Dave Anderson; House 2 - Kolly Barlean  
11th: Senate - Margarita Prentice  
House 1 - Eileen Cody; House 2 - Velma Voloria  
12th: House 1 - OPPOSE Clyde Ballard; House 2 - Mike Armstrong  
14th: House 1 - Dale Sunday; House 2 - Ed Lisowski  
16th: Senate - Voloria Loveland  
House 1 - Yolanda Cortinas Trout; House 2 - Bill Grant  
17th: Senate - Lou Peterson  
House 1 - Carl Dugger; House 2 - Jeanne Harris  
18th: Senate - Kent Landerbolm  
House 1 - Michele Cotner; House 2 - Marlene Adams  
19th: Senate - Sid Snyder  
House 1 - Brian Hatfield; House-2 - Mark Doumit  
20th Senate - Thomas Beattie  
21st: House 1- Mike Cooper; 2 - Ned Daniels  
22nd: Senate - Karen Fraser  
House 1 - Sandra Romero; House 2 - Sam Hunt  
23rd: Senate - Betti Sheldon  
House 1 - Phil Rockefeller; House 2 - David Harrison  
24th: Senate - Jim Hargrove; House 2 - Lynn Kessler  
25th: Senate - James Kastama  
House 1 - Rich Hildreth; House 2 - Adrienne Thompson  
26th: House 1 - Pat Lantz; House 2 - Brock Jackley  
27th: Senate - Debbie Ragala  
House 1 - Ruth Fisher; House 2 - Jeannie Darneille  
28th: Senate - Shirley Winsley; House 2 - Tami Green  
29th: House 1 - Steve Conway; House 2 - Steve Kirby  
30th: House 1 - Mark Miloscia  
31st: House 1 -Mike Stenson; House 2 - Christopher Hurst  
32nd: House 1 - Carolyn Edmonds; House 2 - Ruth Kagi  
33rd: House 1 - Shay Schual-Burke; House 2 - Karen Keiser  
34th: Senate-Dow Constantine; House 1 - Erik Poulsen  
35th: House 1 - Kathryn Haigh; House 2 - Bill Eickmeyer  
36th: House 2 - Mary Lou Dickerson  
37th: House 1 - Sharon Tomiko-Santos; House 2 - Kip Tokuda  
38th: House 1 - Aaron Reardon; House 2 - Pat Scott  
39th: Senate: Fredda Smith  
House 1 - Hans Dunshee; House 2 - Liz Looms  
40th: Senate - Harriet Spanel  
House 1 -Dave Quall; House 2 - Jeff Morris  
42nd: House 1 - Robert Imbof; House 2 - Kelli Linville  
43rd: House 1 - Ed Murray; House 2 - Frank Chopp  
44th: House 1 - Kerry Watkins, House 2 - John Lovick  
45th: House 2 - Laura Ruderman  
46th: House 1 - Jim McIntire; House 2 - Phyllis Kenney  
47th: House 1 - Geoff Simpson; House 2 - Debbie Jacobson  
48th: House 2 - Karen Marchioro  
49th: Senate - Ben Gassaway  
House 1 - Bill Fromhold; House-2 - Val Ogden

Support the  
SUP Political Fund

### Editor's note:

The *West Coast Sailors* is publishing labor's recommendations for the Nov. 7 election from California, Hawaii, Oregon and Wash- ington states. Members who reside in the other 46 states should request the labor-endorsed slate of candidates from their local la- bor council or state federation of labor.



# California Labor Federation

## AFL- CIO Nov. 7, 2000 Endorsements

### U.S. President/Senator

**U.S. President:** Al Gore  
**U.S. Senate:** Dianne Feinstein



Vice President Al Gore

### California Ballot Propositions

- Prop 32.** Veteran's Bond Act ..... Yes  
**Prop 33.** Legislative Retirement..... Yes  
**Prop 34.** Campaign Finance Reform ..... Yes  
**Prop 35.** Contracting out public services .....No  
**Prop 36.** Substance Abuse & Crime Prevention..... Yes  
**Prop 37.** Polluter Protection Act, shifts costs to taxpayers .....No  
**Prop 38.** Expensive voucher experiment will hurt our public school students ..... No  
**Prop 39.** School Facilities ..... Yes

### U.S. House of Representatives

- |                        |                                |                                |
|------------------------|--------------------------------|--------------------------------|
| 1. Mike Thompson       | 18. Gary A. Condit             | 35. Maxine Waters              |
| 2. Stan Morgan         | 19. Dan Rosenberg              | 36. Jane Harman                |
| 3. Bob Kent            | 20. No Endorsement             | 37. Juanita Millender-McDonald |
| 4.Mark A. Norberg      | 21. Pedro (Pete) Martinez, Jr. | 38. Gerrie Schipske            |
| 5. Robert T. Matsui    | 22. Lois Capps                 | 39. Gil G. Kanel               |
| 6. Lynn Woolsey        | 23. Michael Case               | 40. No Endorsement             |
| 7. George Miller       | 24. Brad Sherman               | 41. Rudolfo G. Favila          |
| 8. Nancy Pelosi        | 25. No Endorsement             | 42. Joe Baca                   |
| 9. Barbara Lee         | 26. Howard L. Berman           | 43. No Endorsement             |
| 10. Ellen O. Tauscher  | 27. Adam Schiff                | 44. Ron Oden                   |
| 11. Tom Y. Santos      | 28. Janice M. Nelson           | 45. Ted Crisell                |
| 12. Tom Lantos         | 29. Henry A. Waxman            | 46. Loretta Sanchez            |
| 13. Fortney Pete Stark | 30. Xavier Becerra             | 47. No Endorsement             |
| 14. Anna G. Eshoo      | 31. Hilda L. Solis             | 48. No Endorsement             |
| 15. Mike Honda         | 32. Julian C. Dixon            | 49. Susan A. Davis             |
| 16. Zoe Lofgren        | 33. Lucille Roybal-Allard      | 50. Bob Filner                 |
| 17. Sam Farr           | 34. Grace Flores Napolitano    | 51. No Endorsement             |
|                        |                                | 52. Craig Barkacs              |

### State Assembly

- |                               |                           |                               |
|-------------------------------|---------------------------|-------------------------------|
| 1. Virginia Strom-Martin      | 26. Dennis A. Cardoza     | 54. Allen Lowenthal           |
| 2.Virgil Parks                | 27. Fred Keeley           | 55. Jenny Oropeza             |
| 3. Benjamin Wirtschafter      | 28. Simon Salinas         | 56. Sally M. Havice           |
| 4. Stephen A. Macola          | 29. Lita Reid             | 57. Edward (Ed) Chavez        |
| 5. No endorsement             | 30. Dean Florez           | 58. Thomas M. Calderon        |
| 6. Joe Nation                 | 31. Sarah Reyes           | 59. Meine Dolores Hall        |
| 7. Patricia (Pat) Wiggins     | 32. Virginia R. Gurrola   | 60. Jeff A. Duhamel           |
| 8. Helen M. Thomson           | 33. Laurence Houlgate     | 61. Gloria Negrete McLeod     |
| 9. Darrell Steinberg          | 34. Robert (Bob) Conaway  | 62. John Longville            |
| 10. Debra Gravert             | 35. Hannah-Beth Jackson   | 63. Scott T. Stotz            |
| 11. Joe Canciamilla           | 36. No Endorsement        | 64. Jose Medina               |
| 12. Kevin Shelley             | 37. Roz McGrath           | 65. Ray R. Quinto             |
| 13. Carole Migden             | 38. Jon M. Lauritzen      | 66. No Endorsement            |
| 14. Dion Louise Aroner        | 39. Tony Cardenas         | 67. Tom Harman (R)            |
| 15. Greg Rolen                | 40. Bob Hertzberg         | 68. Tina Louise Laine         |
| 16. Audi Bock (I), Wilma Chan | 41. Fran Pavley           | 69. Lou Correa                |
| 17. Barbara Matthews          | 42. Paul Koretz           | 70. Merritt Lori McKeon       |
| 18. Ellen M. Corbett          | 43. Dario J. Frommer      | 71. Bea Foster                |
| 19. Lou Papan                 | 44. Carol Liu             | 72. Gangadharappa Nanjundappa |
| 20. John A. Dutra             | 45. Jackie Goldberg       | 73. Robert D. Wilberg         |
| 21. Joe Simitian              | 46. Gil Cedillo           | 74. John Herrera              |
| 22. Elaine Alquist            | 47. Herb Wesson           | 75. No Endorsement            |
| 23. Manny Diaz                | 48. Roderick (Rod) Wright | 76. Christine Kehoe           |
| 24. Rebecca Cohn              | 49. Gloria Romero         | 77. Todd Keegan               |
| 25. Stephen F. Rico           | 50. Marco Firebaugh       | 78. Howard Wayne              |
|                               | 51. Jerome E. Horton      | 79. Juan Vargas               |
|                               | 52. Carl Washington       | 80. Joey Acuna, Jr.           |
|                               | 53. George Nakano         |                               |

Vote November 7



### State Senate

1. Thomas (Tom) Romero  
3. John L. Burton  
5. Michael J. Machado  
7. Tom Torlakson  
9. Don Perata  
11. Byron Sher  
13. John Vasconcellos  
15. No Endorsement  
17. No Endorsement  
19. Daniel R. Gonzales  
21. Jack Scott  
23. Sheila James Kuehl  
25. Edward Vincent  
27 Betty Karnette  
29. Richard Melendez  
31. Mike Rayburn  
33. Jack Roberts  
35. Steve Ray  
37. Sedalia L. Sanders  
39. Dede Alpert



Sen. Dianne Feinstein



ESU Office  
Assignments

For the months of November, Kevin Conroy will be in the Baytown office and Tom Thompson will be in the Benicia office.

ESU NEWS

OCTOBER 2000

Official Publication of the Exxon Seamen's Union

# SeaRiver expands fleet

Earlier this year, SeaRiver announced that it would supplement its existing tanker fleet with additional tonnage based on the agreement reached between Exxon Mobil Corporation, BP AMOCO, ARCO and Phillips Petroleum regarding alignment of Alaska interests.

As a result, SeaRiver plans to purchase and operate the 90kDWT tanker, *Overseas Ohio*. The vessel will be renamed *S/R Hinchbrook*. It is anticipated that SeaRiver will take delivery of the vessel in late October, pending Maritime Administration (MARAD) approval. The *S/R Hinchbrook* is scheduled to begin operating in Alaska North Slope (ANS) trade sometime in December following scheduled shipyard work. Additionally, SeaRiver completed negotiations to take control of the 50kDWT tanker, *Potomac Trader*, under a bareboat charter agreement. The vessel will be renamed *S/R Puget Sound*. It is anticipated that SeaRiver will take delivery of the *S/R Puget Sound* by the end of October and begin operating in ANS service after completing scheduled shipyard work.

Certainly, this is good news for the Union and the ESU membership. Additional ships mean more jobs for unlicensed employees. Further, we expect to see numerous promotions to all ratings once the Company takes control of the

ships. Our membership rolls have increased from 215 at the beginning of the year to its current level of 262. We expect this upward trend to continue since SeaRiver plans to hire more unlicensed personnel during November. Although this is positive news for the short term, it is yet to be decided about SeaRiver's long term commitment to the ANS trade. These vessels are on the last leg of their OPA 90 life span. These vessels are scheduled to go out of service during the middle of this decade. Furthermore, the *S/R North Slope* and *S/R Benicia* will be phased out during 2002 due to OPA drop dead dates. We see other major players (Phillips and BP Amoco - ATC) in the industry making a commitment to long term ANS service by building new doubled hulled vessels. Phillips' first Millennium class tanker is scheduled to enter service later this year with two more new ships to follow. BP Amoco recently announced plans to construct 3, 186kDWT tanker for ANS service with the option to build 3 more at NASSCO shipyard. The first delivery is scheduled for 2003. We hear SeaRiver has conducted new build studies and are continuing to evaluate other alternatives but their crystal ball appears to contain a dense fog that delays a long term direction for the Company.

# Remembering our past – 1990

Certainly our past is worth remembering, especially with the inclusion of so many new members into the ESU bargaining unit in recent years. In fact, almost 60% of the current bargaining unit started their employment with SeaRiver Maritime after 1990. You have probably heard horror stories about this time period, the difficulties the ESU had to endure and the Company's attempt to break the Union's will to survive. 1990 was the 5th consecutive year that the membership had experienced no increase in wages. Additionally, in 1988 the Company implemented a massive reduction in pay, paid leave and overtime rates that amounted to 8.8%. 1990 was the third year the Union was operating without the automatic union dues deduction that the Company stopped in 1988 as part of their "Union Busting" tactics.

It goes without saying that employee morale was at an all time low. Seatours were extremely long but the Company would not address this issue by hiring new employees due an impending reduction of the fleet from 20 vessels to 13. Management anticipated a surplus of employees and offered SPOSA (Golden Finger) program to reduce what was thought to be too many employees. However, by the time the company completed this voluntary separation program and phase out of vessels they had to immediately hire new employees because attrition was extremely high during this time period. In August The Oil Pollution Act of 1990 (OPA 90) was signed by then President Bush. This brought about many changes

for the unlicensed employees and the tanker industry. Around this same time period, the Exxon Valdez returned to service after completion of an extensive shipyard period in San Diego. A special provision of OPA 90 prevented the Valdez from returning to ANS service. The ship was renamed the Exxon Mediterranean and entered Foreign Service.

Since 1990 the ESU has struggled to keep up with the cost of living, much less restore the losses during the dark Iarossi years. The ESU views the Company meager offer at the recent Wage Reopener as an obvious sign that history could once again repeat itself. Many of the same players within management are still with the Company. The ESU and other labor unions need to draw a line in the sand against the meager crumbs that management calls a pay increase. Solidarity!

## New ESU Members

The ESU is proud to welcome 19 new members within our ranks. The membership now stands at 262. Thanks for your show of support by becoming a Union member.

Raymond S. Balles III; Jesse Ballou, Jr.; Timothy L. Carter; Darrel DeLaCruz; Jarvis Gainer; Michael D. Harmanson; Reynaldo G. Palisoc; Aaron Rathbun; David L. Thomas, Jr.; Donovan Vines; Randy Witowich; Dexter Thomas; Reginald B. Harrison; Joe Davis; Edward Benjamin, Jr.; Bruce T. Rathbun; Jacques M. DeVries; Janet (DJ) L. Wilson; and John Moran.

# Marcos Clotter arbitration

On October 4, 2000 the ESU and SeaRiver Maritime met in Newark, NJ to arbitrate Grievance #98-02 - Demotion of Marcos Clotter. The American Arbitration Association (AAA) arbitrator that presided over this hearing was Richard Adelman. Representing the Union was President, Jerry Patterson, grievant Marcos Clotter and attorney and David Grossman, Esquire. Company Representatives were Miguel Quinones, attorney and Ray Loney, Labor Relations.

In last month's edition of the ESU NEWS the Union reported about the Warning Notice arbitration that the Union won on behalf of Mr. Clotter. Removal of that warning notice from his file was extremely important before arguing his demotion case. The Company was building a case to support a demotion of Marcos ever since the Union won a promotion arbitration for him in 1996. The warning slip was part of their ammunition they intended to use at the demotion hearing.

Prior to starting the demotion arbitration, the arbitrator suggested working through lunch with the expectation of completing the hearing in one day. Both the Union and the Company were agreeable to his suggestion. The Company called two witnesses to testify and this took the hearing into the afternoon. They then asked for an extension of the hearing to a later date because they wanted to call two additional witnesses that could not be there on October 4th. It appears

to the Union, that management just wants to stretch things along, burden us with additional arbitration expenses and delay resolution to legitimate grievances. We now have another date to complete this case in February 2001.

In January of this year, the Union sent Human Resources Manger, Ed Cahill a letter requesting we relocate our arbitrations to the Houston area. Our attorney Sharon Groth in Baytown has a good track record of fighting ExxonMobil through the Federal Mediation & Conciliation Service (FMCS) in Texas. Our primary reasons for relocating arbitrations to the Houston area are cost savings and timely resolutions to disputes. The Union researched the use of FMCS to conduct arbitrations and found the fees to be very minimal. Conversely, one arbitration case through the AAA can easily result in \$2000 in arbitrator fees. This is for a one-day arbitration. Certainly, this could be a win/win for the Union and the Company but they have said, "we don't want to change things" to this idea.

Under our current Contract (Side Letters) we are required to arbitrate in New Jersey unless the parties mutually agree to another location or we dissolve that letter at the expiration of the Agreement next year. In the meantime, the Union will push ahead with arbitrations in New Jersey. We have at least 4 scheduled over the next few months.

Ship reports

### S/R American Progress

Boarded on 10-14-00 by ESU Rep. Looks like two more trips to Alaska before returning to Gulf coast. Peter DeWilde filling in as Ship Rep. on a temporary basis. Company still randomly testing under Washington State Regulations for D&A. Grievance filed and will be followed up shoreside.

### S/R Baytown

On the Valdez to Anacortes run. Complaints about delayed delivery of mail. Lee Airriess Regular Ship Rep.

### S/R Benicia

Boarded on 10-5-00 at Richmond. Now in the shipyard in Portland for repairs. Mario Guarcello temporary Rep. It appears the payroll problems of the former Mobil employees have finally been corrected.

### S/R Charleston

Boarded at Shell Deer Park on 10-15-00. Ship Rep. Chester Bell aboard. Everything running smoothly.

### S/R Galveston

Boarded at Benicia on 10-4-00. San Francisco lightering service. Mike Mauler temporary Ship Rep. No beefs.

### S/R Long Beach

Completed Shipyard in Portland. Ship Rep. Jack Patterson reports mail delivery was poor while in the yard. Recent mail was sent to a port the ship never calls on.

### S/R Mediterranean

In Singapore shipyard for Biennial USCG inspection and repairs. Have been communicating with Temporary Ship Rep. Frank Kamasz via email

### S/R North Slope

Boarded on 10-15-00 at Benicia. Sean Hughes Ship Representative reports all in order at this time.

### S/R Wilmington

Boarded at Meal Anchorage, Baton Rouge on 10-13-00. No major beefs. Ship Representative Johnny Navarro



# ESU NEWS

## Z-Card and STCW renewal problems

The ESU offices have been receiving an increasing number of telephone calls recently concerning problems with the renewal of MMDs (z-cards) and STCW certificates. In some cases captains have refused to sign-on members who have come to the ship with expired, incomplete or incorrect documents. In at least one instance a member has gone off pay until the documents were put in order.

It seems that the newer and more complex regulations surrounding the “Tankerman Assistant” endorsement and the way in which the various Coast Guard Marine Safety Offices around the country are interpreting these regulations are the source of most of the difficulty. The SeaRiver office has different service letters it sends out to individual members depending on several different factors such as if the member’s STCW is an original or renewal or if the member has attended a basic safety course and other factors. Often the Coast Guard office with which the member is dealing requires a different let-

ter than that sent to him or her by SeaRiver. When the member submits the wrong letter to the Coast Guard it can be very time consuming to get straightened out, in some cases extending past the time when the member's paid leave has expired. To make matters even more difficult and despite an ESU grievance, SeaRiver is now unilaterally requiring that all Maintenance Seamen, ABs, and Pumpmen hold the endorsement whereas Coast Guard regulations only require 3 crewmembers on any ship to have it.

The Union is now dealing with the company in an attempt to reduce the number of problems associated with the new documentation and will take the appropriate administrative steps where necessary. In the meantime however, the Union very strongly recommends that each member keep a close eye on the expiration and renewal dates of his or her own documents and begin talking with the Coast Guard about renewal well in advance of those dates.

## 2001 Pre-tax spending plan enrollment

The enrollment period for Pre-Tax Spending Plan and open enrollment for the BCBS medical plan is expected to take place from mid-October until the middle of November. Enrollment forms will be mailed to everyone from the Company. The Pre-Tax Spending plan in essence allows you to pay your medical and dental premiums, deductibles, childcare and other covered expenses with un-taxed dollars. If you have foreseeable expenses for the year 2001 that are covered under the plan you may consider designating additional contributions to take advantage of the tax savings. For a list of covered expenses please refer to the ExxonMobil Pre-Tax Spending Plan booklet that was published in January 2000. The ExxonMobil/SeaRiver Pre-Tax Spending Plan allows you to take advantage of significant tax savings in three ways:

- You can pay your contributions for medical and dental plan coverage (what you may think of as your premiums) on a pre-tax basis.

- The Health Care Flexible Spending Account allows you to set aside pre-tax money to reimburse yourself for your out-

of-pocket medical and dental expenses.

- The Dependent Care Flexible Spending Account allows you to set aside pre-tax money to reimburse yourself for certain dependent care expenses.

You may elect to participate in one, two or all three parts of the plan:

- Once you elect to pay your contributions for medical and dental plan coverage on a pre-tax basis, you are automatically re-enrolled each year unless you cancel your election during a subsequent enrollment period or due to a qualifying event.

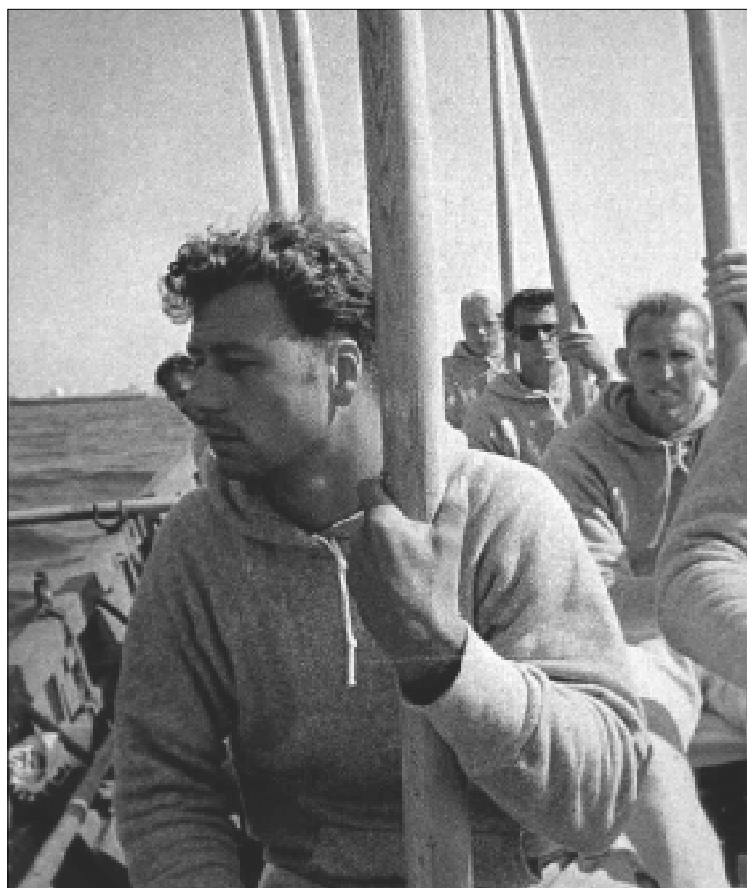
- To participate in the Health Care Flexible Spending Account and/or the Dependent Care Flexible Spending Account, you must enroll each year during the annual enrollment period.

**Getting Reimbursed:** You may be reimbursed automatically from the Health Care Flexible Spending Account for claims processed as a participant in the Blue Cross Blue Shield Medical Plan and/or the Blue Cross Blue Shield Dental Plan. Otherwise, you must file a claim form and attach documentation of your expenses to be reimbursed from either account.

# AB George Young Retires

A question that is frequently asked aboard the ships, especially among the newer employees is: Who has the longest SeaRiver/Exxon service? The answer to that question depends on whether you mean continuous or broken service.

The person with the longest continuous service is Mr. George Young, Able Seamen and Ship Representative on the *S/R Mediterranean*, with over 39 years of Company service.



*A much younger George Young (foreground) in 1962, with fellow lifeboat team mates that rowed from the **ESSO Baltimore**.*

Mr. Young has notified the Union that he has decided to retire effective October 31, 2000. George will be sorely missed.

Early in Mr. Young's career, he had the honor of serving on the Company lifeboat rowing team from the *ESSO Baltimore* that competed in international competition, and what a team it was!

On May 24, 1962, the 23rd International Seamen's Classic was rowed over a one nautical mile course in the Narrows of New York harbor. There were nine entries competing in the first qualifying race and they finished in following order: ESSO Baltimore, U.S., Havjo, Norway; Black Hawk, Norway; Statendam, Netherlands and Flandre, France. The second heat finished in the following order: Hansul, Norway; General Gordon, U.S.; Baie Comeau, Norway and France, France. The first, second and third place boats in the two heats rowed in the main event.

The following is an excerpt from the May 31, 1962 publication of the *ESSO FLEET NEWS*:

“It was a never to be forgotten sight to see them come down the stretch, the last 1/4 mile. The Norwegian flag Hansul, ahead all the way, was leading the Baltimore men by 1½-boat lengths. They were bucking a strong ebb tide and choppy water. There was a gale of wind, driving rain, thunder and lightning. Slowly the *ESSO Baltimore* crew began to close the gap. Inch by inch they crept

up with each powerful stroke. One length behind Cox'n Mike Sharik was urging, pleading, encouraging, tongue-lashing them on as he threw his weight forward with each beat.


At a half-length behind, it was now or never. Bend those oars. Pull, pull. And how they pulled! They swept that 1,680 pound boat across the finish line just 3.8 seconds ahead of the Norsemen. Up went the oars. Overboard went the Cox'n. Cheers rang, whistles blew and a limp Mr. Sarik was "fished" out of the water by a Coast Guard patrol boat. The U.S. victory, the first since the *ESSO Brooklyn's* triumph in 1956, again brought possession of the Joseph W. Powell Cup to our shores and for the first time, the Millard G. Gamble trophy, donated by the former president of ESSO Shipping Company."

That was quite an accomplishment for George so early in his career but he was just getting started. He later volunteered for and made the maiden voyage through the ice chocked Northwest Passage aboard the *ESSO Manhattan*. George is one of the select few left in the fleet that saw Vietnam service aboard company vessels.

Mr. George Young has had a long productive, colorful and exciting career. We will miss him and we wish him Godspeed.

In the November issue of the issue of the *ESU NEWS* you will find out who had the longest broken company service, stay tuned.

**Sailors' Union of the Pacific**



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**GUNNAR LUNDEBERG • PRESIDENT/SECRETARY-TREASURER**

HEADQUARTERS: 450 HARRISON STREET  
SAN FRANCISCO, CALIFORNIA 94105



October 13, 2000

Mr. Jerry Patterson  
President  
Exxon Seamen's Union  
P.O. Box 792  
Benicia CA 94510

Dear Sir and Brother:

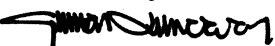
Thank you for keeping us informed on the status of the wage-reopener negotiations with SeaRiver. It is indeed regrettable that bargaining thus far has not made any headway due to the recalcitrance of the company.

As you know, nothing comes easy in labor's ongoing struggle. However, we are confident that a settlement is achievable.

On behalf of the Sailors' Union of the Pacific, I reaffirm our solidarity with ESU.

With best regards, I remain

Fraternally,



GUNNAR LUNDEBERG  
President/Secretary-Treasurer

**EXXON SEAMEN'S UNION**  
*Founded March 28, 1941*  
**Affiliated with the Sailors' Union of the Pacific**

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**President Jerry Patterson**

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PIER-HEAD JUMP

by Archie Green

“Pier-head jump,” a term known to all seafarers for more than a century, remains mysterious to landlubbers. Upon asking acquaintances to hazard meanings, some have guessed that it is an athletic competition held on a pier; others, that it resembles bungee jumping; still others speculate ominously that it implies suicide.

Fortunately, the Oxford English Dictionary offers an accurate definition geared to employment practices: joining a ship as it leaves the dock. This lexicon cites a British labour glossary (1892) to add a qualification: owing to some of the (signed) crew not fulfilling their engagements. The technical explanation leaves little to the imagination; nor does it convey the body of tradition hidden in this combination of three simple words: pier, head, jump.

We visualize a jump off a pier, literal or symbolic, by invoking our sense of place and action. Piers, docks, wharfs — used interchangeably in everyday speech — are located in zones of tension where tides and currents constantly interfere with human endeavor. A pier juts out (or intrudes) into the bay or stream; it is the last land extension one feels underfoot before boarding a vessel.

Today’s mariners seek employment through union or joint labor-management hiring halls or government-controlled shipping offices. Why did a sailor ever have to row, paddle, climb, or jump from a pier to join a ship? What had gone awry in the hiring process? Does an implication of clandestine behavior lurk in the shadows of this expression?

The testimony of Andrew Furuseth, secretary of the Coast Seamen’s Union (predecessor of the Sailors’ Union of the Pacific) casts light on the development of this unusual hiring practice and its name. In 1887, the California Bureau of Labor Statistics conducted hearings and issued a published report on Condition of Men Working on the Waterfront and on Board of Pacific Coast Vessels. Among other participants, Furuseth, a sailor of Norwegian birth then based in San Francisco, described his experiences.

Most sailors of the era, while ashore, lived in boarding houses near the waterfront. Masters or keepers of such houses, often with political or underworld ties, served shipowners and their captains as labor suppliers. Furuseth, a recent immigrant, accepted these shipping procedures but after some years in boarding houses he moved to a private room.

Furuseth related how he had tramped the length of the Embarcadero looking for a likely ship. When captains asked where he boarded, his job prospects vanished. Plainly put, he had not spent his money in approved quarters. He came to realize that he “would have to wait until doomsday” to secure a berth in any vessel. At this point, he turned to an alternate scheme.

Furuseth’s explanation follows: “When the boarding master who had undertaken to furnish the men did not have them just at the time when the vessel was going out, so I got a job by being right there to take a pier-

head jump, as the sailors call it.” These words illustrate the intimate tie between life’s commands and the birth of new language.

The independent-minded mariner had gone outside the rules to beat the crimping system in which boarding-house masters, saloon or brothel keepers, and clothing-store owners controlled employment. Workers labeled this custom “blood money,” for it was based on a pay advance when shipping out. Sometimes, an unfortunate tar toiled an entire voyage — working off the dead horse — to repay his debt to the crimp.

Word sleuths take great pleasure in finding antedates: appearances before those cited in the Oxford English Dictionary. We recall that the OED had dated “pier-head jump” to 1892; Furuseth’s testimony, in print in 1887, placed his use of the term back to 1885 (coinci-



dentally, the birth of the Coast Seamen’s Union.)

Although I am pleased at this lexical discovery, the significance of Furuseth’s statement lies in his aside, “as the sailors call it.” He knew that “pier-head jump” belonged to the colloquial speech of the sea; accordingly, the unfamiliar locution would have to be explained to the public. We still lack a formal account of the origin of “pier-head jump.” Pacific Coast and British seamen used it before the close of the nineteenth century. Who else knew it; how did it spread? The term must have circulated orally among sailors for a decade or two before a clerk in San Francisco transcribed Furuseth’s testimony.

I’ll not list all the usages of this expression except to note that it has appeared in many works of fiction. Joseph Conrad in *Chance* (1913), a romantic novel, tells of the unexpected adventures of young Charles Powell, a newly certified second mate. Charles knows that it is illegal to directly procure a berth after Parliament had

attempted to restrict the “swindling practices of the boardinghouse crimps” (page 14). However, when he appears before London’s Port Shipping Master, the Ferndale’s unhappy skipper is also present, shorthanded and ready to sail on the morning tide.

The Port Officer bends the rules by addressing the skipper, “I don’t think you’ll find easily [a second mate] for such a pier-head jump.”(Page 17). Of course, Conrad uses these words metaphorically, for Powell does not actually jump or climb onto the Ferndale. He signs on in the Shipping Office, and boards the dynamite-laden vessel by gangplank that very night.

In many years of collective bargaining with employers, the Sailors’ Union of the Pacific has included in its shipping rules a provision: “A pierhead jump is permissible only outside the regular shipping hours of the Union Hall, and then only when all efforts to obtain the required man through the Union Hall have failed.” Thus, an irregular practice is partially normalized.

Words do not live frozen in time; they shift about like gulls in a storm. “Pier-head jump,” now regular in sea employment vocabularies, still retains its early meaning: ambiguity in hiring out, under-the-table action, disobeying accepted norms. Thus, I was surprised to learn of a current poetic usage.

In 1995, Marshall Uran, a retired member of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association, compiled and published *Sea-Say: Salty Stories and Seamen’s Slang*. He glossed technical, vernacular, and bawdy expressions, supplementing his word list with ample drawings by Frank Barbaria, a retired marine electrician and SUP member.

Uran dedicated his book to four departed seafarers, and wrote of one: “Bill Bailey took a pier-head jump for his final trip.” To my knowledge, this is an unusual turn for our term, no longer associated with securing a job. In former days, a poet might view death as a trip into the briny deep or across the river Styx.

Could Furuseth have anticipated in 1885 that “pier-head jump” would remain for over a century as both an occupational and symbolic figure of speech? He saw his own unorthodox “jump” as an act of defiance against crimps, boarding-house masters, and other bloodsucking leeches who perpetuated servitude at sea. He knew in his bones that freedom for sailors required occasional acts of resistance.

Am I too imaginative in envisioning Andrew Furuseth looking down from Valhalla or up from Davy Jones’ locker, encouraging all of us in our respective “pier-head jumps”?

About the Author

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

A look astern —100 years ago

The watch on deck

From the *Coast Seamen's Journal*, April 18, 1900

Roused by a thundered call to work  
Out from the fo'castle rolls the watch  
Scandinavian, German, Yank,  
And one whose broad speech  
marks him Scotch.  
Tanned by the touch of sun and wind,  
Defying hunger, cold and wreck,  
These are the children of the sea,  
The grumbling, faithful “watch on deck.”

The dawn comes stealing from the East;  
The grim gray waters rolls and heaves;  
The tall sails shiver in the wind;  
The halyards creak upon the sheaves;  
The galley smoke curls fitfully  
To leeward from the stovepipe brown;  
And all is cheerless where the watch,  
Hungry and cold is “washing down.”

So breaks another weary day  
Upon old ocean's fickle breast,  
Another day for Sailor Jack,  
To whom one day is like the rest;  
Is, like the rest, a treadmill round  
Of duty without change or end,  
Until, paid off, in port he finds  
In drink an enemy—and friend.

Cursed at his labors on the sea,  
Plucked by the plotting crimp ashore,  
He drifts around this too careless world,  
The conquered and the conqueror.  
For though he wins from wind and wave,  
Still he shall loose to drink, his foe,  
Until the present “watch on deck”  
Becomes the last long “watch below.”

Vote Tuesday,

November 7, 2000

Record of SUP Shipping

September 2000

	Hdq	Seattle	Wilm	Hono	Total
Bosun	5	2	2	1	10
Maint. Man	2	0	0	0	2
A.B. Dayworker	0	6	0	0	6
A.B	20	2	12	8	42
O.S.	3	0	0	1	4
Ship Util.	1	0	0	0	1
Standby	29	17	80	19	125
Pump	2	0	0	0	2
TOTALS	60	22	100	29	212



# Sailors’ Union of the Pacific

## Welfare Plan Training Benefit Guidelines

The Sailors’ Union of the Pacific Welfare Plan has created a Training Benefit that is available to all qualified participants of the Plan. The Training Benefit is funded through man-day contributions defined in the collective bargaining agreements negotiated by the Sailors’ Union of the Pacific. The purpose of the Training Benefit is to enable all qualified Plan participants the opportunity to access any and all training courses required under Domestic and International regulations to remain an active participant of the United States Merchant Marine.

### The Andrew Furuseth School of Seamanship

The Sailors’ Union of the Pacific Welfare Plan has tasked the Andrew Furuseth School of Seamanship with the responsibility of administering the Training Fund Benefit. The mission of the School is to assist all eligible Plan participants in identifying and accessing the appropriate training to fulfill all existing regulatory requirements and remain active in our industry. The School has been given final decision making authority over all training and training related issues. The School is responsible for the selection and identification of the training needs of Plan participants, the selection of training providers and the rules governing all aspects of the training process.

### Eligibility Requirements

- 1 SUP Plan participant with A, B or C Seniority
- 2 Current with dues
- 3 Must be eligible for the SUP Welfare Plan medical coverage through covered employment
- 4 Must be fit for duty and able to pass a sign on physical within one month of your scheduled training course.
- 5 In order to attend the LMSR (MSC) training a participant must be able to pass an MSC physical examination within one month of the scheduled commencement date.

### Training Approval

The Andrew Furuseth School of Seamanship must approve all individual training plans in advance. Failure to receive prior approval of the School may result in the withdrawal of funding for the training. As the party responsible for all training and training related issues for the SUP Welfare Plan, the School reserves the right of final approval of all training arrangements. This is done to allow the Plan to control the costs associated with training and protect the individual participant from making inappropriate training decisions. The School will advise and assist all participants with every aspect of the training process to insure the best options available are selected. In addition, the School will handle all the arrangements for any approved training if a participant wishes it to do so. However, in order for the School to properly fulfill its mission individual participants must inform the school in advance of their training plans and be willing to work with the School to reach a mutually acceptable solution in the event of a problem.

## Training Categories Covered by the Training Benefit

### Mandatory Training:

Training that is required for all mariners under either Domestic or International regulations. In addition, mandatory training includes all training that is specified in any of the existing Sailors’ Union of the Pacific collective bargaining agreements. Presently, the list of mandatory training recognized by the Andrew Furuseth School of Seamanship includes but is not limited to the following:

- 1. STCW 95 Basic Training**
  - a. Basic or Advanced Fire Fighting; b. Basic First Aid; c. Personal Survival; d. Personal Safety and Social Responsibility
- 2. LMSR Vessel Training (Military Sealift Command (MSC) Training)**
  - a. CBRD; b. Basic Damage Control; c. T-AKR Vessel Familiarization; d. Anti-Terrorist Briefing; e. Basic Forklift Operations; f. Basic Explosive Materials Handling; g. Fast Rescue Boat Training; h. Underway Replenishment Familiarization

### Discretionary Training:

This includes any training that is not required by either Domestic or International regulations. In general,

this is training intended to enable an individual to upgrade his or her United States Merchant Marine Document (USMMD). Presently, this category of training includes but is not limited to the follow courses:

- 1. Lifeboat man
- 2. Able Seaman
- 3. Tanker man Assistant
- 4. Tanker man P.I.C. (Person in Charge)
- 5. 100 Ton License
- 6. Radar Observer
- 7. QMED (Any Rating)
  - a. Fireman/Watertender; b. Oiler; c. Refrigeration Engineer; d. Electrician; e. Junior Engineer; f. Pumpman; g. Deck Engine Mechanic; h. Engineman

### Funding Provided for Training Course Completion Requirement

In order for a Plan participant to receive funding from the Andrew Furuseth School of Seamanship, he or she must successfully complete their training course. Failure to successfully complete a training course will result in the withdrawal of funding for the course in question as well as any future training courses. The participant will be required to assume responsibility for all the costs associated with the uncompleted course. This includes the costs of transportation, lodging and food along with the tuition for the course. In addition, all future training courses for a participant who has failed a course will be handled on a reimbursement basis.

The only proof of successful completion that the Andrew Furuseth School of Seamanship will accept is a valid certificate from the training provider attesting to the participant’s successful completion of the course. No other form of proof will be accepted.

### Mandatory Training

- 1. Tuition
- 2. Transportation: Subject to the provisions outlined in the transportation section.
- 3. Lodging: Subject to the provisions outlined in the lodging section.
- 4. Per Diem/Meals: Subject to the provisions outlined in the section concerning meals and receipts.

### Discretionary Training

- 1. Tuition reimbursement only for training courses approved by the Andrew Furuseth School of Seamanship.
- 2. For all Discretionary Training courses, the Plan participant is responsible for tuition and all additional costs. If the course is successfully completed the Plan participant is eligible for reimbursement of the tuition costs.
- 3. The Andrew Furuseth School of Seamanship will offer all the assistance it can to any eligible Plan participant who wishes to upgrade his documents. This includes assistance in locating training providers, scheduling and enrollment. However, it remains the responsibility of the Plan participant to arrange all payments.

### Funding Provided for Transportation

- 1. In order to qualify for transportation payments a participant must live at least 100 miles from the nearest training facility.
- 2. The Training Fund will provide round trip airfare from the major airport nearest to the participant’s mailing address to the training facility. This will be based on a 21-day advance purchase, coach fare.
- 3. The Training Fund will provide van or shuttle transportation at the destination to take the Plan participant to and from his or her hotel on arrival and departure.
- 4. The Training Fund will not cover any additional costs resulting from the action or inaction of the participant. All additional costs are to be borne by the participant.
- 5. A participant may make his or her own travel arrangements. However, the Training Fund will only reimburse the participant up to the amount the Andrew Furuseth School of Seamanship would have spent making the arrangements.

### Funding Provided for Lodging

- 1. Lodging will only be provided if a Plan participant lives at least 100 miles from the nearest training facility.
- 2. The Training Fund will only cover the cost of the room. All additional charges of any kind are the re-

sponsibility of the Plan participant.

- 3. A Plan participant may make his or her own lodging arrangements but the Training Fund will only reimburse him or her for costs that are in line with the amount which would have been spent if the Andrew Furuseth School of Seamanship had arranged his accommodations. In addition, reimbursement requires the same receipts and certificates as travel.

### Allowance for Meals

The Training Fund will reimburse those Plan participants attending training away from their homes up to the amount specified in the Offshore ASM and Matson Agreements: \$40.00 per day. This amount will only be paid for actual meals. This does not include:

- 1. Alcohol
- 2. Gratuities
- 3. Entertainment
- 4. Room Service
- 5. Transportation (i.e. taxi or bus fare)

### Reimbursement Requirements

A participant will be reimbursed for any out of pocket expenses associated with an approved training course. Depending upon individual circumstances these expenses may include:

- 1. Travel Costs
- 2. Lodging Costs
- 3. Subsistence Costs
- 4. Tuition Costs

In order to receive reimbursement the participant must complete a copy of the SUP Welfare Plan Trainee Expense Voucher and present it, along with a copy of his or her certificate of course completion and all receipts related to out of pocket expenses to the SUP Welfare Plan Office in a timely manner. Do not send reimbursement forms and associated information to the Andrew Furuseth School of Seamanship. All receipts must contain the following information to be considered for reimbursement:

- 1. Name of the establishment at which the expense took place.
- 2. The date of the expense. The Plan will only reimburse participants for the dates of the training. Travel days are not reimbursable.
- 3. A clear delineation between the various items on the receipt so that the Plan can make an accurate determination of which are suitable for reimbursement.
- 4. In the case of an airline ticket a copy of the ticket, a credit card receipt or a cancelled check will suffice as proof.

### Appeal Process

The Andrew Furuseth School of Seamanship recognizes that disagreements between it and the Plan participants over decisions on training related issues are unavoidable. In addition, the School understands that legitimate reasons may exist that will require a modification of the rules governing training in order meet the needs of individual participants. Therefore, any participant who feels that a decision made by the School is inappropriate for their circumstances should contact the School and explain their situation. The School’s mission is to facilitate the training process, not to impede it. The School will do everything in its power to reach a mutually acceptable compromise with all participants.

However, participants need to keep in mind that the School may not be able to meet unreasonable requests for exceptions to the present training guidelines.

### Points of Contact

- 1. Training Approval, Information and Advice: Jack Mannering, Director, Andrew Furuseth School of Seamanship, 450 Harrison St., San Francisco, CA 94105. Tel: (415) 640-3525 Fax: (925) 674-1011; E-mail: jmanneringC@hotmail.com
  - 2. Scheduling, Logistical Details and Reimbursements: SUP Welfare Plan, 450 Harrison St., San Francisco, CA 94105 Attention: Rich Reed Tel: (415) 778-5490 Fax: (415) 778-5494
- These guidelines have been approved by the Sailors’ Union of the Pacific Welfare Plan Board of Trustees.



# SUP President 's Report

October 10, 2000

## SUP/MFOW EAST COAST OFFICE

Since the award of 11 LMSR vessels to American Ship Management's Patriot Contract Services last year, there have been ongoing discussions between the SUP and MFOW as to the advisability of establishing an office on the East Coast to service those vessels. Up to this point, Patriot has only been operating two LMSRs, *USNS Fisher* and *USNS Seay*. Both are currently homeported in Baltimore.

However, beginning in early November, Patriot will commence operating four more LMSRs which will be berthed in Norfolk, Virginia.

MFOW President Whitey Disley and your secretary have come to the conclusion that establishing an office in Norfolk is both timely and necessary to not only provide service to the crews but to provide a recruitment office for East Coast mariners that want to work in these vessels and join the SUP and MFOW. Norfolk appears to be the right place to open an office given the proximity of the ships and the pool of former military personnel who have the training necessary to work in government vessels. In addition, the Masters, Mates & Pilots have offered the Union office space in their Norfolk hall at a reasonable cost (\$300 per month).

Therefore, in accordance with Article X and Article XIV, Section 2(j) of the SUP Constitution, recommend that the SUP, in conjunction with the MFOW, establish an office in Norfolk effective November 1, 2000, on a trial basis.

Further recommend that Brother Jack Stasko #7430 be appointed as Union representative to maintain the Norfolk office to handle contract vessels on the East and Gulf Coasts. Brother Stasko has been a member of the SUP since 1963, has sailed in all types of vessels in every unlicensed deck department rating. Brother Stasko lives in the Norfolk area and has the skills and enthusiasm necessary for this type of work. If the members concur with these recommendations, Brother Stasko will receive SUP Business Agent's wages and benefits (vacation, medical, pension credits, etc.).

MFOW President Disley has tentatively agreed to share costs on a 60%-SUP/40%-MFOW basis and received MFOW membership approval this month to work out the details on this service arrangement.

If approved, the SUP/MFOW office will be located at 1058 West 39th Street, Norfolk, Virginia 23508 and will have the capability to register and ship SUP and MFOW members and sign up new registrants.

It must be noted that the Norfolk office will not be a branch as defined in Section X of the SUP Constitution.

Recommend membership approval.

## LAWSUIT: AMO v. MSC

As the membership will recall (see the April issue of the *West Coast Sailors*), on April 6, Judge William B. Bryant of the United States District Court for the District of Columbia, heard oral arguments on the American Maritime Officers' (AMO) motions to void the award made to Patriot Contract Services to operate 11 Large Medium Speed Roll-On/Roll-Off (LMSR) vessels for the Military Sealift Command (MSC).

As of this date, Judge Bryant has not ruled on this matter.

However, on September 19, the AMO filed a Motion with the Court stating that MSC has accelerated the schedule for turning the LMSRs over to Patriot and that the Court should be aware that AMO members will face a job loss.

The LMSRs in question: *USNS Shugart*, *USNS Gordon*, *USNS Yano*, *USNS Gilliland* are scheduled to be delivered to Patriot in Norfolk beginning in early November. These vessels are currently operated by Bay Ship Management with AMO and SIU-A&G crews.

According to Frank Costello of the Washington, D.C. law firm of Zuckert, Scoutt & Rasenberger retained by the SUP and Masters, Mates & Pilots to defend our

interests in this case, the AMO by its Motion is attempting to prod Judge Bryant to make a decision.

On October 2, the SUP and MM&P submitted "points and authorities" to the Court in opposition to the AMO Motion. The Unions told the Court that both organizations have expended considerable sums, in training related activities required by the LMSR contract and that AMO's representation that its members will lose jobs is disingenuous as those jobs were lost when the contract was awarded to Patriot last year.

Will keep the membership fully informed on this important case.

Legal costs associated with protecting our rights in the LMSRs are currently over \$35,000 and are being split evenly between the SUP and MM&P.

(See article on page 1 for an update.)

## READY RESERVE FLEET

On October 2, the Union was notified by American Ship Management/Patriot Contract Services that the Maritime Administration implemented the awards to companies to operate vessels in the Ready Reserve Fleet. This action comes in the wake of the General Accounting Office's recent decision to reject the protests filed by various companies after the awards were issued by MarAd on May 3.

As the membership will recall, a Memorandum of Understanding between the SUP, MFOW and SIU-A&G Marine Cooks (which comprise the SIU Pacific District) and Patriot was signed on January 14, 2000, and subsequently ratified at the February coastwise meetings and printed in the February issue of the *West Coast Sailors*.

For those who missed that issue, the wage and fringe benefit rates effective October 1, 2000, are as follows:

Term of Agreement: Five (5) years: May 3, 2000 through May 3, 2005

### Reduced Operating Status (ROS)

#### Wages

Rating	Daily Wage
Deck Maintenance, A.B.	\$115.34
Maintenance O.S., General	
Vessel Utility	\$85.04

These wages are paid seven (7) days per week, although the actual work week is five (5) days a week, Monday through Friday.

#### Fringe Benefits

- SIU-PD Pension
- Vacation pay: One-and-a-half (1½) days for each 30 days on the payroll
- Sick Leave: One (1) day for each 30 days on the payroll
- SUP Money Purchase Pension Plan \$13 per day (all ratings)
- SUP Welfare Plan: \$34.51 per day
- Training: \$5.00 per day
- JEC (hiring hall): \$2.00 per day
- A daily meal allowance in accordance with the government's Joint Travel Regulation rate for the city in which the vessel is berthed any day in which the Company has not provided meals.

The fringe benefits are paid seven (7) days a week.

### Full Operating Status (FOS)

#### Wages

Rating	Monthly	Daily	Overtime Rate
Bosun	\$3,605.40	\$120.18	\$25.36
Deck Maint.,			
A.B.	\$2,698.50	\$89.95	\$21.64
O.S.	\$1,987.80	\$66.26	\$15.94

#### Fringe Benefits

- Supplemental Benefits (Vacation): Fifteen (15) days per month
- SUP Money Purchase Pension Plan: \$13 per day (all ratings)
- Contributions for Welfare, Training, Hiring Hall, are the same as ROS.

Wage Increases: At the second (2002), third (2003) and fourth (2004) anniversary date of the awarding of the RRF contract to Patriot, there shall be a three percent (3%) increase in total labor cost of ROS and FOS to be apportioned as determined by the Company and the Union(s).

The membership should note that the RRF agreement was formulated jointly by the SUP, MFOW, SIU-A&G and NMU to remove wage competition between the Unions as a factor in the bidding process. Although total unlicensed costs (and licensed) are the same for all 74 vessels in the RRF, each Union has allocated those costs differently. By mutual agreement the SUP and MFOW cost structure is the same.

The new RRF agreement is a significant improvement over the last agreement which dates back to 1992. The downside is that Patriot will only be managing six vessels (*Cape Breton*, *Cape Bover*, *Cape Blanco*, *Cape Borda*, *Cape Gibson* and *Cape Girardeau*) instead of the 12 previously managed. The *Cape Intrepid*, *Cape Island*, *Cape Isabel* and *Cape Inscription* are due to be turned-over to other operators by the end of October.

After the Unions were notified that the awards were being implemented, MFOW President Whitey Disley wrote to Patriot on October 5, on behalf of the MFOW and SUP to inquire as to whether the new wage and fringe benefits would be retroactive to May 3. Although, as of this date, we haven't received a response from the company, it is assumed that retroactivity will be contingent upon whether Patriot receives retroactive funds from MarAd.

## FOSS MARITIME COMPANY

As reported last month in accordance with Article XVII, Section 5, of the SUP Constitution, a rank-and-file Negotiating Committee will be elected at today's meeting to bargain a new collective bargaining agreement with Foss Maritime Company.

The current agreement expires on November 30. All members employed by Foss are urged to submit bargaining proposals to Headquarters.

## 70½ "MANDATORY PENSIONERS"

At the SIU-Pacific Pension Plan meeting on September 18, there was considerable discussion on the so-called "final retirement date" definition for "mandatory pensioners." This discussion has been ongoing through several Trustee meetings.

Before 1990, Section 401(a)(9) of the Internal Revenue Code mandated that a participant who was over age 70½ start drawing his pension by April 1 following the year in which he "retired." The law did not spell out when a participant was considered "retired." Starting in 1990, the law was changed to add a new requirement: namely that a participant start drawing his pension by April 1 following the year in which he turned age 70½ even if he had not "retired" but was still working (his "required beginning date"). Participants drawing pension because of this in-service distribution rule were called mandatory pensioners. The Small Business Jobs Protection Act of 1996 eliminated the age 70½ mandatory in-service distribution rule effective January 1, 1997. However, the law maintained the pre-1990 requirement that a participant who has "retired" must start drawing his pension by April 1 of the following year.

In August 1999, the 20th Amendment to the SIU-PD Pension Plan Agreement was adopted and approved by the IRS. It defines a participant receiving a mandatory pension as "retired" if he works less than 62 mandays in any 12-month period. The SIU Pacific District Unions (SUP, MFOW, SIU-A&G Marine Cooks) have a small group of participants collecting a mandatory pension who continue to work in covered employment. The Plan Office has received complaints from some of them who do not wish to be considered "retired."

The legal counsel for the Plan are recommending that this definition should be retained in order not to jeopardize the tax qualified status of the Plan. However, they are also recommending converting the qualification period from a rolling 12-month period to a calendar year

# SUP President 's Report cont 'd.

and propose the Plan be amended so that a participant who is over 70½ will be deemed to have “retired” at the end of the first calendar year is which he works fewer than 62 mandays in covered employment. His “final retirement date” would be January 1, of the following year.

Once a participant is considered “retired,” he qualifies for a recalculation of his pension to reflect all of his years of qualifying time and the current level of benefits in effect on his “final retirement date.” There is no offset for the value of the benefits he has already received under the mandatory pensioner rules of the Plan.

Participants over 70½ who want to maintain their “active” status for pension purposes would be well advised to work at least 62 days per calendar year. The question of how to address individuals who may have fallen below that threshold during the transition period after the 1996 legislation (1997-2000), is still under Trustee discussion.

The Union Trustees of the Plan deferred action on this proposed amendment until it could be discussed with the MFOW legal counsel.

## LMSR TRAINING

Due to the holidays in November and December, the next training class for those interested in working in the LMSRs is scheduled for January 9, 2001, at the SUP/ Training Resources Ltd. site in San Diego.

No one can be shipped to the LMSRs without taking the Military Sealift Command training which is provided by the SUP’s Andrew Furuseth School of Seamanship in conjunction with Training Resources Ltd.

Applications to attend training classes are available at every SUP hall, the Andrew Furuseth School of Seamanship, and the SUP Welfare Plan.

The membership is again reminded that only those member who are interested in and committed to working in these vessels now or in the future should sign-up for the training as it is expensive. Members are also advised that the MSC-required physical examination is more rigorous than the usual annual physical for the commercial fleet. If a member has doubts about passing such a physical, he or she should not take the training.

However, those interested in working these ships, gaining seetime and seniority, should sign-up for the training.

We are hopeful that with the establishment of an SUP/ MFOW office in Norfolk, we will be able to attract mariners who live in the area where these vessels are homeported and that have some or all of the MSC-required training.

## STCW '95 TRAINING

In accordance with international conventions, all mariners worldwide must have an STCW (Standards of Training, Certification & Watchkeeping) '95 certificate by February 1, 2002 in order to sail.

A schedule of STCW '95 training for 2000 was published in last month’s *West Coast Sailors* and will be published in the October issue.

Applications to attend STCW '95 classes at the SUP/ Training Resources Ltd. site in San Diego are available at every SUP hall, the Andrew Furuseth School of Seamanship and the SUP Welfare Plan.

The cost of the tuition, transportation, lodging and subsistence for this five-day program are borne by the SUP Welfare Plan’s Training Fund.

## SUP CONSTITUTION BOOKS

A new edition of the SUP Constitution and By-Laws has been printed and is available to all members at SUP halls. The Constitution booklet incorporates amendments approved by the membership by secret mail-ballot referenda in 1994, 1996, 1998 and 2000.

## ASM AGREEMENT BOOKS

The final proofs of the collective bargaining agreements with American Ship Management are expected from the printer this week. Anticipate that the agreement books will be ready for distribution some time next month.

## WAYNE BURGESS FILES NLRB CHARGE

On October 5, Wayne Burgess, suspended Wilming-

ton Branch Agent, filed unfair labor practice charges with the National Labor Relations Board in Los Angeles against the Sailors’ Union.

Burgess alleges that the Union has processed charges against him in an arbitrary and capricious manner because of Burgess’ alleged Union dissident activity and his internal union political activity.

Apparently, Burgess is responding to the charges filed against him and the Trial committee’s report.

The Union emphatically denies these charges and has referred the matter to legal counsel.

## QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today’s Headquarters meeting to review the finances of the Union for the third quarter of 2000, and report back to the membership at the November coastwise meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit of the Unions funds is completed, which will be in about three weeks, necessary committee members be shipped off the hiring hall deck as per past practice.

The Quarterly Finance Committee will meet at Headquarters at 9:00 A.M. on November 10.

## ACTION TAKEN

M/S to accept the recommendation to establish an East Coast office and to appoint Brother Jack Stasko as SUP/MFOW representative.

Foss Maritime Negotiating Committee: Mel Jackson, Mike Scotto, Tom Tynan, Mike Worth, Paul Wuestewald, Tom Faraola (Alternate) and Eric Partika (Alternate).

Quarterly Finance Committee: Paul Fuentes, Terry O’Neill, Art Thanash, Charlie Mohun, Tom Tynan and Mike Bailey (Alternate).

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

Gunnar Lundeberg



# Hawaii State AFL-CIO Endorsements

**U.S. President: Al Gore**

**U.S. Senate: Daniel K. Akaka**

**Congressional District 1: Neil Abercrombie**

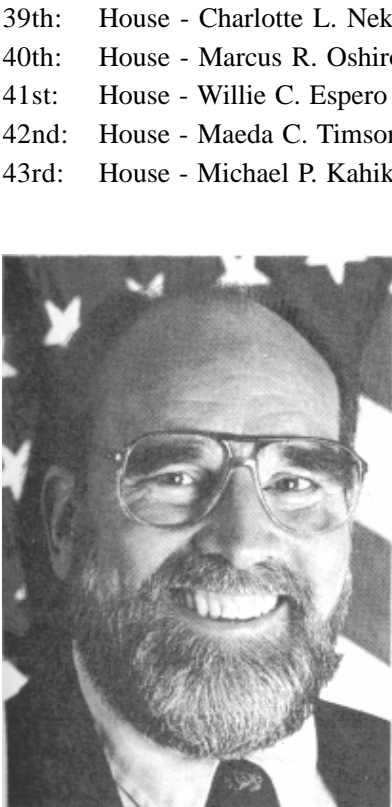
**Congressional District 2: Patsy Mink**



Sen. Daniel K. Akaka

- |       |                             |
|-------|-----------------------------|
| 2nd:  | Senate - David Matsuura     |
| 3rd:  | Senate - Andrew Levin       |
| 4th:  | House - Open                |
| 5th:  | House - Open                |
| 8th:  | Senate - Marsha Joyner      |
| 9th:  | Senate - Matt Matsunaga     |
| 11th: | Senate - Brian T. Taniguchi |
| 12th: | Senate - Carol Fukunaga     |
|       | House - Hermina Morita      |

- |       |                               |
|-------|-------------------------------|
| 13th: | House - Ezra Kanoho           |
| 14th: | House - Bertha Kawakami       |
| 15th: | Senate - Donna Mercado Kim    |
|       | House - Greg Knudsen          |
| 18th: | House - Calvin K.Y. Say       |
| 19th: | House - Open                  |
| 20th: | Senate - Brian M. Kanno       |
|       | House - Scott K. Saiki        |
| 21st: | House - Open                  |
| 22nd: | House - Terry Nui Yoshinaga   |
| 24th: | Senate - Soloman D.K. Nalua'i |
|       | House - Brian Schatz          |
| 25th: | Senate - Leona Mapuana Kalima |
|       | House - Kenneth T. Hiraki     |
| 26th: | House - Sylvia J. Luke        |
| 27th: | House - Lei Ahu Isa           |
| 28th: | House - Dennis A. Arakaki     |
| 29th: | House - Jun Abinsay           |
| 30th: | House - Ben Cabrerros         |
| 32nd: | House - Eddie V. Aguinaldo    |
| 34th: | House - Kyle M. Takai         |
| 35th: | House - Open                  |
| 36th: | House - Roy M. Takumi         |
| 38th: | House - Marilyn B. Lee        |



Rep. Neil Abercrombie



Rep. Patsy Mink

- |       |                             |
|-------|-----------------------------|
| 44th: | House - Merwyn Seichi Jones |
| 45th: | House - Michael Magaoay     |
| 46th: | House - George Okuda        |
| 47th: | House - Iris K.I. Catalani  |
| 48th: | House - Ken Ito             |
| 50th: | House - Ikaika Hussey       |
| 51st: | House - Kenny Goodenow      |



# SUP Branch Reports

## Seattle

September 18, 2000

Shipped the following during the period: 4 Bosuns, 4 AB jobs, 1 AB relief, and 19 standbys for a total of 28 jobs. The regular jobs were taken by 7 A cards and 2 C cards. The standby jobs were filled by 9 B cards and 10 C cards.

Registration for the period: 17 A cards for a total of 43; 6 B cards for a total of 24; and 13 C cards for a total of 33.

### Ships checked

APL Singapore, APL Korea, APL Philippines, all okay. *APL Thailand* collected two hours overtime for indoctrination tour held at 0300. *Kauai* and *R.J. Pfeiffer* running smoothly. *Ewa*, crew reports budget constraints from company office. Whoever is calling the shots in this matter should recognize that during fair weather months you get all the work done that you can as Northwest winters on the coast shuttle allow for little else.

Along with Norm Christianson and Mike Dirksen attended the Washington State Labor Council Constitutional Convention. I was also in attendance at the Puget Sound Maritime Trade meetings and the King County Labor council meetings. Mike Dirksen was elected at this months Branch meting as a delegate to the King County Labor Council and Kevin Conroy was appointed as alternate. Tony Jones and Robin Colonas hold the other two delegate slots.

We have had good rank and file participation on the various labor friendly political campaigns. If you're on the beach and want to help, call your union hall or local labor council and they will tell you where to go.

Vince O'Halloran  
Branch Agent



## Wilmington

September 18, 2000

Shipped for the period 2 bosuns, 2 ABs, 2 AB maint. and 88 standbys, for a total of 112 jobs shipped.

Registration stands at: 45 A cards, 25 B cards, 2 C cards, and 7 D cards.

### Ships Checked

*Matsonia* and *Lihue*.

I relieved Wayne Burgess on September 12, 2000. I found the records for the Branch in disarray. No shipping records were kept, no records of previous branch meetings and no record of shipping information was kept for the Welfare Plan.

President Gunnar Lundeborg attended the Wilmington Branch meeting today. The meeting was held at 11:30 A.M. President Lundeborg was well received by the membership of the Wilmington Branch office. President Lundeborg read his monthly report and answered questions from the membership.

Trial Committees report regarding Wayne Burgess. 33 Yes (to concur with the report); 2 No (to non-concur with the report) and 2 abstentions.

William Berger  
Branch Agent

## Honolulu

September 18, 2000

Shipped during the month of August: 1 bosun, 1 bosun relief, 5 ABs, 4 AB maint., 1 B relief, 3 AB returns, 1 OS. These jobs were filled by 7 A members, 6 B members, 1 C member and 2 D registrants. Also shipped 22 standby jobs filled by 1 A member, 7 B members, 12 C members and 2 D registrants. A total of 38 jobs were dispatched in August.

Registered the following in August: 9 A members, 6 B members, 4 C members, and 1 D registrant. To date we have 13 A members, 6 B members, 6 C members, and 9 D registrants, for a total of 34 registered.

### Ships Checked

*Maui*, *Lurline*, *Chief Gadao*, *Chevron Washington*, *R.J. Pfeiffer*, *Matsonia*, *Lihue*, *Kauai*, all with few or no problems.

On August 10, attended the Hawaii Cabotage Task Force meeting where Senator Daniel Inouye spoke on the importance of the Jones Act. On August 23, attended the Honolulu Port council meeting. Have also attended various political functions and want to remind our members to register and vote in this important election year.

Mike Duvall  
Branch Agent

## Coastwise vote on Trial Committee's report completed

### Wayne Burgess removed from office

In accordance with Article XVIII, Section 6 of the SUP Constitution, the Trial Committee's report and recommendations on charges brought against Wilmington Branch Agent Wayne Burgess, were voted on a coastwise basis at the September Wilmington Branch Meeting, and the October Headquarters, Seattle Branch and Honolulu Branch meetings.

The results of that vote is as follows:

	Concur with the	Committee/Non-concur/Abstain	
Wilmington	32	2	2
Headquarters	51	2	2
Seattle	16	0	0
Honolulu	29	0	0
Total	128	4	4

Based on the vote to concur with the Trial Committee's report and recommendations, Wayne Burgess was removed from "any and all elected offices (Wilmington Branch Agent and SUP Building Corp-Trustee) of the Sailors' Union of the Pacific," effective October 17, 2000.

# San Francisco Business Agent

October 10, 2000

**Chief Gadao** - Ian McLeod, delegate; Frank Portanier, bosun: In good shape.

**Ewa** - Ralph Shioshita, delegate, Gerald Marshall, bosun: Made her in Oakland as she came off the coastwise run. Word from Honolulu agent Mike Duvall is that she is in good shape with the gang enjoying the change of pace.

**Kauai** - John Kerlin, delegate: In good shape. Mike Dirksen was filling in for Sid Ildris for the day. The vessel is extremely well maintained, reflecting both the company's commitment to maintenance, and the hard work and sweat of the sailors.

**Lihue** - Keith Kamana, delegate: Bill Berry back as serang. This is a top ship, except for not enough time in Oakland.

**Mahimahi** - Chris Bright, delegate: Dave Connolly made this ship while I was on vacation. Many good suggestions for bargaining and benefit improvement. Lots of interest in the 401(k) plan. This is something all hands need to be doing: putting a little something away for the rainy day.

**Manoa** - Takeshi Masukawa, delegate: All new gang on this very good ship.

**Matsonia** - Joe Amey took his trip off and the new delegate is Jon Justice. Tony Huertas managed to embarrass all of us by leaving his room filthy. Latest on this vessel is she will require extensive boiler work and be out of service for six weeks.

**Mokihana** - Ivar Thorbjornsen, delegate: Routine call.

**Moku Pahu** - Greg Schauf, delegate: In at Crockett to discharge, then return to

Hawaii for another load of sugar. Speculation is that she will take a load of rice to Vietnam for her next cargo.

**R.J. Pfeiffer** - Tommy James, delegate; Ted Cahill is the new relief bosun.

**Chevron Arizona** - Jura, delegate: In contact via E-mail. Happy campers on board.

**Chevron Colorado** - Thomas Hobbs, delegate. Routine visit at RLW.

**Chevron Mississippi** - In at Richmond Long Wharf after a trip to Hawaii. Dave McKeithon, delegate.

**Chevron Washington** - Gabe Sipin, delegate, with Dennis Sabagquit set to relieve him shortly.

**Foss Maritime** - Tom Tynan, delegate: Negotiations begin in November, so we will elect a committee of Foss workers this month who have the commitment to stick with the very demanding job of hammering out a new agreement. All hands are on notice that suggestions for contract changes must be in writing and may be submitted either to Tom Tynan, or Headquarters directly.

**San Francisco Bar Pilots** - Roy Tufono, delegate; Leo Moore, bosun: No problems.

**Ready Reserve Fleet** - Danny Foster delegate: All in good order. The excitement in these ships is that after the long court battles, things have come to a conclusion. The terms and conditions of the contract negotiated some time ago (including substantial improvements in both wages and benefits) will finally become operative this month.

**ASM, Shore Gang** - Norman Kwak, delegate: Routine.

**President Adams** - John Makaiwi, finished up his time and turned the sheets over to John Fernandez. Delayed sailing in

Yantian was good and payable. Some clarifications on re-starting the 401(k) when you have been off for a while and you wish to continue your contribution only the basic information is necessary: a copy of the 401(k) form with the top half filled out and turned in to the Master should do the job.

**President Grant** - Tio Rojas, delegate: Plenty of clarifications, but still trying to get the bottled drinking water situation sorted out on these J-10 type vessels. The company is trying to pass a general increase in food costs on to the crew; we will continue to insist upon adequate supplies of bottled drinking water for all hands, at least until we get the results of the tests done by the water chemists.

**President Jackson** - Keith Miller, delegate; Billy Mitchell, bosun. Dave Connolly made this one while I was on vacation. Clarifications on watch rotation, continuous overtime, and retained man payment. Crackerjack sailors here.

**President Kennedy** - John Gabourel finished up his time and turned over the sheets to Ray Morgan. Problem with the gang getting any time ashore, particularly in the U.S. ports.

**President Polk** - Frank Rosales, delegate: Up from Los Angeles with no problems.

**President Truman** - Lou Frazier, delegate: Routine.

**President Wilson** - Roger Berioso turned over the sheets to Bill Whoriskey. Matt Russo will finish up his time in Wilmington on this trip. Spoke with the master concerning the water situation, and he agreed to order additional supplies for delivery in Guam as it was Sunday and there was no chance to square the situation.

**America** - Robin Colonas, delegate: Big turnover on this shuttle ship. Latest is she will change her run to call one extra port in Northern Europe, and return to New York for the next pay-off.

**USNS Fisher** - Mike Binsky, delegate. Minor clarifications.

Bill Henneberry

## Dispatcher's Report

Hdqtrs. Sept. 2000

### Deck

Bosun .....	5
Carpenter .....	0
MM .....	2
AB .....	20
OS .....	3
Standby .....	29
Total Deck Jobs Shipped .....	59
Total Deck B, C, D Shipped .....	14
Engine/Steward	
QMED .....	0
Pumpman .....	2
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
Total E&S Jobs Shipped .....	2
Total E&S B, C, D Shipped .....	1
Total Jobs Shipped - All Depts. ....	61
Total B, C, D Shipped-All Depts. ...	15
Total Registered "A" .....	86
Total Registered "B" .....	90
Total Registered "C" .....	9
Total Registered "D" .....	9