



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXVI No. 10 583

SAN FRANCISCO, CALIFORNIA

Friday, October 24, 2003

## Medical benefit increased for SUP pensioners — historic new survivors benefit implemented

SUP pensioners received good news this month when it was announced that the yearly medical allowance was increased from **\$5,000 to \$6,000**, retroactive to August 1, 2003.

Under this benefit, administered by the SUP Welfare Plan, pensioners, their spouses and dependent children under 19 years of age will be reimbursed for the cost of out-of-pocket medical expenses.

**Survivors (widows, widowers and dependent children) of SUP pensioners are—for the first time—eligible for reimbursement of hospital, medical, surgical, dental, prescription drugs and vision for care as well as medical and dental insurance premiums plus Medicare Part B reimbursement. The amount of this new benefit for the survivors of all SUP pensioners is \$4,000 per year retroactive to August 1, 2003.**

For completed details on the improved pensioners medical benefit and the new survivors benefit, see President Gunnar Lundberg's report on page 14.

## Sailors and Firemen urge Congress to kill Jones Act repeal legislation

**I**n the wake of the introduction of three bills in the House of Representatives by Congressman Ed Case (D-HI) that would repeal the Jones Act (see the August and September *West Coast Sailors*), the Sailors' Union of the Pacific and the Marine Firemen's Union (MFOW) fired off a letter this month to Don Young (R-AK), chairman of the House Transportation and Infrastructure committee, urging that the proposed legislation be "filed and flushed."

The text of the letter to Congressman Young from the SUP and MFOW is as follows:

*Dear Representative Young:*

*On behalf of the memberships of the Sailors' Union of the Pacific (SUP) and Marine Firemen's Union (MFOW), we hereby go on record as vehemently opposing the three bills Representative Ed Case has submitted to the House that would repeal the Jones Act provisions of the Merchant Marine Act of 1920.*

*As you know, the Jones Act is one of the critical cornerstones of United States maritime policy. Without the Jones Act the marine lifeline to Hawai'i, Alaska and other non-contiguous territories of the United States would be controlled by foreign governments. Jones Act repeal would decimate the American flag presence of Matson Navigation Company in the Hawai'i trades, which hundreds of our members are dependent upon for their livelihoods.*

*By repealing the Jones Act, the security requirements of the United States would be severely undermined. The necessity of having a sufficient pool of American merchant mariners to crew government-owned and chartered commercial vessels in time of war or national emergency has been recognized by every president since the Jones Act was enacted. Operation Iraqi Freedom is no exception.*

*Representative Case has stated that under his proposed legislation any foreign carrier operating in Jones Act trade "must comply with the same labor, environmental, tax, documentation, and other laws as are application to non-U.S. flag ships and shippers transiting U.S. waters today." The problem is, however, that, except for certain environmental laws, the United States laws cited do not apply to foreign ships operating in United States waters, or even when in United States ports, because these foreign vessels operate under the laws of the country whose flag they fly. While Case's bills would, for example, require U.S. citizen crews for a foreign-qualified freight vessel, those crewmembers would not be protected under the minimum wage provision of the Fair Labor Practices Act inasmuch as those standards apply only to seamen employed on "an American vessel."*

*This is a sham and an insult to American merchant mariners that have served this country in war and peace. The effect of Representative Case's bill would be that American merchant mariners would be treated as second-class citizens not worthy of government rights and protections enjoyed by other American workers.*

*We urge you and your colleagues to reject Representative Case's misguided and dangerous bills.*

*Sincerely, Gunnar Lundberg, Sailors' Union of the Pacific  
Henry Disley, Marine Firemen's Union*

The first bill Case introduced in August is the so-call "United States Non-Contiguous Shipping Open Market Act of 2003" (H.R. 2846) exempts all non-contiguous trades including Hawai'i from the Jones Act. If it passes this would allow foreign-built, foreign-owned, foreign-registered and foreign-crewed vessels to operate between U.S. ports and Hawai'i, and other non-contiguous trades such as Puerto Rico.

The Jones Act requires that only U.S.-built, U.S.-owned, U.S.-registered and U.S.-crewed vessels are eligible to operate in the domestic trades.

Case's second bill, the "Hawai'i Shipping Open Market

Act of 2003" (H.R. 2845), exempts Hawai'i alone from the Jones Act. The third bill, the "Hawai'i Agriculture/Livestock Shipping Open Market Act of 2003" (H.R. 2847), exempts Hawai'i agriculture and livestock.

All three bills were referred to the Transportation and Infrastructure Committee's Subcommittee on Coast Guard and Maritime Transportation.

As the *West Coast Sailors* went to press, Case's had no cosponsors.

In the last month's *West Coast Sailors*, A&B CEO Allan Doane critiqued Case's proposal. In this issue the Maritime Cabotage Task Force (MCTF) rebutes Case on page 5.

## Maersk requests MarAd's approval to transfer MSP agreements—ASM issues statement

Maersk Line, Ltd. (MLL) last month formally requested that the Maritime Administration approve the transfer of the 15 Maritime Security Program (MSP) Operating Agreements from United States Ship Management, Inc. (USSMI) to itself. In order to gain public input, MarAd has requested comment by October 24.

The vessels in question were originally owned by Sea-Land Service, Inc., before Sea-Land was sold to Maersk in 1999.

Under the terms of the Maritime Security Act of 1996, MSP vessels must be operated by a Section 2 U.S.-citizen company as defined by the Shipping Act of 1916. Since Maersk is not a Section 2 citizen but a "documentation citizen" as defined by the Act, the 15 MSP operating agreements were transferred to USSMI, a Section 2 company. In an added twist, MLL was granted four MSP "slots" in the original MSP legislation, despite being a documentation citizen.

In November 2002, MLL requested that MarAd confirm Maersk's eligibility to operate the 15 MSP vessels directly.

MarAd responded on April 29, with the Agency's Chief Counsel Robert Ostrom stating that, "Maersk qualifies as an eligible transferee of the MSP Agreements from USSMI." That opinion further stated that it was limited solely to the question of Maersk's eligibility as a transferee under applicable statutes and regulations, "and in no way address whether MarAd would grant approval for such a transfer if an application were filed." In addition, that opinion did not address whether the proposed vessel operation and ownership

**Maersk** *continued on page 3*

## Candidates declare for biennial SUP election

Nineteen Sailors' Union members have declared their candidacy for the upcoming biennial election of Union officers by accepting the nominations made at the September coastwise meetings.

The Committee on Elections/Candidates met at Headquarters on October 15, to verify the eligibility of those accepting the nomination and to select an Impartial Balloting Agent to conduct the election as required by the SUP Constitution.

The Committee's report is on page 11 and is subject to membership approval at the November coastwise meetings.

The secret mail balloting for SUP officers for the 2004-2006 term and referenda on proposed Constitutional amendments and Shipping Rule changes will begin on December 1, 2003, and continue through January 31, 2004.



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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Organization/ General Fund

\*In lieu of dues increase.

Doug Crute .....	20.00
Donald Cushing .....	10.00
Michael Dirksen .....	20.00
Mike Duvall .....	20.00
Clinton Gregg.....	10.00
Duane Hewitt .....	20.00*
Desmond Johnson .....	10.00
Leone Lundborg .....	40.00
Gunnar Lundeberg .....	50.00
Steven Ross .....	20.00
Gary Rymel .....	20.00
Whitey Secrest .....	50.00
Ernie Stimach .....	20.00
Tom Tynan .....	40.00

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James Buster .....	10.00
Milton Caballero .....	20.00
Kevin Conroy .....	25.00
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Steve Foster .....	25.00
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Joseph Ginez .....	10.00
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Walter Harris .....	10.00
Dennis Helman .....	10.00
John Johnsson .....	40.00
Monte Kalama .....	50.00
Norman Kurtz .....	20.00
Gunnar Lundeberg .....	50.00
Gary McDevitt .....	20.00
Mike McLavy .....	100.00
Ramon Morales .....	20.00
Carl Orange .....	25.00
Mike Orosz .....	10.00
John Palenapa .....	25.00
Erik Petersson .....	25.00
Paul Purrugganan .....	50.00
Teo Rojas .....	20.00
Ralph Senter .....	70.00
Richard Stinson .....	10.00
Kenyon Taylor .....	40.00
John Winterling .....	100.00

## West Coast Sailors

Teo Rojas .....	30.00
Douglas Alexander .....	25.00
Karl Andersen .....	25.00
James Bailey .....	35.00
Mike Boyle .....	20.00
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George Cooney in memory of Eldon "Ed" Bigalow ...	25.00
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Lani Kalama and family in memory of Henry Kalama	50.00
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Knud Jensen	Book #3940
John Jewett	Book #4291
Tony Jones	Book #4305
Kaj E. Kristensen	Book #3120
Eli Lalich	Book #4062
Gunnar Larsen	Book #3516
Orson Larsen	Book #4095
John McKeon	Book #6456
Joseph Napier	Book #2299
John Perez	Book #3810
Ralph Senter	Book #7323

Support the  
SUP Political Fund

## Former Matson CEO Robert Pfeiffer dies

Robert J. "Bobby" Pfeiffer, former chairman of Matson Navigation Company and its corporate parent Alexander & Baldwin (A&B) died in Orinda, California, on September 26.

Born in Suva, Fiji on March 7, 1920, Pfeiffer was a descendant of an eight-generation line of sea captains.

After moving to Hawai'i in 1921, Pfeiffer's family eventually settled in Honolulu where at the age of 12 he began working as a deckhand during the summers for the old Inter-Island Steamship Company. During his time on the waterfront, Pfeiffer learned to speak Hawaiian, "talk story," play the Ukulele and do the Hula.

After serving in the Navy in World War II, Pfeiffer went back to work for Inter-Island as a clerk. He began his long association with Matson in 1956 when he was named vice president and general manager of Matcinal Corp., a Matson stevedoring and terminal subsidiary in Alameda, California. Except for the two years (1958-1960) he worked for Pacific Far East Lines, Pfeiffer would spend the rest of his career with Matson and Alexander & Baldwin.

In 1960, as Vice President of Matson Terminals, Pfeiffer was a key player in negotiating the Mechanization and Modernization (M&M) Agreement with the ILWU regarding containerized cargo.

Rising through the corporate ranks, Pfeiffer was named President of Matson in 1973 and in 1980 CEO.

The biggest challenge to Pfeiffer's leadership came in 1985 when A&B stockholder Harry Weinberg attempted to replace Pfeiffer and the Board of Directors of A&B and sell off the company's extensive holdings—including Matson. After a hard-fought proxy battle, the majority of stockholders voted with Pfeiffer and Weinberg sold his shares back to the company.

Pfeiffer retired in 1995, but was called back to the helm of both A&B and Matson, after his successor fell ill. Retiring again in 1999, Pfeiffer still kept regular office hours—often communicating with the Matson fleet at sea—until his health began to fail.

Pfeiffer is survived by three children and nine grandchildren. His wife, Mary, died late last year.

Prior to his death, Pfeiffer requested that donations in his memory be made to the s/s *Jeremiah O'Brien*-Robert J. Pfeiffer Memorial Fund in San Francisco or to the Hawai'i Maritime Center in Honolulu.

## Final Departures

**Peter LaFrance**, Book No. 3987. Born in California in 1929. Joined SUP in 1952. Died in Daly City, California, August 28, 2003. (Pensioner)

**Charles Bolton**, Book No. 4586. Born in Iowa in 1919. Joined SUP in 1944. Died in Grass Valley, California, September 15, 2003. (Pensioner)

**Leone Lundborg**, D-759. Born in Okinawa in 1974. Joined SUP in 2000. Died in Suda Bay, Crete, September 4, 2003.

**Leonard Rush**, Book No. 3075. Born in Ohio in 1926. Joined SUP in 1952. Died in San Diego, California, June 24, 2003. (Pensioner)

**Eldon C. Bigelow**, Book No. 5666. Born in Idaho in 1931. Joined SUP in 1955. Died in Blythe, California, September 21, 2003. (Pensioner)

**Max Korenblatt**, Book No. 2354. Born in Pennsylvania in 1906. Joined SUP in 1938. Died in San Francisco, California, September 12, 2003. (Pensioner)

**Yutaka Kunimura**, Book No. 2685. Born in Hawai'i in 1921. Joined SUP in 1945. Died in Honolulu, Hawai'i, September 26, 2003. (Pensioner)

**Ernesto Chang**, Book No. 2775. Born in Hawai'i in 1907. Joined SUP in 1934. Died in Laguna Niguel, California, October 1, 2003. (Pensioner)

**Nicholas Kamai**, Book No. 3011. Born in Hawai'i in 1917. Joined SUP in 1948. Died in Hawai'i, September 30, 2003. (Pensioner)

**Alfred Milne**, Book No. 5764. Born in California in 1927. Joined SUP in 1944. Died in Long Beach, California, August 12, 2003. (Pensioner)

**Joseph Kelso**, Book No. 3142. Born in California in 1934. Joined SUP in 1963. Died in Concord, California, October 9, 2003. (Pensioner)

**Alfred Calvin Page, Jr.**, Book No. 3684. Born in California in 1925. Joined SUP in 1948. Died in California, May 15, 2003. (Pensioner)

**John J. Davisson**, Book No. 2072. Born in California in 1919. Joined SUP in 1942. Died in California, September 2, 2003. (Pensioner)

## SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2003:

	Hdq.	Branch
November	10	17
December	8	15

## West Coast Sailors

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## Social Security payments to rise 2.1 percent in January

The Social Security Administration announced on October 16, that 51 million beneficiaries will get 2.1 percent more in their checks starting January. In dollars, that's an extra \$19 a month on average.

The average monthly benefit for Social Security recipients will rise to \$922 from \$903. For the average couple, the monthly check will rise to \$1,523 from \$1,492.

The largest annual increase in Social Security was 14.3 percent in 1980; many of the increases, however have remained under three percent, except for the 3.5

percent in 2001, according to statistics from the Social Security Administration.

Social Security and Supplemental Security Income benefits increase automatically each year based on the rise of the Consumer Price Index. Many object to the formula, arguing it does not accurately monitor the rising costs that are specific to senior citizens, such as medical care. Congressman Steve Israel (D-NY) has sponsored a bill that would require the Social Security agency to use an index that better reflects the senior citizen's cost of living.



## Maersk requests MarAd's approval to transfer MSP agreements ...continued from page 1

arrangements would be acceptable.

The day after the MarAd opinion, Maersk began legal proceedings to gain control of the USSMI vessels, which USSMI is fighting.

USSMI also filed a complaint in the U.S. District Court for the District of Columbia contesting the legality of MarAd's legal opinion. That case is still ongoing as the *West Coast Sailors* went to press.

### Position of MM&P, MEBA, SIU-AGLIWD/NMU

In response to Maersk's formal request, MM&P President Tim Brown, MEBA President Ron Davis and SIU-AGLIWD/NMU President Mike Sacco on October 8 issued a joint statement to their respective memberships supporting Maersk's request.

In part, the statement said:

*"It is vital to note that the Unions have job preservation agreements in place that protect every job on the 15 vessels that will be transferred from USSM to MLL.*

*"The Job Preservation Agreements also contain provisions that protect all jobs including the new vessels Maersk brings under the American Flag to replace some of the older ones.*

*"It must be understood that Maersk purchased Sea-Land in 1999, not USSM. MLL has the ownership interest in the vessels, not USSM. MLL owns the containers and intermodal systems associated with the vessels, not USSM. MLL owns port terminals and facilities all over the world, not USSM. Basically, USSM does not own any assets that are required by the Maritime Security Program.*

*"Further, Congress is positioned to approve MSP reauthorization legislation that would allow the exact same arrangement as proposed by MLL. As a result, USSM's days are numbered in the current program and less than certain in any future program.*

*"Our duty to our respective members dictates that we preserve your jobs. Accordingly, we ask that you not be tricked into believing that you will lose your jobs or be looked upon as un-American. Instead, know with certainty that when MLL takes over direct control of the MSP vessels you will keep your job, be sailing on an American flag vessel as a U.S. Merchant Mariner and be working for a U.S. company."*

It should be noted that of the four MSP

vessels MLL currently operates, the company has collective bargaining agreements with the American Maritime Officers (AMO) and the SIU-AGLIWD/NMU.

### Statement by American Ship Management, LLC.

In response the statement of the licensed Unions (MM&P and MEBA) and the SIU-AGLIWD/NMU, Captain Saunders Jones, Chief Operating Officer of American Ship Management, issued the following statement to all Unions that have collective bargaining agreements with ASM, including the SUP and MFW.

*"We have received a copy of the letter sent to all of you by Tim Brown, Ron Davis and Mike Sacco regarding the move by Maersk Lines Ltd (MLL) to take over the management of the USSM fleet. As you all know, this is a long time coming and ASM has been monitoring the process closely. At this time I feel it is important to reemphasize to all of you that the USSM/Maersk relationship is different from the ASM/APL business relationship. The contemplated transfer of MSP contracts from USSM to MLL has no direct effect on ASM or its current business relationship with APL.*

*"Our business relationship with APL is strong and continues to be mutually beneficial. We enjoy a close working relationship with executives and managers at all levels of the APL organization. Our combined efforts in the fleet and in our business relationship with APL to improve APL's economic performance have been recognized as proactive and productive at the highest levels of the APL organization. We are currently working with APL to create a strategic plan for continued APL participation in the U.S. Flag and MSP with ASM and its contracted labor organizations as APL's ship operator of choice for the next twelve years. This plan is contingent on the pending MSP legislation and the cooperation of our contracted labor organizations to work with ASM to structure a set of cost competitive collective bargaining agreements that will enable ASM to meet the requirements of APL as the customer and will preserve your jobs post 2005. Your continued support and cooperation in these efforts is crucial to our mutual goals of preserving your jobs and ASM being APL's U.S. flag operator post September 30, 2005."*

## Medicare premiums to jump 13.5% in 2004

Medicare premiums will rise next year by 13.5 percent to \$66.60 a month. Currently Medicare premiums are \$58.70 per month.

Citing rapidly escalating health care costs, the \$7.90 per month increase in premiums is justified according to Congressional analysts. The annual increases are mandated by Congress, which requires that participants premiums cover a fourth of the overall cost of the health program for senior citizens. The increase is for the part of Medicare that pays doctor visits and other expenses outside of hospital care.

The Bush administration said next year's large increase intensifies the need to reform the system. "We need a Medicare system that provides more choices for beneficiaries and more incentives for efficient, high-quality care," Health and Human Services secretary Tommy Thompson said. "Choice and efficient care can help keep Medicare spending and Medicare premiums affordable as well as help us down the road to preserving Medicare for future generations."

AARP, formerly the American Association of Retired Persons, said Congress should not approve additional payments to medical providers until it passes a prescription drug benefit. When the cost of the program rises, participants end up footing more of the bill. The large rise in premiums "emphasizes even more why action on a drug benefit is critical this year," said Kirsten Sloan, AARP national coordinator for health issues.

SUP pensioners, their spouses and now survivors of SUP pensioners are reimbursed by the SUP Welfare Plan for Medicare premiums.

## From Philly to Honolulu, Matson's *m/v Manukai* successfully completes maiden voyage



The *Manukai* approaching Diamond Head on her first call at Honolulu. Photo courtesy of Matson.

Matson Navigation Company's new 712-foot containership *m/v Manukai* arrived in Honolulu on October 5, a month after leaving the Kvaerner Philadelphia Shipyard, taking stores in Camden, New Jersey, transiting the Panama Canal and calling at Long Beach.

The vessel is the first new containership built for the Hawai'i trade in the 21st Century and is the first newbuild to enter the Matson fleet since the *m/v R.J. Pfeiffer* in 1992.

The *Manukai* has the capacity to carry 2,600 TEU's and will be deployed on the Long Beach-Honolulu run. A second new vessel, *m/v Manuwilli*, is scheduled to be delivered in mid-2004.



The SUP gang in the *m/v Manukai* on her maiden voyage after arrival in Long Beach. In back from left: Stephen Swinton, Bosun Art Thanash, Billy McAndrew. In front: Alvin Thompson, Nick Hoogendam and Charlie Duke, delegate. Photo by Mark Hurley.



Sailors in the *s/s Kauai* pause at coffee time to watch the *Manukai* prepare to tie-up in Honolulu. From the left: Honolulu Branch Agent Mike Duvall, bosun John Crockett, Rolando DeGuzman, and Mark Pfaff. Photo by George Simpier.

# Maritime Security Program reauthorization is "vital" says Senator Lott

Senator Trent Lott (R-MS), recently praised the outstanding performance of the United States Merchant Marine during Operation Iraqi Freedom, and at the same time underscored the urgency to reauthorize an upgraded Maritime Security Program (MSP) that will provide an adequate pool of U.S. seafarers and U.S.-flag merchant ships to serve the Nation's future national security and economic needs.

"Reauthorization of the MSP as part of the Department of Defense authorization bill now in conference is vital," Senator Lott, a long-standing and vigorous supporter of the U.S. maritime industry declared at a seapower forum held on Capitol Hill on September 16. [Editor's note: House and Senate conferees are now considering legislation that will expand the number of militarily-useful U.S.-flag vessels from 47 to 60 ships and increase MSP payments from \$2.1 million per ship per year to over \$3 million over ten years].

Senator Lott's call for MSP's reauthorization as a critical national security component comes at a time when the Nation continues its global war on terror and leads the largest reconstruction program since the end of World War II, the rebuilding of Iraq.

## Need For U.S.-Flag Sealift Operations Stressed

The Mississippi Republican emphasized the importance of U.S.-flag sealift operations during wars and national emergencies, noting that an overwhelming percentage of military supplies, equipment and sustainment cargo to support overseas military operations must be transported by sea.

"You have to have the merchant fleet to get the cargo there," Senator Lott said. "Military ships and aircraft can only do so much."

Since the beginning of Operation Iraqi Freedom, U.S.-flag vessels crewed by U.S.-citizen seafarers moved 25.3 million square feet of unit equipment and

sustainment cargo to and from Iraq as of mid-September, according to the latest statistics provided by the U.S. Navy's Military Sealift Command.

Senator Lott also took note of the quick response by the U.S. flag shipping industry and U.S. seafarers during the liberation of Iraq. The U.S. maritime industry "was better prepared than it was 12 years ago during Operation Desert Shield/Desert Storm," the Mississippi lawmaker said.

## Support For Jones Act, Cargo Preference Laws Emphasized

He also voiced support for the Jones Act, which provides the Nation with a fleet of U.S.-crewed and U.S.-registered vessels to protect U.S. ports, coastlines and waterways from terrorist attacks, and U.S. cargo preference laws that require that a certain percentage of U.S. Government-impelled cargo be transported on U.S.-flag ships.

"I've supported those programs in the past, and I will continue to support them in the future," Senator Lott pledged.

Senator Lott, along with Senator Mary Landrieu (D-LA), another strong supporter of the U.S. maritime industry, deplored the slippage in the number of U.S. Navy vessels, noting that the fleet is now down to 297 ships.

"I have been warning for the past six years...that we're not building enough ships," Senator Lott said. "At some point we are going to have to pay for having the ships that we need. And it's right on us."

The Senator from Mississippi urged Pentagon officials to "do a better job" in developing the Navy's budget, adding that the military establishment "does not pay enough attention to what we need in terms of ships."

Lott focused on the urgency of adding more ships to the Navy fleet, predicting that if action is not taken the U.S. Navy will slip to less than 200 vessels.

"Now is the time to really be aggressive in getting what we need. We are going to have bigger defense budgets this

year and next year," Senator Lott said. All parties, including the Navy, the Marine Corps, the civilian leadership in the Pentagon, and the U.S. Congress will "have to take advantage of this opportunity," he added.

Senator Landrieu, who is a member of the Senate Appropriations Committee, noted the loss of revenues stemming from

recent tax cuts that could be used for Navy ship construction, and at the same time noted that if the revenue shortfall is not fixed, Congress may be in a difficult position to fund additional construction.

"Building ships is creating jobs," Senator Landrieu said, adding that the future is "challenging at best."

Source: AMC Washington Letter

# Pusan back on track by March



The South Korean Port of Pusan, wrecked by the 125 miles per hour winds of Typhoon Maemi, will be fully operational as early as next March, the government has said.

In September, speaking on local radio maritime affairs and fisheries minister Choi Lark-jung said: "Of the 11 damaged container cranes the three out of joint will soon be repaired, with the other toppled eight to be replaced with new ones."

Asked whether the cranes were deficient when bought, Choi replied: "We will take appropriate measures, including disciplining the officials in charge, after finishing the investigation."

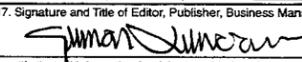
The worst hit terminal was Evergreen's joint venture Dong Bu Pusan Container Terminal Corporation, the president of which, K. H. Jung, was not clear when all the debris from the cranes would be moved.

"We don't know," he said. "It is in the planning stage only, inspections are being made and then removals will start." He said he was looking to have one replacement crane in place within 10 days, two more next month and a fourth installed by the end of the year. Jung said that Evergreen had shifted one of its Pusan loops to another terminal, believed to be the Pusan East International Container Terminal.

Anxious to have its northeast Asian logistics hub dream back on track, the government has announced a massive berth increase. A total of 15 berths will be built by 2011, able to accommodate 12,000 teu ships. Nine will be built at the country's premier port, Pusan, with Kwangyang picking up the remainder.

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# Maritime Cabotage Task Force refutes Hawai'i legislator's anti-Jones Act proposals

The Maritime Cabotage Task Force (MCTF), a broad-based industry coalition formed to protect American cabotage, reacted strongly to anti-Jones Act legislation proposed by Representative Ed Case (D-HI).

The following is the full text of the letter sent to Case on September 29:

Dear Congressman Case:

As stated in its July 28 news release, the Maritime Cabotage Task Force (MCTF) strongly opposes your efforts to repeal the Jones Act under the rationale of creating an open market for non-contiguous shipping. In fact, such a market exists today under the Jones Act. Entry into those trades requires only that entrants are willing to abide by the same U.S. laws and regulations as apply to every other service provider in the trade. This fundamental requirement ensures that no entrant gains a competitive advantage over other participants by virtue of economic benefits—such as freedom from U.S. taxation—that are not available to all participants.

## Current support for the Jones Act is broad and bipartisan

The Jones Act is not “just an anachronism,” as you suggest. In fact, it enjoys, and has enjoyed, the overwhelming support of those who have studied it most closely. Every modern President has supported it, regardless of party. This includes Presidents Carter, Reagan, Bush Sr., Clinton, and George W. Bush. Congress has been equally supportive. In 1997, H. Con Res. 65, in support of the Jones Act, had 243 co-sponsors, a clear, bipartisan majority of the 435 Members of the House. In contrast, earlier Jones Act repeal bills introduced between 1995 and 2000 received virtually no support in the House or Senate and made no progress whatsoever through the legislative process. In addition, as more fully described below, the Defense Departments of various administrations have consistently endorsed the Act for national security reasons.

## Shipping rates for the Hawaii trades have actually declined in real terms

You state that “cargo prices have gone in only one direction—up, and fast—and it is indisputable that there is no downward market pressure.” Yet a 1997 U.S. Department of Transportation (DOT) report to Congress on the non-contiguous trades determined that shipping rates in the Hawaii trade had declined in real terms. Following an extensive, in-depth review of the Hawaii trades, DOT determined that “after adjusting for inflation, westbound shipping rates in 1995 were less than 70 percent of their 1985 level and eastbound rates were just over 60 percent of their 1985 level.” The Department found this decline to be consistent with the trend in the deregulated U.S. international maritime trades, such as the Transatlantic and Transpacific markets. It was also consistent with rate trends in the deregulated domestic truck and railroad industries.

## Competition in non-contiguous trades is open and vigorous

The aforesaid DOT report further documented the openness of competition

in each of the non-contiguous trades, resulting in substantial “downward market pressure” on rates. While container and, to an extent, roll-on/roll-off services, in each trade tend to be concentrated in a relatively small number of large operators due to the high capital investment cost of establishing regular liner services, substantial opportunity exists for new Jones Act entrants. For example, in Hawaii, since 1980 ten carriers have initiated liner service from the mainland and four have exited those trades. Moreover, Pasha Hawaii Transport is poised to enter the roll-on/roll-off trade to Hawaii in 2004 employing a new U.S.-built vessel.

## The Jones Act Results in Stable, Efficient Service for Hawaii

You characterize service by American vessels to Hawaii as a “stranglehold” on the State. Yet the Jones Act ensures that in its trade with the mainland, Hawaii is served by carriers that have a commitment to the community and that serve the interests of Hawaii consumers and shippers.

As an island State, Hawaii will always be dependent on ocean carriers for imports and exports internationally and to and from the U.S. mainland. The question is whether the U.S. domestic portion of those services is to be provided by United States-flag vessels and U.S. crews operating under the Jones Act in dedicated service both eastbound and westbound, which you characterize as a “stranglehold” on the State, or by foreign carriers for which Hawaii may be no more than a way-stop in their international shipping routes. Put differently, are the interests of Hawaii consumers and shippers better served by dedicated carriers whose primary purpose is to serve Hawaii, or by international carriers whose primary interest is in the transpacific trades?

Hawaii's situation in this regard is particularly tenuous due to the imbalance in its liner trades. A foreign, transpacific carrier may be interested in providing low cost westbound services to Hawaii because of the relatively larger amounts of cargo moving to Hawaii in that direction (which is essentially a backhaul for such carriers given the general U.S. trade imbalance with Asia). But the same would not hold true for eastbound shipments from Hawaii to the mainland. Foreign carriers in the eastbound transpacific trades would be less willing to incur the added delay of diverting vessels to Hawaii on a regular basis for the relatively small amounts of cargo moving from Hawaii to the mainland, causing increased delays (and costs) for their primary customers in Asia. As a result, Hawaii's exporters to the mainland would become captive to such carriers at whatever rates they might demand. In contrast, Jones Act carriers serving Hawaii in direct service to and from the U.S. West Coast must provide regular eastbound service for Hawaii's exports.

## Claims that the Jones Act costs Hawaii cannot be supported

Claims of 40 percent or greater savings to shippers and consumers from repeal of the Jones Act may have great political appeal, but they simply cannot be sup-

ported. Over the last decade, persons or groups opposed to the Jones Act have commissioned various studies seeking to make the argument that foreign vessels would result in significant cost savings. None has successfully made that case.

The unsuccessful efforts of the U.S. International Trade Commission (USITC) to attribute an imputed cost to the Jones Act as a barrier to the import of transportation services illustrate this point. In 1991, in the first of a series of studies on the economic impact of non-tariff restraints on the import of goods and services, the USITC estimated that the Jones Act “cost” the U.S. economy between \$3.6 and \$9.8 billion annually. We presume this \$9.8 billion estimate is the basis of claims that the Jones Act costs Hawaii \$600 million per year or that it costs every Hawaiian citizen \$1000 per year, although the actual basis for those statements has never been revealed. In 1993 and 1995 the International Trade Commission revised their Jones Act cost estimates downward to \$3.1 billion and \$2.8 billion, respectively.

Following the 1995 Update, Senator John McCain (R-AZ) asked the General Accounting Office (GAO) to verify the USITC findings. The GAO concluded that the USITC had not fully considered the costs of compliance with U.S. laws, particularly in the areas of tax, labor, and employee protection. In subsequent reviews, as the Commission gave more consideration to these factors, the estimated costs of the Jones Act have come down accordingly. When the Commission next revised its estimate in 1999 the imputed cost had fallen to \$1.3 billion. By 2002, the number had fallen further to \$656 million for the U.S. economy as a whole.

Even if you accept the USITC's most recent estimates as accurate, which the Task Force does not,<sup>[1]</sup> the imputed impact on Hawaii is far less than the numbers cited in the press by Jones Act opponents. The 2002 USITC study assumes that 70 percent of the tonnage moving in domestic trade is liquid petroleum (primarily Alaskan oil) at a U.S.-flag cost for self-propelled tankers that is 52% higher than the foreign cost, and that the remaining 30 percent is dry cargo moving in self-propelled U.S.-flag containerships at costs that are 13 percent higher than those of foreign flag vessels. Using the USITC's methodology, the imputed annual cost of the Jones Act on Hawaii trade with the mainland for all products, East and Westbound, would be no more than \$6.7 million (of the \$656 million total) or \$5.52 per person in Hawaii, which is less than the price of the average movie ticket. Although you state that the Jones Act is “a crippling drag on an already-challenged economy and the very quality of life in Hawaii,” the USITC's figures equate to less than 2/100ths of a percent of Hawaii's Gross State Product (0.017%). That is certainly a small price to pay for safe and reliable, dedicated ocean transportation to and from the mainland.

## The Jones Act is widely acknowledged as important to national security

The Jones Act is widely recognized as an important component of U.S. national security, an issue ignored by your legislative efforts. Indeed, one of the faults

the Task Force finds with the USITC's approach to the Jones Act is that its analyses look at only the cost side of the equation while ignoring offsetting benefits such as its contribution to national security.

As noted above, the Jones Act has been supported by all modern Commanders in Chief, from President Carter to President George W. Bush.

Similarly, the Jones Act has been supported by the U.S. military's top transportation officials. For example, the former heads of the Defense Department's U.S. Transportation Command, General Walter Kross, USA and General Charles T. Robertson, USAF, each characterized the Jones Act as “a proven performer that supports both our nation's military security and economic soundness.”

During Operation Iraqi Freedom, U.S.-flag domestic operators, shipyards, and American seafarers from Jones Act ships provided vital support to military operations. This support included use by the Defense Department of a Jones Act roll-on/roll-off vessel from the Alaska trade to transport military equipment to the Persian Gulf, as well as the efforts of hundreds of American civilian seafarers to crew the 40 ships activated from the U.S. Government's Ready Reserve Fleet to aid in the sealift effort. As acknowledged by the present USTRANSCOM Commander, General John W. Handy, USAF, “[w]e simply cannot, as a nation, fight the fight without the partnership of the commercial maritime industry. “Our nation's organic sealift capability would literally be useless without the support of the commercial maritime industry.”

## The U.S.-build requirement of the Jones Act is also vital to U.S. national security policy

The U.S. build requirement of the Jones Act, which your proposed legislation would eliminate, is as much a question of national security policy as it is of maritime policy. A 2001 national assessment of the U.S. shipbuilding and repair industry by the Department of Commerce concludes “[i]t is essential that the capability and infrastructure needed to build ... ships is resident in the United States because it provides added assurance that they can be built, repaired, and maintained during times of conflict.”

The U.S. shipyards that build large, oceangoing vessels for the non-contiguous Jones Act trades are key parts of the national shipbuilding industrial base upon which the U.S. Navy relies for construction of major combatant vessels. Hundreds of other smaller shipyards contribute both to the construction of smaller naval vessels and repair of all but the very largest Navy ships. All of these yards depend on commercial building for the Jones Act in combination with their Navy work to stay in business. At the same time, the commercial work done by these yards helps reduce the cost to the Navy of repairs or construction in those yards by lowering the overhead cost to the taxpayer.

Thus, the U.S. Navy's comment on Congressman Nick Smith's 1997 bill to repeal the Jones Act was that it was “inconsistent with the President's National Security Sealift Policy.” The Navy fur-

*continued on page 12*

# “TAPPING THE ADMIRAL” REVISITED

by Archie Green

Among the hand of naval heroes who live in tradition, Admiral Horatio Nelson (1758-1805) stands tall. Historians have lauded his achievements; collectors seek his memorabilia; sailors tell his stories.

Nelson, mortally wounded at the Battle of Trafalgar, nevertheless triumphed over the French and Spanish fleets. Biographers have commented on the circumstances surrounding his death. The *Victory's* crew, lacking sufficient sheet lead to make a coffin, placed his body in a leaguer (the ship's largest cask). An officer added spirits (usually rum, brandy, or wine as the story changes) mixed with camphor and myrrh for preservation and shipment back to England.

After Nelson's entombment at London's St. Paul's Cathedral, a now-unknown yarn spinner asserted that during the sad voyage sailors had sampled the cask's vintage. Thereafter, seafarers voiced the phrase “tapping the admiral” to describe drinking that violated regulations, or any surreptitious siphoning from a barrel by inserting a tube (or straw, goose quill, strand of macaroni) into a concealed hole. The term “Nelson's blood,” a colloquialism for dark rum, stems from the tapping tale.

In my book *Calf's Head and Union Tale* (1996), I include stories about Butte printers and Detroit electricians “getting high” after tapping into beer and whiskey lines (“Hitting the Dutchman”). In *The Choking Doberman and Other “New” Urban Legends* (1984), Jan Brunvand identifies alcohol-tapping anecdotes as part of a folktale complex which he names “The Corpse in the Cask.”

Contemporary writers offer accounts involving individuals, both reputable and obscure, who on death were preserved in liquor, and ultimately imbibed or “rescued” for reburial. These hinge either upon the deceased person's fame, or the clever method of cask draining. Cannibalism, the Christian communion ritual, ingenuity in gaining access to forbidden spoils, or prejudice against foreigners and their favorite drink recur as themes or motifs in this narrative cycle.

Here, I supplement previous tapping tales with two yarns told by West Coast mariners. Captain William J. McGillivray (1891-1976) had contributed a series of adventurous anecdotes titled “I Remember When” during 1956-59 to the *Pacific Work Boat* published in Seattle. A decade later, Ruth Teiser gathered his recollections for the Bancroft Library, University of California, Berkeley. They appear in typescript form, *Tugboats and Boatmen of California, 1906-70* (1971).

McGillivray's familiarity with nautical lore ran keel-deep; starting out in his teens, he had worked for Thomas Crowley, Sr., the San Francisco boatman and business tycoon who built a powerful maritime empire. McGillivray's text from Teiser (Page 97) follows:

“They [Chinese workers returning home to Oakland] came from Alaska on the ship. They worked in the cannery up there. You know, we used to get a barrel of salmon off the ship once in a while —salmon bellies and everything. And a story Mr. Crowley told—it isn't a very nice story—you shouldn't tell it at the dinner table, maybe, but a fellow down at Meiggs Wharf, a fellow named Charlie Barlow, got a barrel of salmon off the ship, and he brought it in, and it seemed that a Chinaman died up there, and they crushed him in the barrel and nailed the barrel up and everything and mixed it up with the salmon barrels, and when he opened it he saw the dead Chinaman. [Laughter] Isn't that terrible? Crowley told me that. Of course, I didn't see it. He always told the truth.”

In telling Crowley's story to Ruth Teiser, Captain McGillivray gave it no title. Nor did he indicate, if indeed he knew, that it derived from a tale family, widespread and varied. Fortunately, Bill Pickelhaupt summarized the story in *Shanghai'd in San Francisco* (1996, 158), supplying needed context to Mac's recital.

In the decades 1890-1930, the Alaska Packers Association's fleet carried fishermen and cannery hands north to “harvest” Bristol Bay's salmon catch. The company's steel-hulled, square-riggers wintered at the Oakland-Alameda Estuary. Its *Star of Alaska* (with its name *Balclutha* restored) at San Francisco's Hyde Street Pier, remains as a museum representation of past practices in the fishing industry's exploitation of humans and nature, alike.

Salmon bellies, barrel-packed and brine-pickled, became a cheap staple for men in transit to and from their seasonal work. Many Asian immigrants—Chinese, Japanese, Filipino—labored in the canneries. Facing death far from home, Chinese workers, in accordance with their religious beliefs, asked that their bodies be shipped to their native land. Mac's story tells us that Charlie Barlow at Meiggs Wharf (San Francisco) mistakenly opened a salmon barrel only to find a corpse.

During my search to locate variants of the corpse-in-the-cask complex, I received a letter (January 2, 1998) from Tom Coons, a former school teacher now living at Cambria, California. He had heard a “Pickled

with their ancestors. When one of these workers died among the fishing fleet, they had no way to preserve the body until it could be returned to China. What they did have was the pickling barrels. So they put him in one and covered him with pickling solution until he could be returned to China. As these sailing ships tossed and turned the barrels would get all mixed around. So it happened that one of these barrels got shipped with barrels of pickled fish to someone. When he opened the barrel he was amazed to find a dead Chinaman.”

Sailors have yarned endlessly at sea and ashore. Their narratives are found in logs, novels, journals, anthologies, and scholarly collections. All variants of “Tapping the Admiral” or “The Corpse in the Cask” add to our appreciation of the complex messages hidden within each tale cycle. Of the diverse challenges posed by McGillivray and Marlin, I shall treat but a few.

In recent years, we have discarded the term “Chinaman” upon becoming sensitive to demeaning language. This suggests that Alaska sailors and fishermen exchanged anecdotes about pickled humans when they first interacted with Chinese cannery workers. Chris

Friday's study of the canned salmon industry, *Organizing Asian American Labor* (1994) provides a time line. He notes that Chinese “bone gatherers” traveled a Columbia River circuit in 1886 collecting bodies for shipment back home (63).

Roy Marlin heard the corpse-in-a-cask tale about 1955 on a Seattle to Alaska oil-drilling supply-boat dock. Because the anecdote seemed familiar to the entire crew, we accept its traditionality. Captain McGillivray told of a fellow at San Francisco's Meiggs Wharf finding a pickled body. This site reference would place his story before 1881, when construction of the Embarcadero sea wall rendered the wharf obsolete, or before 1906, when the landlocked wharf burned down in the earthquake-fire.

More important than the tale's age is the matter of its develop-

ment. I have assumed a relationship between the “Pickled Chinaman” and “Tapping the Admiral,” but have yet to find a precise link. Responding to my query, folklorist Philip Hiscock at the Memorial University of Newfoundland sent me a local ballad from *Burke's Popular Songs* (1928), “Who Put the Herring on the Booze?”

The poet told of the Red Cross Line's *Nerissa* sailing from St. John's to New York with a cargo of 500 barrels of herring. Each barrel concealed a keg of Scotch whiskey. A barrel carelessly dropped from the slings exposed the smuggling operation. The balladeer wryly observed:

*We heard of Tars some years ago  
Off Nelson drank the Rum;  
But we never heard of Herrings  
Buying Whiskey by the Keg.*

A Newfoundlander in 1928 connected the figure of speech marking Nelson's death, and unusual treasures hidden in herring barrels. Could not a West Coast sailor, or fellow worker, similarly have linked a tapping-the-admiral tale with an anecdote concerning a stranger pickled in a salmon barrel? Much work remains to decipher many nautical tales, as well as to trace every lead to its end.

In the two centuries since Nelson's demise, scholars and laymen alike have revisited every facet of his career. While biographers generally have “debunked” cask-tapping legends about the Admiral, some have pursued the origin and meanings embedded in Nelson tales. In this respect, I have found lexicographic studies particularly useful.

Nelson died on October 21, 1805; his funeral occurred on January 9, 1806. By mid-century, English



Pacific Salmon packers celebrate labor-saving machine, the “Iron Chink,” 1909. Photo courtesy of the Seattle Museum of History and Industry

Chinaman in a Barrel” story from Leroy (Roy) Marlin, born in San Francisco in 1916 to Danish parents. Like other lifetime sailors who retired close to the sea, Marlin lived on a Tahiti ketch moored at Morro Bay.

Following countless lads more attracted to the waterfront than to school, Roy, at age sixteen, sailed as an apprentice in the barkentine *James Tufts*. This initiatory voyage to Singapore and other Asian ports lasted more than a year. Marlin returned to San Francisco in time to participate in the “Big Strike” as a Sailors' Union of the Pacific member. By 1939, with AB papers in hand, he shipped on a coastal steam schooner engaged in the booming lumber trade.

Roy recalls the many ships on which he sailed; a few stand out. After the “Big Strike,” he shipped in the *President Pierce*. He was in the *Alcoa Pennant*, when it carried frozen plasma and morphine to Pearl Harbor immediately after the attack. At the close of merchant-marine years, he served as Captain of Humphrey Bogart's yacht *Santanna*. For Global Marine, an international oil-drilling-supply firm, he sailed from New Orleans to Libya. About 1958, on Global Marine's docks in Seattle, he heard the barrel story; it complements McGillivray's.

I assume that both men had heard related forms of a tale then circulating along the Pacific Coast among sailors, fishermen, and other maritime workers. Roy Marlin assured Tom Coons that everybody knew it. I speculate further that their account appears elsewhere, perhaps with local features, in print and welcome citations.

Marlin's text set “among Alaska fishing boats” follows:

*“It seems that when Chinese workers signed on for work in the West, they always put a clause in the contract that said if they died while working, their bodies would be returned to China so they could be buried*

*continued on next page*

## “TAPPING THE ADMIRAL” REVISITED ...continued

scholars delved into the lore surrounding his death. For example, John Camden Hotten published *A Dictionary of Modern Slang, Cant, and Vulgar Language* in 1859 (enlarged in a “new edition,” 1887). Rotten glossed “Tap the Admiral” by referring to “the rum-cask in which Lord Nelson’s body was brought to England,” and commented tongue-in-cheek that the act of sucking liquor through a straw had left the gallant Admiral dry.

Edward Fraser and John Gibbons in *Soldier and Sailor Words and Phrases* (1925, 166); stated that a Portsmouth newspaper gave currency in January, 1806, to the rum-tapping story immediately on the arrival of Nelson’s remains. I have not succeeded in tracing this Portsmouth published detail, but assume that a journalist wrote about the, crew siphoning rum after he heard sailors lamenting Nelson’s death by invoking a traditional figure of speech to portray their conduct.

I infer this sequence from the saying, “sucking the monkey” which appears in Francis Grose’s *A Classical Dictionary of the Vulgar Tongue* (1785). Grose drew on the speech of gypsies, vagabonds, and kindred malefactors including “seamen at the capstern.” He equated cask/barrel/keg with monkey as he defined the latter: “to suck, or draw wine, or any other liquor privately out of a cask, by means of a straw, or small tube.”

Grose, of course, when citing “suck the monkey,” could not have anticipated Nelson’s body in a rum cask, nor the post-1805 usage “tap the admiral.” Other analogous phases for drinking on the sly or for tipping in general are: “bleed the monkey,” “suck the grape,” “hit the bottle,” “drain the cup.”

Crews had sampled precious food and drink as long as such cargo had been transported at sea. The linking of action (suck) with object (monkey) probably took place in the Caribbean region, where “monkey” described an earthenware (un-

glazed, porous) jug with a small neck and a spout. British naval mariners also named the cask from which they received grog a “monkey.”

An additional usage colors our findings. During the American War of Independence while serving in the West Indies, English sailors persuaded native women to come aboard with fresh coconuts from which the milk had been emptied and replaced with rum. This subterfuge permitted crews to keep their drunkenness on board unexplained for years.

In the novel *Peter Simple* (1834), Frederick Marryat elaborates. Mr. Falcon, a seasoned hand, explains to young Captain Simple (at Carlisle Bay, Barbados) exactly “what ‘sucking the monkey’ means.” As Simple reacts sternly to this knowledge, his quartermaster Swinburne counters that his shipmates seldom have the chance to get “a little happy” (II, xi, 183).

This observation speaks volumes about life at sea during the golden age of sail. The figure “sucking the monkey” also tells us that brutal conditions often gave rise to picturesque speech. Did a sailor voice “monkey” because the West Indian jug resembled a simian? Or could the three dark marks on a coconut shell have conjured a monkey’s face?

No single interpretation covers all usages of rum-siphoning out of a monkey—whether a coconut, jug, keg, cask, or barrel. Surely, at sea and on shore, the word “suck” also carried erotic overtones when connected to rum, grog, or other delights. Sailors, coping with Nelson’s death, quickly converted monkey-sucking into admiral-tapping terms and anecdotes.

I turn back from etymology to folktale study by touching upon a troublesome area—the revelation of hostile views of race and nation. Jan Brunvand (117) offers a tale in which a Marseilles firm imported cheap bulk wine from Algeria. The tank, when drained, revealed a dead Algerian either with a knife in his back

or a hangman’s noose around his neck. This reflects a belief in the superiority of French over foreign wine, coupled with prejudice against Algerians.

The corpse-in-a-wine-tank is but a modern example of an ancient legend. We can date the placement of bulk wine-tanks on ships; we find it difficult to establish the age of narratives about contaminating bodies in household utensils. Of course, few storytellers sensed that their anecdotes about jars, vats, kegs, barrels, or other familiar receptacles held wide, and often, secret significance.

Our yarns by McGillivray and Marlin reveal no overt bias against Chinese cannery workers. Yet each story originated at a time of intense anti-Asian agitation by maritime trade unionists. Sailors, and their shipmates, accepted the dogma of white supremacy, often by invoking myths of Anglo-Saxon or Nordic destiny. This history is detailed elsewhere, and is available in and out of the labor movement.

Here, I note that our two storytellers, a seaman and a boatman, displayed amazement or disgust at finding a Chinese body in a salmon barrel. Did not this reaction extend to foreign burial customs and life-styles? The “Pickled Chinaman” points to past worker interaction—often stormy, sometimes brutal—in the Alaska salmon industry.

Folk tales do not live in isolation from other forms of cultural expression. At the opening of the twentieth century, Alaska salmon canneries switched from hand to machine butchering methods. A photo in the Seattle Museum of History and Industry proudly shows “The Iron Chink” in actual operation during the Alaska Yukon Pacific Exposition of 1909. Named for the workers it was designed to replace, it is now called the Iron Butcher; current models clean 160 fish per minute.

I can only speculate: did any cannery hand, Asian or Anglo, who first used or named the “Iron Chink” also circulate

the “Pickled Chinaman”? In the ugly era of Oriental Exclusion legislation, someone fit a derogatory term for a Chinese worker to a new machine. We assume that our McGillivray-Marlin tales also came to life parallel to the expansion of the Alaska salmon industry.

We believe that our barrel tale derived from a family of intertwined corpse-in-a-cask narratives, but are uncertain as to the precise tie between “Tapping the Admiral” and the “Pickled Chinaman.” If the latter hints at racial discord, the former surely points in a happier direction.

What mariner did not take satisfaction in surreptitiously tapping into forbidden drink, or in defying regulations to win some relief from daily toil? Jack Tar, serving in Nelson’s fleet, took vicarious pleasure in a story centering on cunning sailors who gained spoils by defying authority.

Somehow, we must reconcile the diverse messages found in traditional tales. Admiral Nelson’s crew after his death at Trafalgar, as well as Alaska cannery hands, endlessly butchering the Chinook, urge us to open our ears and listen to their stories. Who knows what will be revealed? More than a corpse can be pickled in a barrel.

My thanks to Maria Brooks, Tom Carey, Tom Coons, Joe Garity, Maria Hetherington, Philip Hiscock, Sherise Kimura, Gunnar Lundeberg, Adam Machado, John Robinson, and David Taylor for help in this study. My thanks also to the Seattle Museum of History and Industry for the photograph.

### About the Author

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

## Two years in jail for high seas terror hoax

A Southern California woman was sentenced in U.S. District Court on September 22, to two years in federal prison for committing a high seas terror hoax that she had hoped would cut short a vacation cruise with her parents and return her to her boyfriend.

Kelley Marie Ferguson, 20, of Laguna Hills, will begin serving her sentence in six weeks, but the prison has not been determined, said Assistant U.S. Attorney Ken Sorenson.

In handing out the sentence, U.S. District Judge Helen Gilmor was “deeply dismayed” by Ferguson’s conduct, Sorenson said. Ferguson had been accused of writing threatening notes April 22 and 23 while aboard Royal Caribbean’s *Legend of the Seas*, which was sailing to Hilo, Hawaii during a 10-day cruise out of Ensenada, Mexico. The notes said “all Americanos” would die if the cruise ship and 2,400 crew and passengers docked at a U.S. port.

The notes scared the passengers and crew of the cruise ship, Sorenson said. “She wanted to really play that up because that was the only way she could get that cruise ship to turn around,” he said.

The ship was diverted to Oahu and searched for biological, chemical, radiological and explosive materials by 120 state, federal and military investigators.

While interviewing people on board, Ferguson, who was traveling with her parents and siblings, confessed to writing the notes, saying she hoped the letters would bring an early end to the trip.

Sorenson said he was satisfied with the sentence. “I hope she is getting a message from this,” Sorenson said. “It appears, from the letters she has written to the court, that she is legitimately sorry for this and is beginning to understand the breadth of the problems she caused.”

## Australia arrests smugglers after 21-day sea chase

A Uruguyan-flagged fishing boat seized on suspicion of poaching rare Patagonian toothfish was brought under escort to Australia on October 3, after a 3,900-nautical mile chase, with its crew taken away for questioning.

The *Viarsa*, suspected of poaching the highly prized toothfish from a remote Australian fishing zone, was stormed by armed Australian and South African fisheries officials in late August after a dramatic 21-day chase across the Southern Ocean.

Australian customs officials say the boat was carrying 85 tons of the protected toothfish, also known as Chilean sea bass, which can grow to seven feet long and weigh 220 pounds.

The 39-member crew of the *Viarsa*, which was brought to the port of Fremantle by the Australian fisheries patrol boat *Southern Supporter*, face illegal fishing charges which carry fines of up to \$368,500.

They also face charges of fleeing Australian authorities, which could lead to a year in jail.

“The Australian government is of the opinion that there are reasonable grounds to believe that *Viarsa* was engaged in illegally fishing ... within our Heard Island and McDonald Islands territories,” Fisheries Minister Ian Macdonald said.

“The catch, once fully documented, will be sold by tender and the monies held in trust until the conclusion of any legal proceedings,” he said.

Toothfish have been dubbed “white gold” by fishermen and demand for its white, flaky flesh has soared in recent years in Asia and the United States, with one shipload worth up to \$3.2 million. Marine conservationists have warned the fish could become commercially extinct by 2007.

## Aussie Union campaigns against closure of Sydney

The Maritime Union of Australia (MUA) is campaigning for a full public inquiry into the New South Wales State Government’s shock announcement earlier this month shutting down Sydney Harbor.

Sydney Branch Secretary Robert Coombs today called for an inquiry into the Carr Government’s weekend announcement that Sydney Harbor would close to all shipping operations.

“The unions were never consulted,” Mr. Coombs said. “Cabinet wasn’t consulted. It’s madness. Sydney Ports have just invested \$6 million in taxpayers’ money upgrading Glebe Island terminal. Now it’s all being wasted. It’s a complete backflip on the government’s long-standing 2020 policy to keep the heart of the harbor alive at least two decades into the 21st century. It’s a sell out to the developers and the big end of town and we’re demanding a full public investigation. Why was everyone kept in the dark? Why so sudden? Is this really in the public interest? We don’t think so. This is just a repeat of the pokie tax debacle in a greedy grab for revenue.”

As an immediate outcome of the government decision is the announcement by P&O Ports that the company is shutting down its White Bay operations this week and moving temporarily to share the already congested Patrick facility at Darling Harbor.

Meanwhile the MUA has called for meetings with other maritime and transport unions to prepare for a major campaign against the government move.



## ESU Office Assignments

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

# ESU NEWS

OCTOBER 2003

Official Publication of the Exxon Seamen's Union

## ESU BAYTOWN OFFICE MOVING

On September 30, the four (4) principal Executive Board Officers made the determination to give notice to the landlord of the Union's business office located in Baytown, Texas, that the Union would be moving out as of November 1, 2003. Prior to this notification the Executive Board signed a rental agreement for office space located in Seabrook, Texas.

A number of factors were involved in the Board's decision to make this move. Among those reasons were that after a change in ownership of the building in July, the new owner implemented changes at the building that were intolerable to the Union. Among those changes were that the new owner had informed the Union that he would be increasing the rent even as the office building continued to slip further into disrepair since the change of ownership. After researching other rental options, it became clear to the Board that there was an availability of affordable properties

in the area and that a move to Seabrook would in fact result in a cost savings to the Union.

Leo DeCastro is presently serving in the Baytown office and will be coordinating the move to the new office during the month of October. It is anticipated that this move can be accomplished seamlessly with no disruption to the day-to-day business of the Union.

The possibility exists that there may be a short delay in the transfer of phone services (24-48 hours). The existing toll free numbers will remain the same as well as the Union's email address. The move will necessitate a change in the present local phone and fax numbers. The new ESU Gulf Coast Office address as well as mailing address and new local phone number will be:

Exxon Seamen's Union  
1320 5<sup>th</sup> Street, Suite A  
Seabrook, TX 77586  
Tel: (281) 474-2430  
Fax: (281) 474-2463

## Loss Prevention System Update

Members have expressed concern as to certain aspects of the Loss Prevention System (LPS) training currently being conducted aboard vessels. Chief among questions being asked of the Board is whether this training is mandatory to attend and whether there are any punitive aspects to the program.

The Board discussed these issues at length with management on September 29, and has been once again assured that attendance is not mandatory and that no member would be subjected to any form of discipline for choosing not to be involved in this safety initiative. In fact, management has reiterated its position that a major component of the program is volunteerism, and that SeaRiver managers recognize that the initiative will not be successful if employees do not feel confident that they have equal, unencumbered, non-punitive input into the program.

Executive Board Officers Jerry Patterson and Tommy Thompson attended an LPS training session conducted October 7, at the Ocean Fleet Office in Benicia, California, to gain a better understanding of what the program entails. Board Officers John Straley and Leo DeCastro anticipate attending similar training in the near future. The Union remains neutral as to the benefits of this program. SeaRiver Maritime, Inc. management faces a daunting task in changing the present culture within the organization of expecting flawless operations to one of reporting less than stellar performances so that incorrect actions can be analyzed and used to aid and educate shipboard personnel in how to avoid such potentially harmful situations in the future. SeaRiver mariners have to be confident that these sub-par performances can be recorded without fear of retribution. Management has offered such assurances, and will now have to demonstrate that they are totally committed to this new philosophy.

As the Union has stated on any number of occasions, the ESU strongly supports safety and will endorse any safety initiative that recognizes fundamental employee rights and does not conflict or violate our Collective Bargaining Agreement. Additionally, any such program must demonstrate that it in fact does reduce injuries and sickness to our members while on the job. The Union will not endorse or support any new program or change in Company policy that results in unwarranted discipline or harassment to the members of the Exxon Seamen's Union.

## In Remembrance of Carl Jones

Sadly, Able Seaman Carl Jones passed away suddenly at his home on September 16, 2003.

The Executive Board cannot fully express the sorrow and despair that this news has caused them and all of his Union brothers and sisters.

Carl was an avid supporter of this Union for more than 22 years, joining the Exxon Seamen's Union in December of 1980. He joined his first vessel,

the *Exxon Houston* in February of 1979. During Carl's career he was widely recognized for his experience and skills as a Seaman.

Surviving Carl are his Wife, four (4) children and a host of other relatives and friends.

The Union will always remember Carl and extends its most heartfelt condolences and prayers to Carl's family and friends.

## BLUE CROSS AND BLUE SHIELD TO INCREASE PREMIUMS IN 2004

Executive Board Officer's Jerry Patterson, John Straley, Leo DeCastro and Tommy Thompson along with the ESU's contracted insurance consultant John Micale met with management and the Blue Cross/Blue Shield (BC/BS) representative on September 30, 2003 to negotiate the terms of our BC/BS Medical and Dental policies for the calendar year 2004. This meeting was held at the Doubletree Hotel in Houston, Texas and followed a Union/Management Communication meeting also held at the Doubletree on September 29.

The BC/BS Dental Plan will require additional premiums due to the projected inflation rate of dental care and the fact that ExxonMobil chose not to increase their contributions to company dental plans. After a good 2002 claims experience in the dental plan in 2002, premiums actually decreased during this current calendar year. Increases for 2004 are \$2.50 for an employee, \$5.00 for an employee plus one (1) dependent and \$7.00 per month for an employee plus two (2) or more dependents.

Significant increases in the BC/BS BC/BS MEDICAL – 2004 RATES

Class of Coverage	Employee Contribution	Surplus Transfer	Company Contribution	Total Rate
Employee Only	\$54.00	\$10.50	\$250.00	\$314.50
Employee+1	\$100.00	\$17.50	\$535.00	\$635.00
Employee+2 or more	\$149.00	\$24.00	\$770.00	\$919.00

### BC/BS MEDICAL – CURRENT RATES

Class of Coverage	Employee Contribution	Surplus Transfer	Company Contribution	Total Rate
Employee Only	\$45.00	\$0.00	\$205.00	\$250.50
Employee+1	\$83.00	\$0.00	\$436.50	\$519.50
Employee+2 or more	\$124.00	\$0.00	\$627.00	\$751.00

The following tables reference contributions that will be made to fund the BC/BS Dental Plan for 2004. Funding will come from two sources. Employee contributions (premiums) and the ExxonMobil contribution to the plan:

### BC/BS DENTAL – 2004 RATES

Class of Coverage	Employee Contribution	Company Contribution	Total Rate
Employee Only	\$9.50	\$17.00	\$26.50
Employee+1	\$32.00	\$24.00	\$56.00
Employee+2 or More	\$44.00	\$35.00	\$79.00

### BC/BS DENTAL – CURRENT RATES

Class of Coverage	Employee Contribution	Company Contribution	Total Rate
Employee Only	\$7.00	\$17.00	\$24.00
Employee+1	\$27.00	\$24.00	\$51.00
Employee+2 or more	\$37.00	\$35.00	\$72.00

As is well documented in the daily news, health care benefits and the cost shared by represented employees have become perhaps the most frequent "point of contention" between labor and management nationwide. Increased costs have become a recurring problem facing all workers. To date, year-to-year employee increases in these two health plans have not been as steep as national trends in employee contributions indicate. Partly due to members controlling claims experience increases and increased subsidies provided by ExxonMobil.

The Union's insurance consultant, John Micale of the employee benefit consulting firm Chapman-Schewe, Inc., offered the following written summary of this

Medical Plan claims experience and projected increased inflation in health care costs have necessitated an increase to members premiums for 2004. Due to an outstanding claims experience and a slight increase in the Company contribution, the Union was not required to use any of the reserve funds last year to "buy-down" an increase and members in fact, experienced a decrease in premiums for the current (2003) year. By using \$70,000 of reserve this year and with a fairly significant increase by the Company in its contribution to medical plans, much of the projected increase in premiums will be able to be defrayed. Still, estimated employee premium increases will be \$9.00 for an employee, \$17.00 for an employee plus one (1) dependent and \$25.00 per month for an employee plus two (2) or more dependents.

The following tables reference contributions that will be made to fund the BC/BS Medical Plan for 2004. Funding will come from three sources: employee contributions (premiums); surplus transfers (plans existing surpluses); and the ExxonMobil contribution to the plan:

year's increase: "The renewal itself is a fair, if conservative renewal request by Blue Cross. The 25% increase is justified based on the historic claim experience. While the renewal is conservative, if there are surplus premiums, those surplus's would go into the plan reserve to benefit the plan in future years."

Additionally, Micale states: "The proposed contribution increases reflect the increase in the rates. The employee contribution as a percentage of the total rates are approximately 15% to 17% based on tier. These percentages are very reasonable as compared to other large corporations."

The new rates will take effect January 1, 2004.

## ESU News

## Disability pay/reporting requirements

Recently, there have been reported instances in which members have had their short term disability (sick leave) benefits suspended for what SeaRiver Maritime's Medical Department determined were non-compliance issues with the terms of the benefit plan, due to an employee failing to properly follow reporting instructions as required by the plan. It is important that members understand that to remain eligible for disability payments they are required to follow, in particular, the reporting instructions provided to them shortly after the member notifies the Medical Department that they have become sick or injured and will be making claim under the plan.

The ExxonMobil Disability Plan Summary describes under the heading of Eligibility For Benefits section the following explanation as to general requirements for eligibility. If you are sick or injured, to receive benefits you must:

- Report your disability promptly.
- Obtain proper Medical Care and follow instructions as to treatment.
- When asked, give the company a certificate from the physician who is caring for you.
- Take medical examinations, if required by your employer.
- Keep the company advised of your location while disabled.
- When asked, sign a release.

When you become sick or disabled the Union recommends that you immediately contact your Fleet Manning Administrator and inform her that you will need to be placed on "sick leave". By notifying Fleet Manning, they will be aware that your pay status will be changing and this may aid in avoiding any miscommunication between Fleet Manning and the Medical Department that may result in your pay status not being correctly

posted. After speaking with Fleet Manning, request that you be directly connected with the Medical Department to discuss your illness/injury and make arrangements to have any necessary instructions and reporting forms that are required, to be sent to you.

Included in the disability packet that will be sent to you is a document titled "WHILE YOU ARE ON DISABILITY" that describes the proper procedure for filling out and sending the Individual Fitness Report" form and directs claimants to submit the first form within fifteen (15) days of the start of disability. The document also directs individuals on disability to submit a new form every 30 days if the disability extends more than fifteen (15) days or when there is a significant change in the recipients' status.

Also contained in this document is a disclaimer to keep the Company regularly informed of your progress and:

- Call the office at the number provided as soon as seeing your physician.
- When requested, report in person to a doctor designated by the Company.
- Notify the Company of any change in your address or phone number during your disability.
- When your physician indicates that you are fit for duty, **immediately** call the number provided.

This document concludes with the warning that "any failure or delay in complying with these procedures may result in denial of benefits."

In addition, it is imperative that members, while receiving disability payments make all doctor and therapy appointments. If for any reason a member is not able to keep an appointment, it is recommended that they notify SeaRiver Medical and explain the reason for missing any appointment without delay.



Attending the combined training sessions were: **Top row, l/r** – Lorenzo Fontana, Jerzy Romaniuk, Jim Byrd and Raymond Balles. **Second row, l/r** – Waverly Moore, Frank O'Malia, Eddie Caldwell, Mike Harmanson, Jay Berry and Eddie Bush. **Front row, l/r** – Joel Mitchell and George Taylor. **Not pictured:** James Ham.

## More training

Pictured are members participating in the combined AEO/DLC/ADO held from October 4 through the October 12, 2003. Attendees' evaluations of these training courses remain very positive. Members wishing to be included in future courses are urged to contact their Fleet Manning Administrator or the SeaRiver Training Group.

## Burton arbitration scheduled for November

The Arbitration case involving Brother Bill Burton's refusal to accept an assignment has been scheduled and will be heard on November 11, 2003 at the Hobby Hilton Hotel in Houston, Texas. Union Attorney Sharon Groth will represent the ESU in this hearing.

At issue in this case is whether or not members have the contractual right to refuse assignment to a vessel without any discipline except as the Union contends, that when the employee that refuses the vessel exhausts their paid leave they will go off pay and be placed at the bottom of the call-back list.

The Union is asking that all members that have in the past said no to an assignment aboard a specific vessel without being disciplined by the company, contact the ESU Baytown office immediately. It is possible that the Union may want such individuals to testify to that effect.

The outcome of this arbitration is exceptionally important to the Union and its membership and any members that believe they have information that could aid in the Union gaining a favorable ruling from the Arbitrator are strongly encouraged to step forward.

# Ship reports

### S/R American Progress

Vessel visited on October 18, in Beaumont at the ExxonMobil Dock. Aaron Rathbunn filling in as Temporary Ship Representative, a couple of issues were discussed and straightened out. Ship continues the gasoline run between Beaumont and Florida. The Board thanks Aaron for stepping up to the task.

### S/R Baytown

The vessel is currently in the ANS Valdez/Pacific Northwest trade. Peter DeWilde has taken over the Temp's responsibilities from Kevin Conroy, who went to paid leave. ESU Representative Mark Myser's return is anticipated shortly. Pete is doing a great job communicating with the Union and reports no major beefs.

### S/R Bristol Bay

At press time ship remains laid-up in Orange, TX. There had been some efforts made to re-crew the vessel during the week of October 12, but those plans have apparently been put on "hold". The ultimate fate of the vessel appears to still be very much "up in the air."

### S/R Charleston

Ship arrived in Singapore on October 12, and it is expected to go through a shipyard period of about 22 days and slated to head back to the states around

November 7. Ship Representative Bob Knight on board.

### S/R Columbia Bay

Executive Board visit of this vessel conducted October 5, at the Valero dock in Benicia, CA. The ship has been recently making split discharges in Long Beach and two ports in the S.F. Bay Area. Ship Representative Thor Floreen reporting in often and reporting no major problems.

### S/R Galena Bay

Vessel continues on the ANS trade between Valdez and Puget Sound terminals. Temporary Ship Representative Ed Benjamin is recognized for the great job he did under difficult circumstances the last month. Ship Representative Levy Ponce is back onboard and is reporting everything is running OK presently aboard the vessel.

### S/R Hinchinbrook

Vessel continues on the ANS trade between Valdez and the Puget Sound. Earl Doucet continues to do a very good job filling in for Ship Representative Danny Jones. Unfortunately, Danny is expected to be off for an extended period of time and the Executive Board encourages members to step-up and assume the reins as Temporary Ship Representative aboard this ship as the need arises until Danny's return. One contract clarification resolved.

### S/R Long Beach

Ship visited by Executive Board Officer on October 13, at the Valero Dock in Benicia, CA. Ship Representative Joe Graca is aboard and reports that all is going well. Vessel continues on ANS run, Valdez/California, but recently has not been visiting Long Beach and instead performing split discharges in the San Francisco Bay Area.

### S/R Mediterranean

Ship still trading in the Far East. Temporary Ship Representative Timothy Williams keeps in touch with the Board via E-mail regularly. Everything running smoothly and no beefs. Big crew change expected the next time in port. The Board thanks Timothy for his constant support and keeping us in the loop.

### S/R Puget Sound

Board Officer visited the vessel at the City Dock at Barbour's Cut, Texas, on October 11 and 13. Ship Representative Mike Harrison on board and reports no beefs and a great crew. The ship is on its way to Mobile, Alabama for a "warm lay-up", the future of the vessel is still undetermined.

### S/R Wilmington

Vessel was visited at the ExxonMobil Dock, Baytown, Texas, on October 14. Bob Ross filling in as Temporary Ship Representative, reports everything going well and with a good gang. Thanks to Bob for helping out and stepping up to the task. The ship continues its normal run between the Gulf and the Eastern Seaboard with a possible stop in Puerto Rico.

## EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

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Fax (281) 474-2463  
E-Mail: esubay@msn.com

P.O. Box 792  
Benicia, CA 94510  
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E-Mail: esuben@msn.com

President Jerry Patterson

Vice President John Straley

Secretary/Treasurer Leo DeCastro

Recording Secretary Thomas Thompson III

Deck Trustee Patrick Campbell

Engine Trustee William Ackley

Steward Trustee Gerard Nelson

# Sailors' Union of the Pacific/ Training Resources, Ltd. Schedule of Course Offerings for 2003

## STCW 95 Basic Safety Training

- Basic Fire Fighting
  - Basic First Aid
  - Personal Survival
  - Personal Safety and Social Responsibility
- Nov 3-7      Nov 17-21      Dec 8-12      Dec 15-19

## Small Arms Training (MSC approved)

Nov 3-5      Nov 17-19      Dec 15-17

## LMSR Vessel Training (MSC approved)

Oct 21-31      Nov 4-14      Dec 2-12

## Survival Craft (Lifeboatman)

Oct 28-31      Nov 18-21      Dec 16-19

## Training Information and Enrollment

### Contacts

Rich Reed, SUP Welfare Plan Rep  
SUP Welfare Plan  
450 Harrison St., San Francisco, CA 94105  
Tel: (415) 778-5490  
Fax: (415) 778-5494  
E-mail: supwelfarerep@hotmail.com

Dave Connolly, SUP Vice President  
c/o Andrew Furuseth School of Seamanship  
450 Harrison St., San Francisco, CA 94105  
Tel: (415) 777-3400  
Fax: (415) 777-5088  
E-mail: daveconnolly@msn.com

## Aboard the *USNS Bob Hope*



Aboard the *Bob Hope* in Newport News, VA. From left to right, back row: SUP Welfare Representative Rich Reed, AB Angelito Lopez, AB Ken Delancey, AB Troy Alexander. Front row, Bosun Dan Ycoy, OS David Garcia from Honolulu AB and Delegate Michael Orton.

**Editor's Note:** For those who want to receive the *West Coast Sailors* in a more timely manner, subscriptions via **first-class mail** are now available (one-year intervals only) for \$25 per year.

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450 Harrison Street  
San Francisco CA 94105

# Welfare Notes

## October 2003

The annual SUP Money Purchase Pension Plan statement will be in the mail to all participating members by the second week of November. The statements will be mailed to your address on file with the Plan office. These statements will show the total dollar amount of earnings and expense costs of your account for the fiscal year 2002-2003. If after due time you do not receive your statement, please contact the Welfare Plan Office.

Many questions arise on the conditions and procedures of withdrawing your MPP. The MPP is designed to be a pension account payable when a member retires. The Plan documents do not require that you attain any specific age before you are eligible to withdraw your account. Similarly, you are not required to accrue any minimum amount of service to be eligible to withdraw your account. In other words you may withdraw your account at any age. However, in order to begin receiving benefits under the Money Purchase Pension Plan, you must agree not to work in any employment covered by any collective bargaining agreement that requires a contribution to the Plan.

If you elect to terminate from the Union you may collect the funds in your account. In this case the Plan office will compute the Termination Value of your account, and you can select a payout option. You may collect your money in a lump sum benefit of which 20% will be withheld for taxes. You may also elect to have your funds rolled over to an IRA or a tax deferred account. This way you would then be taxed on the funds as you withdraw from your private account. You will need to check with your bank or financial advisor for further details.

The process for withdrawal and termination involves paperwork. If you have all the necessary papers completed and in the Plan office by the 15th of the month, then your check will be issued on the first day of the following month.

The Welfare Plan has a separate beneficiary form for your Money Purchase Pension Plan account. If a participant should die before he or she has drawn out their account then the funds will be paid in a lump sum to the beneficiary listed with the Plan office. You should obtain a beneficiary form from the Plan office or from any SUP Port Agent. Any further questions on your MPP should be directed the Plan Office.

### SUP Welfare Plan

450 Harrison Street, San Francisco CA 94105

#### Telephone Numbers:

- Main ..... (415) 778-5490
- Eligibility active members/dependents ..... (415) 778-5491
- SUP Money Purchase Plan, SUP 401(k) Plan,  
Pensioner Medical Benefits ..... (415) 778-5493
- Toll Free Number ..... (800) 796-8003

## Marlinspike instruction in San Francisco



Andrew Furuseth School of Seamanship instructor Romaine Dudley observes Lyndon Gay and Paul McClellan (left) off the LMSR USNS Schugart throw a short-splice into a mooring line.



Jose Calong and Dale Gibson from the Shugart flank Dudley checking a just completed eye-splice.

# SAILORS' UNION OF THE PACIFIC

## COMMITTEE ON ELECTION 2003-2004

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 15, 2003, at Headquarters.

The Committee is charged with "...preparing the ballot" and selecting an Impartial Balloting Agent for membership approval.

The Committee recommends the Pacific Election Services, Inc. be used for this election. Sequoia Voting Systems which handled the balloting for the past several elections no longer runs union elections. As a consequence, Robbin Johnson, who supervised many SUP elections with Sequoia, formed his own company (Pacific Election Services, Inc.) to conduct Union elections. Pacific Election Services, Inc. will print, mail and count the ballots in accordance with the SUP Constitution. The approximate cost will be \$7,950.

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with Sections 3, 4, and 5 of Article XII, all candidates duly nominated (as per Section 2 and published in the September 19, 2003 edition of the *West Coast Sailors*), who had returned acceptance letters (as per Section 5) were found eligible. Wayne Burgess submitted an acceptance letter dated October 6, 2003. However, he had not been properly nominated beforehand as per Article XII Section 2. Therefore, the Committee found him to be ineligible and disqualified him from the ballot.

The following candidates will appear on the ballot:

### President/Secretary-Treasurer

Gunnar Lundeberg

### Vice President/Assistant

### Secretary-Treasurer

Dave Connolly

### San Francisco Business Agent

William Berger

Paul Calais

William Henneberry

### Seattle Branch Agent

Vince O'Halloran

### Wilmington Branch Agent

Robert Burns

Keith Miller

### Honolulu Branch Agent

Mike Duvall

### SUP Building Corporation

#### Trustees

William Berger

George Blake

Paul Calais

Norman Christianson

Steven Clemens

Robin Colonas

Dave Connolly

Robert Copeland

William Henneberry

Mark Hurley

Gunnar Lundeberg

Duane Nash

Michael Worth

(Five to be elected)

### SIU Convention Delegates

William Berger

Norman Christianson

Robin Colonas

Dave Connolly

Paul Fuentes

Gunnar Lundeberg

Robert Taylor

Michael Worth

(Three to be elected)

Fraternally,

*Dean Hewitt #5748*      *Lawrence A. Martin #17935*  
*Kaj E. Hinton #3120*      *Jaqueline G. Minici #475*  
*Ron. Lopez #2247*

The membership will vote on the Committee's report at the November coastwise meetings.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 7, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.

## Vice President's Report

October 2003

### Travel

Traveled to San Diego to indoctrinate our September LMSR class into the Union, and then traveled to Washington, D.C. to press the Maritime Administration for support of our initiatives, including high school apprenticeship programs at Mar Vista High in San Diego and Grant Union High School District in Sacramento. Maritime Administrator Captain Schubert pledged again his support as we pursue grant funding from the federal government. Also met with staff of Representatives Duncan Hunter, Neil Abercrombie, Jerry Lewis, and Senator Don Young on these and other projects.

Traveled south from Washington to a conference of the Ship Operations Cooperative Project in Piney Pt., Maryland, presenting mariner recruitment and retention solutions, including our high school curriculum and program design.

Following the conference, traveled south again to Norfolk and along with Rich Reed met with the SUP gangs in the *USNS Bob Hope*, *USNS Gordon*, and the *USNS Brittin*.

Also traveled to Seattle to attend a ceremony at the ILWU Convention, accepting an award on behalf of Gunnar Lundeberg for the Union's activity in the Pacific Coast Maritime Consortium.

### Pensioner Medical Benefit

Medical expenses continue to rise at an unbelievable 14.1% annually. According to government statistics, medical expenditures in some parts of the country have replaced housing as the highest single cost of retired persons. Of course this puts health care plans under severe pressure, resulting in benefit cuts, longer eligibility requirements, and skyrocketing premiums.

Striking grocery store workers in Southern California are deadlocked with employers on who pays for health care, and health care remains the top bargaining issue in labor negotiations around the country. Yet despite this hostile climate, the SUP Welfare Plan continues to hold its own.

As reported on page 1 in brief and in the President's report in full, the increase to the SUP Pensioner's Medical Benefit is an enormous, unprecedented improvement for our retired members. In the span of only three years, the Trustees of the SUP Welfare Plan have raised this reimbursement benefit from \$1850 per year to \$6000 per year. The reimbursement is available for a wide range of medical and dental costs, including medical insurance premiums that allow retirees to leverage the benefit for even greater coverage. And for the first time, pensioners will leave a \$4000 annual medical legacy for their families, paying bills long after they've made their final departures.

Together with the SUP Money Purchase Plan, the SIU-PD Pension Plan, and the SUP 401(k) Plan, this benefit is a major new addition to the retirement package awarded to members of long service. Benefits such as these do not simply materialize; they're not the product of some consultant or administrator; and they don't come about because employers want to be kind to former employees. They happen because someone has a vision and fights for years to make it reality. Thanks to the tireless efforts of Gunnar Lundeberg, and to former Trustee and Vice-President Duane Hewitt, who converted an underutilized property of the old Sailors' Home of the Pacific into an easier retirement for all SUP sailors, and a legacy for their families.

*Dave Connolly*

## Worst job loss crisis since the Great Depression, says AFL-CIO

The day after President George W. Bush announced the U.S. economy is "looking up", the federal Bureau of Labor Statistics (BLS) confirmed that working families are enduring the worst jobs loss crisis since the Great Depression.

BLS announced September 5 that the economy shed another 93,000 jobs in August, for a new total of approximately 3.3 million private-sector jobs lost since the president took office.

"Instead of soaking America's workers with failed economic policies that do not create jobs, that build mountains of debt for our children and destroy our capacity to meet the nation's needs, the president should rebuild America with investments in what matters most—schools, our health care system and the nation's crumbling infrastructure," said AFL-CIO President John Sweeney.

"That is the only way to create and preserve jobs, restore real economic growth and security for working families and secure the nation," Sweeney said. With 1.9 million unemployed Americans now looking for work for 27 weeks or longer, unemployment dipped slightly to 6.1 percent or 8.9 million workers, according to the BLS report, down from 6.2 percent in July.

Government officials are touting the recent drop in unemployment as evidence of an economic turnaround. The statistical drop, however, largely results from the 470,000 Americans who stopped looking for work last month, and thus had their names removed from the total workforce figure used to calculate unemployment percentages.

In fact, manufacturing employment plummeted by 71,000 in July while retail employment dropped by 14,000. Of the 93,000 jobs lost in August, 44,000 were in manufacturing, the BLS said. That made August the 37th straight month of manufacturing job losses, now totaling nearly 1.9 million manufacturing jobs lost since March 2001.

Among the approximately 49,000 service jobs lost in August, some 16,000 were in the information sector while telecommunications shed about 7,000 positions. And professional and business services employment edged down 10,000 jobs in August.

In September, as new unemployment insurance (UI) claims jumped by 50,000 to 409,000, the highest level since mid-July, the newly jobless had growing rea-

**Worst job loss** *cont'd. on page 15*

## Maritime Cabotage Task Force refutes Hawai'i legislator ...continued from page 5

ther commented that the bill "adversely impacts (a) the numbers of vessels in the commercial U.S.-flag merchant marine available to support defense deployment and essential economic requirements; (b) the numbers of U.S. citizen mariners available to crew strategic sealift ships owned and operated by the Military Sealift Command and Maritime Administration; and (c) the maritime industrial base of shipyard and repair facilities."

### Application of U.S. laws

You state that under your legislation, any foreign carrier operating in Jones Act trade "must comply with the same labor, environmental, tax, documentation, U.S. locus and other laws as are applicable to non-U.S. flag ships and shippers transiting U.S. waters today." The problem is, however, that, except for certain environmental laws, the U.S. laws cited do not apply to foreign ships operating in U.S. waters, or even when in U.S. ports, because these foreign vessels operate under the laws of the country whose flag they fly. While your bill would, for example, require U.S. citizen crews for a foreign-qualified freight vessel, those crewmembers would not be protected under the minimum wage provisions of the Fair Labor Practices Act inasmuch as those standards apply only to seamen employed on "an American vessel."

Any attempt to apply U.S. law temporarily to a foreign vessel while it carried cargo in domestic trade would be cumbersome, at best, and unenforceable, as a practical matter. Assume, for example, that a ship on a one-month West Coast/Hawaii/Far East/West Coast round voyage would spend one week in domestic commerce transiting from the U.S. West Coast to Hawaii and the remaining three weeks in international commerce. Would the National Labor Relations Act give the crew the right to organize for one week, but not for the next three?

Taxes are even more troubling. Even if nominally subject to U.S. taxes for U.S. source revenues earned in domestic trade, foreign vessels on a mixed domestic/foreign voyage could avoid paying U.S. corporate income taxes by manipulating the allocation of costs into the domestic portion of the round voyage. This would ensure there is no "profit" from the domestic operation. The foreign vessel, therefore, likely would never pay U.S. corporate income taxes.

A fundamental objective of the Jones Act is to ensure that all ships carrying U.S. domestic cargo operate under the same comprehensive regulatory and statutory regime of the United States. This simple, fundamental principle applies to any company that does business in the United States, regardless of industry. Your legislation would allow foreign ships to do business in the United States' domestic economy, and yet not be fully subject to the same laws that apply to other companies operating here, most of which are owned by American citizens. This not only would treat foreign vessels more favorably than we treat our own American companies, it also would be a drastic departure from established and logically sound national policy.

### International shipping is a poor model for U.S. domestic shipping

You assert that most of the world's shipping is by way of an "international merchant marine functioning in an open, competitive market," implying that would

be a desirable model for the U.S. domestic trades. That market, however, is "a domain increasingly beyond government control, vast and wild, where laws of nations mean little (See William Langewiesche, *Anarchy at Sea*, Atlantic Monthly, September 2003)." Many of the vessels involved are registered in "flag of convenience" states such as Liberia, Panama, or Malta, with little or no incentive to police the activities of enrolled ships or shipowners. These vessels are untaxed, largely unregulated, and employ Third World crews at subsistence wages.

The virtual disappearance of the U.S. flag from international commerce is a direct consequence of U.S. maritime policies. The United States requires American flag ships to operate under the same laws as all other U.S.-based corporations, notwithstanding the fact that they compete internationally with vessels that are economically advantaged by tax or regulatory regimes. As a result, U.S.-flag shipping today maintains only a limited presence in international shipping (sustained in part by the Maritime Security Program and cargo preference laws), while 97 percent of U.S. international commercial trade moves on foreign-flag ships.

It has long been a basic tenet of U.S. maritime policy that subsidized vessels, whether U.S. or foreign flag, should not be allowed to compete in domestic trades against unsubsidized U.S.-flag Jones Act vessels. To move away from that policy in favor of "open markets in non-contiguous shipping" would subject Hawaii to the same dependence on foreign-flag shipping as we now have in U.S. international trades. That is, the U.S.-flag fleet in the domestic offshore trades would disappear unless provided with the same economic advantages as the foreign-flag ships with which it would be asked to compete.

### Conclusion

The MCTF and its member companies are committed to working with American shippers to transport their products to domestic markets or to U.S. ports for export. Since our inception, we have found that engaging in a constructive dialogue is the most productive way to address shipper requirements. We look forward to an open exchange on this matter with you and your office.

### U.S. law cannot protect foreign mariners

The United States government is unable to order private terminals to allow foreign seafarers leave their ships, even if they have a visa permitting them to go ashore, says the U.S. Coast Guard's chief of port and vessel security, Captain Kevin Dale. Dale is one of the chief architects of new U.S. maritime security regulations currently being finalized, and says legal advice found the rules could not mandate shore leave. He says final regulations, to be issued by the end of October, will emphasize that facilities operators must establish procedures for coordinating shore leave. "We cannot mandate private property owners do this ... but we have made it very clear," he said. "There are constitutional prohibitions ... we can't order [terminal owners] to allow access to their property." According to seafarer advocates, the U.S. requirement for visas already breaches IMO convention on the Facilitation of International Marine Traffic.

## French navy scuttles bulker

On September 22, the French navy scuttled the Cyprus-registered bulk carrier *Adamandas*. Explosive chargers laid around the hull of Pacific & Atlantic Corp.'s 22,000-dwt bulker (built 1986) sent the ship to the bottom of the Indian Ocean. She now rests 1,750 meters below the surface, with 470 tons of bunker fuel on board.

On September 12, the *Adamandas* stopped in the Baie de la Possession in Reunion, on the way from Trinidad to Indonesia carrying a cargo of 21,000 tons of direct reduced iron. The vessel's master asked for help from the local authorities after its crew smelled hydrogen and noted an abnormal temperature in three of its holds.

It appeared the cargo had oxidized, leading to a dangerous in-hold overheating, and threatening the ship's structure.

The temperature continued to increase on board to 300 degrees, prompting a crew evacuation and a decision by the local authorities to tow the ship away from the coast and scuttle the ship as soon as possible.

## Snails halt Philippine box exports

Australia's Quarantine and Inspection Service (AQIS) has blocked shipments of containerized cargo from the Philippines in an attempt to stop the spread of the giant African snail.

Shippers first became aware of the ban when Maersk Sealand and other lines stopped accepting shipments to Australia from all Filipino ports except Manila, — the Manila port is equipped with fumigation facilities.

These snails, which are hard to eradicate once established, attached themselves to containers, vehicles and machin-

ery that have not been moved for some time. Several of them have turned up inside or on containers in Australian ports in recent months.

Furniture and seaweed exporters on the island of Cebu have been particularly hurt. "It is not even confirmed that the snails found came from the Philippines," one furniture manufacturer complained. "There must be a thorough investigation so that their origin can be traced. It could be that the containers from the Philippines were contaminated by other containers coming from other countries in the region."

## Engineer faces jail for "magic pipe"

An engineer employed by Oslo-based Hoegh & Company on its 44,016 dwt bulker *Hoegh Minerva* faces up to 20 years in jail and fines of up to \$250,000 after pleading guilty to obstructing a U.S. Coast Guard investigation into the intentional dumping of waste oil into the ocean.

Vincent Genovana instructed crew members to construct a "magic pipe" to bypass pollution equipment and discharge oily waste direct into the ocean, according to the plea agreement. Genovana concealed evidence about the pipe, including painting the pipe connections, and made false statements in the ship's oil record book, which was presented to U.S. inspectors who boarded the vessel at the port of Vancouver in the state of Washington on September 11. The plea agreement is the latest in a series of prosecutions on the West Coast where a crackdown on false entries in oil records books is being used to identify ships dumping waste oil in international or local waters. Genovana will be sentenced in January.

## ITF suspects Pakistani crew fraud

The International Transport Workers' Federation (ITF) has unearthed what it believes is another recruitment scam, this time aimed at Pakistani seafarers. Lila Smith, the ITF's inspector in Seattle, investigated after receiving an inquiry from the general secretary of the Pakistan Seafarers' Union (PSU), who was concerned about the visit of a 'Mr Albert' of 'McDowell Crews Shipping' who was contacting manning agencies and offering 3,000 jobs. She revealed that no such company existed at the U.S. address he had given. The company that occupied the premises and those claimed as McDowell offices in Hawaii and New

York said they had no knowledge of any such enterprise.

PSU general secretary Adam Panjri has informed the Pakistan government that the jobs offer is likely to be fraudulent. An ITF spokesman commented: "We invite 'Mr Albert' to explain the discrepancy to us and prove that he really does have 3,000 jobs for Pakistani seafarers. Until then he'll be joining Caledonian Offshore Sea Cruise Enterprises, Red Flower Cruise Line, Letus Fleet Recruitment Office and AI Najat Marine Shipping on the list of people nobody should have anything to do with."

## China eases cabotage for Japanese

Japanese carriers will be allowed to haul empty containers between Chinese ports from January 1, in line with similar right granted earlier to European and U.S. lines. The agreement was reached at a meeting of the Japan-China bilateral maritime bureau in Beijing on September 26. Japan has also allowed Chinese carriers to haul empty boxes between its ports on a case-by-case basis. The agreement will be valid for a year, subject to renewal every year, and will also allow empties of Japanese operators to be loaded onto their alliance ships.

## Record of SUP Shipping September 2003

	Hdqg.....	Seattle .....	Wilm .....	Hono .....	Total
Bosun.....	6.....	1 .....	6 .....	0 .....	13
Maint. Man.....	10.....	0 .....	0 .....	0 .....	10
A.B. Dayworker	0.....	0 .....	10 .....	3 .....	13
A.B . .....	22.....	17 .....	20 .....	12 .....	71
O.S. ....	2.....	2 .....	1 .....	0 .....	5
Standby .....	16.....	15 .....	60 .....	19 .....	110
<b>TOTALS .....</b>	<b>56.....</b>	<b>35 .....</b>	<b>97 .....</b>	<b>34 .....</b>	<b>222</b>

## Taylor 'stole up to \$30 million' from Liberian ship register

Former Liberian president Charles Taylor diverted or stole \$20 million-\$30 million of ship registry funds from his now destitute country in the past two years alone, according to the *New York Times*.

The missing millions, collected from Liberian flag shipowners by Liberia International Ship & Corporate Registry; based in Virginia and diverted to Mr Taylor after their transmission to Monrovia, are reported to be part of an estimated \$100 million he looted from Liberia during his last four years in power.

The portion of those funds deriving directly from shipowners may be even higher, in view of the time frame involved. Mr Taylor is now living in apparently luxurious exile in Nigeria.

That Mr Taylor and his cohorts in government used the Slam a year in registry revenues for their own ends, including to buy arms in violation of United Nations sanctions, is not news.

But the scale of the theft is shocking.

Citing interviews with former government officials and UN investigators, among others, the report in the September 19 edition of the *New York Times* claims that \$66.6 million in timber and shipping revenues that should have been deposited in Liberia's Central Bank between 1999 and 2001 never arrived.

Since then, it adds, total government revenues have fallen to \$500,000 a month.

LISCR's remittances to Liberia alone run to around \$1.5 million a month. The missing funds, the report concludes, were intercepted by Mr Taylor and his cronies on their arrival in Monrovia.

The report is likely to ratchet up the pressure on LISCR which, for all its acknowledged professionalism in running the registry, remains dogged by its association with the Taylor regime and by its own brief involvement in sanctions busting in 2000.

Commenting on the report, LISCR chief executive Yoram Cohen reiterated that the organization had no control over registry monies once they arrived in Monrovia.

But he also said that, since the summer of last year, the funds had been sent directly from the US to Liberia's Central Bank and so had been shielded from abuse.

"If there were irregularities they belong to the past, not to the present or the future," he added.

"A new government is coming in and hopefully it will hold to international standards, There will also be the oversight of the United Nations."

He concluded: "We fully support an audit of the maritime program."

## Australian sheep saga: still at sea

As reported in last month's *West Coast Sailors*, 50,000 Australian sheep aboard the dutch-owned *Cormo Express* bound for Jeddah, Saudi Arabia, were not permitted to be discharged by Saudi authorities on quarantine grounds.

Since that report, the ship and its cargo have traveled the Middle East search for someone to buy the animals and a port to discharge them—with no luck.

As this issue of the *West Coast Sailors* goes to press, the sheep are still at sea, but are likely headed back to Australia.

The Australian government's plan is for the ship to sail from Kuwait and proceed to the Cocos Islands, west of Perth, where it will be re-provisioned. The vessel will be boarded by a team of Aussie veterinarians to oversee the disinfection of the ship and the sheep. After that process has been completed, the *Cormo Express* is tentatively scheduled to sail to the port of Albany in Western Australia where the sheep are expected to be off-loaded and slaughtered.

The *Cormo Express* and her cargo have been at sea since August 5.

## Navstar I master and chief mate get seven years for smuggling Iraqi oil

An Iraqi court has sentenced a Ukrainian master and first mate this month to seven years in prison for trying to smuggle oil out of the country. The two men were also ordered to pay a \$2.4 million fine or face a further three years in jail.

Their lawyers slammed the sentences as "political rather than legal", and said they would appeal to the High Court. One of the seafarers is terminally ill and should be granted clemency, they added.

But the U.S. occupation authorities stressed that they will not tolerate such crimes, which are estimated to cost Iraq \$200,000 a day. Smugglers who are caught will lose their vessels and cargoes and crews will be imprisoned, they warned. Mike Kelly of the U.S. army, who worked on the case, said: "The key message is that the good times are over for the organized oil smugglers."

This month's trial arose from the arrest of the Dubai-owned *Navstar I* by the Royal Navy near Umm Qasr on August 9. The master of the Panama-flagged 12,300 dwt tanker, *Mykola Mazurenko*, and first mate Ivan Soshchenko, were found guilty of loading 3,500 tons of diesel worth more than \$800,000.

Under the Saddam regime, such an offense would have attracted the death penalty. Even under the new provisional legal code, the maximum sentence is life imprisonment.

Each of the accused was permitted to make a short statement to the judges. Cast Mazurenko, 67, said that he had been told by doctors that he had only three years to live, and that even two months in prison would probably kill him.

The defense also argued that their clients were unaware of Iraqi law and had not done anything unlawful while at sea. But Col. Kelly maintained that the evidence against the accused was overwhelming.

After sentence was pronounced, Captain Mazurenko and Soshchenko were handcuffed and taken by U.S. troops and Iraqi police to the famously tough Abu Ghraib prison to start their sentences.

The 1971-built *Navstar I*, as well as its illicit cargo, will now be sold and the proceeds handed over to the Iraqi administration.

The prison sentences—not to mention the confiscation—are likely to attract an angry reaction from *Navstar I's* reported owner, Dubai-based Navstar Shipping & Marine Services.

Navstar maintains its eponymous vessel was simply buying hunkers from sellers using boats out of ports in the Shatt al-Arab waterway.

In a recent media interview, Navstar Shipping representative Adnan Jassim argued: "They have no right to seize shipping in international waters without legal reason from a valid authority."

*Amal*, another of the company's five ships, is also being held, Jassim added. However, he refused to identify the beneficial ownership of Navstar Shipping.

A Royal Navy spokesman in London said, "If we committed any illegal act it would have been brought up in court. If the owner would like to talk to us, we will happily discuss this matter with him."

U.S.-led naval forces in the Gulf have detained 10 vessels and more than 11,000 tons of diesel fuel and other oils since July, according to a statement from the occupation authorities.

All are now likely to be sold off in the same manner as *Navstar I*.

## All-Japan Seamen's Union sees decline in membership

The All Japan Seamen's Union (JSU) has expressed its concern that the number of registered ocean-going Japanese seafarers will fall to about 2,500 in 10 years from about 4,000 now, even if 100 new recruits came on board every year. In a campaign policy draft circulated this month, it said the number of Japanese members on its register has fallen below 30,000, forcing it to depend on dues collected from foreign seamen (non-resident special members) and that efforts to balance the finances are imperative. At the end of July, JSU had about 33,000 foreign seamen members, up by more than 1,000 from last year, of which 26,000, almost 80 percent were Filipinos.

## Runaway firm seeks Jones Act shelter

A big oil-well drilling company that has used one law to escape American taxes by taking addresses in Bermuda and Barbados is now trying to use another to qualify for business open only to American companies.

Competitors are crying foul, saying they cannot survive if the Bermuda-Barbados company, Nabors Industries, is allowed to vie for contracts while paying little or nothing in taxes.

The competitors, most of them family-owned businesses, say that unless Congress acts to level the playing field, they will lose so much business to Nabors that they will go broke within a decade or be forced to try to become Bermuda-based companies themselves, so they can also escape taxes.

The issue is part of a much larger debate about how various U.S. tax laws enacted starting in 1986 give multinational companies big advantages over domestic ones. The debate comes as official reports show corporate tax revenue plummeting, with the Congressional Budget Office estimating that it will raise \$136 billion this year, down from \$207 billion just three years ago.

Nabors, the largest U.S. operator of oil-well drilling rigs, has its working headquarters in Houston. But since late 2001, it has used a Bermuda mail drop as its tax headquarters and a Barbados office as its legal headquarters.

There is no corporate income tax in Bermuda, and under a treaty with Barbados, profits are taxed at 1 percent. The U.S. corporate tax rate is 35 percent. The savings to Nabors was \$10 million last year. But now, Nabors wants to fully qualify for business under the Jones Act, which since 1916 has required that ships engaged in purely domestic trade be built in American shipyards, owned by American companies and operated by American crews.

Nabors owns 33 ships serving oil-drilling platforms in the Gulf of Mexico, a tenth of the fleet of about 350 ships that bring supplies like drill pipe to oil rigs in the Gulf of Mexico.

Nabors argues that its American subsidiary qualifies it for business under the Jones Act and that, under a 1996 law that allows foreign financing of such ships, its Bermuda parent is simply lending the money for these ships.

Nabors's opponents are more vocal. Representative David Vitter, Republican of Louisiana, said Congress never intended to create a loophole for foreign companies like Nabors to finance an American subsidiary. "This was for a bona fide bank" to provide financing, he said, calling the Nabors arrangement "an abuse."

Representative Gene Taylor, Democrat of Mississippi, said he was "angry that a company that became foreign so it would not have to pay taxes still gets all the benefits the taxpayers provide, with the Coast Guard to rescue their ships if they get in trouble and the Navy Seals if they are attacked by terrorists.

"They have an advantage against companies that pay taxes." Last year Nabors paid 7 cents in taxes out of each dollar of profit.

## Bush seeks \$45 million for Iraqi port construction

The Bush administration's \$87 billion emergency request for rebuilding Iraq includes \$45 million to expand container handling at the port of Umm Qasr to 18,000 ton a day and build a new customs facility. In one of three appearances to seek congressional support for Bush's policies, Paul Bremer, the top U.S. civilian administrator in Iraq, in September told Congress that the \$45 million would also pay for perimeter fencing and security lighting as well as getting electricity and water into the port.

"We have had problems of security around the port, and that will take care of that," he told the House International Relations Committee. The port, he noted, is not connected to the national electrical grid. Umm Qasr is being rehabilitated by the Bechtel Corp under its \$685M master contract with the US Agency for International Development. Bremer's statement was prompted by an observation from Representative Rick Larsen. "If we're going to have [Iraq] up and running 12 to 18 months from now, that port has to be up and running two to three months from now," he said. Larsen also asked how the port will separate military from commercial cargo, but Bremer failed to answer.

**Support the SUP  
Political Fund**



# SUP President's Report

October 14, 2003

## PENSIONER MEDICAL BENEFITS INCREASED

Based on proposals by Vice President Dave Connolly and your secretary, the Trustees of the SUP Welfare Plan agreed on September 19 to increase the annual medical benefit allowance for SUP pensioners from **\$5,000 to \$6,000** and added a new benefit for survivors of SUP pensioners—retroactive to August 1, 2003.

Expenses eligible for reimbursement include hospital, medical, surgical, dental, prescription drugs and vision services as well as medical premiums for a pensioner, his legal spouse and legal dependent children under 19 years of age. In addition the annual allowance is used for reimbursement of Medicare Part B premiums for a pensioner and his spouse. The Trustees also agreed to reimburse expenses for dental insurance premiums.

Recipients of the improved benefit shall include the following:

- All retired SUP members who are receiving a regular or disability pension from the SIU-Pacific District Pension Plan;
- All retired SUP members who are receiving a mandatory deferred vested pension from the SIU-Pacific District Pension Plan;
- Pensioners receiving less than a full pension benefit from the SIU Pacific District Pension Plan shall receive a prorated amount of the total annual pensioner allowance, **but no less than \$4,000 annually**;
- All retired SUP members who are receiving a Chevron pension and were dues-paying members while so employed and had covered employment from participating employers in the SUP Welfare Plan. Their benefit will now increase from **\$3,000 to \$4,000** per year; and
- All future retirees in any of the four preceding categories who are now active SUP members, and who qualified under the five-year vesting rule as of the end of the fiscal year 1999 (July 31, 2000).

**For the legal surviving spouses (widows, widowers and legal dependent children under 19 years of age) of deceased SUP pensioners a significant, new benefit was approved by the Trustees. Effective August 1, 2003, survivors of SUP pensioners shall be entitled to an annual medical benefit of \$4,000 annually (August 1, through July 31).**

Recipients of the new benefit shall include the following:

1. The legal spouse of a SUP member who was receiving a regular SIU-Pacific District pension or a SIU-Pacific District disability pension.
2. The legal spouse of a SUP member who was receiving a mandatory deferred vested pension.
3. The legal spouse of a SUP member who was receiving a Chevron pension and was a dues-paying member while so employed and had covered employment from participating employers in the SUP Welfare Plan.
4. The legal spouse of a SUP member, who dies while still active and had enough qualifying years at the time of his or her death for a SIU-Pacific District pension, shall be eligible for this benefit on the anniversary of the deceased member's 62nd birthday.

**Eligibility for this benefit ceases if the surviving spouse remarries.**

Expenses eligible for reimbursement include hospital, medical, surgical, dental, prescription drugs and vision services as well as medical and dental insurance premiums. In addition, the annual allowance can be used for reimbursement of Medicare Part B premiums. In order for a surviving spouse to take advantage of Medicare Part B reimbursement, please send a copy of your Medicare Part B card to the Plan Office.

Any claims incurred after August 1, 2003 must be submitted to the Plan Office at the following address: SUP Welfare Plan, Inc., 450 Harrison Street, San Francisco, CA 94105.

If you have any questions, please contact the Plan Office at 415-778-5490.

The monies to fund these improved benefits are derived from the sale of the parking lot adjacent to Headquarters in 1999. Prior to the sale, the maximum pensioner benefit was \$2,000. Spouses and dependent children were not eligible for this benefit, nor were surviving spouses.

## MATSON NAVIGATION COMPANY

In response to a letter sent to Matson on August 8, regarding the company's intention to charter the *s/s Great Land* from Totem Ocean Trailer Express (TOTE) for operation in the Hawai'i trade, the parties met at Matson's headquarters on September 9.

Representing the Unions were: Don Marcus, MM&P; Bud Jacque, MEBA; Phil Clegg and Ed Steinberg, ARA; and Dave Connolly and your secretary for the SUP. Company representatives were: Jack Sullivan, Vice President, Vessel Operations and Offshore Labor Relations and Tom Percival, Manager, Labor Relations and Vessel Operations.

On the charter issue, Sullivan basically reiterated what he told the Unions in July (see the July *West Coast Sailors*), that the time-charter of the vessel was a condition imposed by TOTE in order for the deal to be consummated.

If Matson even attempted to bareboat charter the vessel, which would have provided work in the vessel for Matson's contracted Unions, is not known. But given the duplicitous tactics the company employed earlier this year over whether to buy or charter the *m/v Manukai*, it is a safe bet that Matson made no effort at all.

As far as the specifics of the time-charter, Matson is paying a hefty price to block projected competition from Pasha Hawaii Transportation Lines' two new pure car and truck vessels that are expected to enter the Hawai'i trade in 2004 and 2005. According to Sullivan, the terms for this 33-year-old vessel are for two years with two one-year extensions at a daily rate of somewhere between \$31,000 and \$33,000. TOTE also has the right to recall the ship at any time during the term of the charter if there is an emergency in other company vessels engaged in the Alaska trade or if there is a requirement for additional tonnage in that market.

Because of the perceived threat of the Pasha vessels, which could affect Matson's profits, Sullivan stated that the company is intensifying its emphasis on carrying autos. As background, Sullivan said that Matson carried 139,000 cars by ship in 2002. Of this total, the *Lurline* and *Matsonia* carried 72,992, while the rest were containerized. He projected revenue for automobiles and trucks in 2003 to be between \$80 and \$86 million. In comparison the *Great Land* can carry 1,000 autos and 70 trailers.

To increase auto capacity, the *Lurline* is currently being retrofitted in Shanghai at a cost of \$5 million to carry 750 autos. Her current capacity is 240. Her sistership, the *Matsonia*, can haul 450 autos in covered stow. The retrofit of the *Lurline* will extend the life of that vessel a minimum of seven years. Sullivan stated that this is a major commitment by the company which had previously considered scrapping the vessel.

Matson is also doing preliminary design work to modify the CV 2600 *Manukai*-class vessels and the *R.J. Pfeiffer* to add automobile garages. Although Matson is undertaking these initiatives, the solution according to Sullivan is to build or buy a Pure Car Carrier.

As for the rest of the fleet, Sullivan said that the *Manulani* will go out of class at the end of this month and will possibly be scrapped. The *Lihue* will go out of class at the end of April 2004 with her fate being presently unknown. The new *Manukai* will initially run between Long Beach and Honolulu, but when the second CV 2600 ship – *m/v Manawilli* – goes into service in July 2004, the *Manukai* and the *Manawilli* will operate in the Pacific Northwest service. When that occurs, Matson intends to lay-up the *Kauai* and *Maui* and possibly retrofit them to accommodate 40-foot containers. The future of these vessels, according to Sullivan, is

still an open question, however, both can continue to operate for another 10-12 years.

In other news regarding Matson, the Union was notified by SUP delegate Charlie Duke in the *Manukai* that the company was refusing the pay wages for the day (September 3) the crew traveled to Philadelphia to bring the ship around to the West Coast. Incredibly, the company's response was that even though crew members were company employees on the day they traveled, wages were not payable, despite decades of collective bargaining history and past practice.

After a meeting with MFOV President Whitey Disley, MFOV Vice President Bobby Iwata and your secretary on October 2, the company, represented by Sullivan and Percival, agreed to pay the travel day wages.

The company again attempted to unilaterally change the agreement when it refused to pay wages for the day (September 24) crew members traveled to return to the *Manukai* after she laid-up in Long Beach.

This dispute was also settled in favor of the gang prior to the *Manukai's* departure from Honolulu on October 7.

In both instances it was the tenacity and solidarity of the sailors and firemen aboard the *Manukai* that ultimately ensured the result.

## FOSS MARITIME COMPANY

As reported last month, the reimposition of the tax on marine fuels (bunkers) purchased in California for out-of-state use has had an adverse impact on those employed in the bunkering industry in California, including SUP members employed by Foss Maritime Company in San Francisco Bay.

On October 7, the Union was notified by the company that due to the dramatic reduction in its petroleum business caused by the bunker tax, the scheduled workforce will be reduced by eight jobs effective October 21 in accordance with the seniority provisions of the collective bargaining agreement. The SUP and Foss are scheduled to meet on this and other issues on October 15.

However, the lay-offs at Foss may be short-term in duration because on October 9, Governor Gray Davis signed Senate Bill 808 (sponsored by Senators Betty Karnette (D-Long Beach) and Don Perata (D-Alameda) and Assemblyman Alan Lowenthal (D-San Pedro), which will partially exempt the bunker tax until January 1, 2014.

The struggle to pass the California legislature and then to have the Governor sign it was a cooperative effort of all sectors of the maritime industry affected by the bunker tax. Working in conjunction with the Inlandboatmen's Union, Masters, Mates & Pilots, the California Labor Federation, the Pacific Merchant Shipping Association, the SUP—both organizationally and on the rank-and-file level—actively lobbied members of the legislature to waive the job-killing tax. Vice President Dave Connolly and Foss delegates Tom Tynan and Mike Worth, spearheaded the SUP effort by making several trips to Sacramento with Connolly testifying before the Assembly Revenue and Taxation Committee in September while rank-and-file members working for Foss bombarded legislators and Governor Davis urging that the tax be rescinded.

Being a tax levy bill, SB 808 became effective immediately upon the Governor's signature. Unfortunately, there is standard tax levy language that allows the state Board of Equalization to set an operation date the first quarter commencing a minimum of ninety days after the signing date. This would require waiting until the commencement of the second quarter of 2004 (April 1) to terminate the tax. Connolly, ILWU/IBU legislative representative Don Watson, MM&P Regional Director Ray Shipway, and your secretary met with Board of Equalization chairperson Carol Migden and her staff to review what can be done to overcome this statutory hurdle. Further meetings are in the process of being scheduled.

## President's Report continued

The Union will also be working with the authors of S.B. 808 to push for an earlier implementation date. One alternative suggestion may be "clean up" legislation if a special session of the legislature is called between governor-elect Schwarzenegger's inauguration and the new year.

### SUP MONEY PURCHASE PENSION PLAN

The SUP Welfare Plan has informed the Union that the 13th annual valuation statements of the SUP Money Purchase Pension Plan are scheduled to be mailed by the second week of November to the address of record of Plan participants.

Valuation statements include a participant's account balance as of July 31, 2002; contributions received from August 1, 2002 through July 31, 2003; interest income; total account balance as of July 31, 2003; and a summary of employment during the Plan year.

If a participant does not receive a statement or has questions regarding it, contact Michelle Chang, SUP Money Purchase Pension Plan Administrator, 450 Harrison Street, San Francisco, CA 94105; telephone (415) 778-5490.

As of July 31, 2003, the value of the Plan was \$19,011,356.24. Since August 1, 2002, the Plan received \$1,989,095.52 in contributions and \$1,090,509.03 in investment income (net of management fees) while disbursing \$1,148,586.39 in benefits. Plan expenses (legal fees, audit fees, administrative fees, etc.) were \$157,164.38.

The SUP Money Purchase Pension Plan's assets are managed by the San Francisco investment firm of Dodge & Cox under guidelines established by the Plan Trustees. The fixed income assets of the Plan are conservatively invested in high-quality U.S. government securities.

Internal Revenue Services Form 5500, prepared by the Plan's independent auditors, Lindquist, LLP, will be available by December 31, 2003. Plan participants have the legal right to examine or request a copy of this report from the Plan office.

For all ASM and Matson (except for the *ITB Moku Pahu*) offshore and standby jobs except Ordinary Seaman, the contribution rate is \$25 per day worked. The O.S. rate is \$18.51. The *Moku Pahu* rate is \$19.93 for bosun and \$15.28 for AB's. These rates were funded, by membership action, by allocating wage increases to the Plan from 1990 through 1997 a history of which is documented in Section 54 (SUP Work Rules) of the ASM and Matson collective bargaining agreements.

The negotiated contribution rate for employment in Patriot Contract Services (a division of ASM) LMSR vessels is \$18.04 per day for the bosun and the ABs, and \$14.85 per day for Ordinary Seamen.

The contribution rate for those employed in Ready Reserve Fleet vessels managed by Patriot is \$13.79 per day.

For Foss the contribution rate is \$47.51 per month for steady employees and \$3.53 per day for casuals.

It must be noted that SUP officials or employees of the Union are not participants in the SUP Money Purchase Pension Plan, except for those who worked for contributing employers prior to going to work for the Union.

### SUP ELECTION

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2004-2006 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight, October 14, 2003.

The acceptance shall be by letter which shall be dated and shall contain the following: (a) The name of the candidate; (b) His/her home address and mailing address; (c) His/her membership number; and (d) The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation, and delegate to the SIUNA Convention.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The Committee on Candidates/Election Committee will turn-to at Headquarters at 9:00 A.M., Wednesday, October 15, to verify the eligibility of the candidates, select and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee's report will be acted upon at the November coastwise meetings.

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of Office and Professional Employees International Union (OPEIU) Local 3. Campaign literature that the candidate requests to be mailed must be ready for mailing: stamped; envelopes stuffed and sealed; or flyers stamped, folded, and sealed.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to November 7, for inclusion in the election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8½" x 14") on a first-come, first-served basis.

The secret mail ballot election of officers for the 2004-2006 term and referenda on proposed Constitution Amendments and Shipping Rule changes will begin on December 1, 2003 and end on January 31, 2004.

### BURGESS v. SUP

As reported in August, Wayne Burgess filed another charge against the SUP on July 18, with the National Labor Relations Board, alleging that the Union

"discriminatorily passed over for dispatch member Wayne Burgess and other members, due to arbitrary, invidious and/or capricious reasons."

On September 10, William Pate, Jr., Acting Regional Director for the NLRB in Los Angeles, dismissed the charges stating that Burgess was not timely in filing his charges in accordance with Section 10(b) of the National Labor Relations Act and that the NLRB's investigation "revealed insufficient evidence establishing a prima facie case of unlawful dispatch by the Union."

On September 24, the Union was notified that Burgess appealed the decision.

### MAXIE KORENBLATT

Maxie (Max) Korenblatt one of the stalwart militants of the Sailors' Union died in San Francisco on September 12.

Born in Pennsylvania on November 15, 1906, Maxie started going to sea after the disastrous 1921 strike which turned into a lock-out of Union sailors by the U.S. government and the shipowners. In order to ship in those days, you had to go through a government-controlled hiring hall. The only exception nationwide were the SUP hiring halls on the West Coast where sailors were dispatched to the coastwise steam schooners and the vessels of the Oceanic Steamship Company on the Australia run.

Always with a strong sense of right and wrong, Maxie fought to improve conditions aboard ship during the bleak days of the maritime labor movement as a member of the Industrial Workers of the World (IWW) and the Eastern and Gulf District of the old International Seamen's Union of America. When he was on the beach he scratched out a living as a prize fighter.

Transferring to the SUP in 1938, Maxie quickly became a rank-and-file leader that was fiercely dedicated to the Union in its struggle to gain recognition and respect. A master of parliamentary procedure, Maxie took on all challengers at Union meetings that attempted to capture the Union for their own political interests—particularly those of the Communist Party.

Maxie was also a prolific writer for the Union, authoring many articles in the *West Coast Sailors* during the 1940's and 1950's.

After sailing for many years, Maxie became an instructor for the Andrew Furuseth School of Seamanship in San Francisco in the 1950's, profoundly influencing a whole generation of SUP members on trade Union principles and SUP principles in particular.

Retiring from the school in the mid-'70s, Maxie remained active in the Union until his death. His wise counsel will be missed.

Maxie is survived by several nieces and nephews, and the family he called his own, the SUP. His beloved wife, Ty, died several years ago.

At his request there were no funeral services and his ashes were scattered at sea.

### 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 2003, 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 turn to on Friday, November 7, at 9:00 A.M.

### HOLIDAYS

All SUP halls will be closed on Tuesday, November 11, for Veterans' Day and Thursday, November 27 for Thanksgiving Day. Both are holidays under all SUP collective bargaining agreements.

### ACTION TAKEN

Quarterly Finance Committee: The following members were elected to the Quarterly Finance Committee: Paul Calais, Lou Frazier, Paul Fuentes, Tony Hiertas, Art Thanash and Gene Van Klinken (alternate).

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

Gunnar Lundeberg

### Worst job loss ...continued from page 11

sons to fear they will exhaust those UI benefits before they find new jobs.

The percentage of jobless workers who used up their regular UI benefits without finding new work, and therefore need emergency UI benefits, reached 43.8 percent in July, the highest figure on record since 1950.

And a recent Federal Reserve Bank of New York report says most recent job losses will be permanent, thanks to the employers' race to the bottom, sending US jobs to countries where workers suffer far lower wages and few workplace protections.

In addition to the steady hemorrhaging of blue-collar industrial jobs to other countries, government-sponsored research studies have predicted the loss of 3.3 million white-collar jobs to low-wage countries by 2015.

This year, the months ahead could be bleakest for U.S. workers. The nationally respected outplacement firm Chal-

lenger, Gray & Christmas Inc. predicted that, based on recent job trends, U.S. employers would announce an additional 399,000 new job cuts during the final four months of 2003.

America's working families need jobs, not promises, Sweeney said. The Bush administration has predicted its economic policies, including the tax cut package (called the "Jobs and Growth Plan") that took effect in July, would create 5.5 million jobs by the end of 2004-344,000 jobs each month, starting in July 2003.

"The president is already in the hole, with an August jobs deficit of 437,000 promised jobs that did not materialize," Sweeney said. "Today's economy is defined by a seeming contradiction," said Economic Policy Institute President Lawrence Mishel. "The recession officially ended in November 2001, yet 28 months into this business cycle we are experiencing the largest sustained loss of jobs since the Great Depression."

# SUP Branch Reports

## Seattle

September 15, 2003

Shipped during the period: 2 Boat-swains to Navy ships taken by 1 class B member and 1 class C member; 14 Able Seaman billets filled by 3 A, 2 B, 2 C and 7 D cards. 1 Ordinary Seaman taken by a D card. 18 standbys shipped to 9 A, 5 B, 2 C, and 2 D registrants.

Registered during the period: 5 A cards for a total of 27; 9 B cards for a total of 31; 2 C cards for a total of 15.

### Ships checked

President Truman, President Jackson, and President Adams back from the Far East with little or no trouble. Maui and Kauai in twice. Shipping remains strong in the USNS vessels.

I met with Congressman Rick Larsen who serves on the House Armed Services Committee. Though Congressman Larsen would not answer my questions directly he did acknowledge that we may be running ships to the Persian Gulf for at least the next two years.

I attended The Puget Sound Harbor Safety and Security Committee, and the Maritime Trades Department, AFL-CIO meeting. The Sailors' Union volunteered at the King County Labor Council's Labor Day picnic where many of Washington State's representatives come to show their recognition and respect for the contributions that organized labor brings to the State. A recent article in the "Puget Sound Business Journal" ranks Washington 8<sup>th</sup> in the nation in small-business competitiveness. A fact widely ignored by both the media and the anti-labor legislators who along with corporate CEO's falsely claim that our state has a hostile business climate. There are two open positions for Seattle Port Commissioner this November. The Sailors' Union endorses both Bob Edwards and Alec Fiskens for these seats. The Sailors' Union along with the Washington State Labor Council asks for a "No" vote on I-841. This is a initiative funded by the virulently anti-labor Building Industry Association of Washington to repeal our states ergonomic rules. Elections of officers for the Sailors' Union of the Pacific will be held during the months of December and January. It is important that everyone exercise their right to vote.

Please make sure your current address is on file at headquarters and that your dues are paid for the year.

Vince O'Halloran  
Branch Agent

## Wilmington

September 15, 2003

Shipping for the period: Bosun: 8, AB: 14, AB Maint.: 7, OS: 2, Standby: 54 for a total of 85 jobs shipped.

Registration for the period: A: 55, B: 27, C: 12, D: 2.

### Ships checked

President Wilson, President Truman, Chief Gadao-Ian Mclead, delegate, R.J. Pfeiffer, APL Thailand, President Grant, Lihue-Dave Kaupiko, delegate, APL Singapore, Mokihana, Chief Gadao, President Jackson, R.J. Pfeiffer, APL Korea, Manna, Ewa-Phil Howell, delegate, Lihue, APL Philippines.

On August 26, there was a special convention of the California Federation of Labor at the Manhattan Beach Marriott. Gunnar Lundeborg, Dave Connolly, Keith Miller, Bob Burns, Eli Wegger (who was also sergeant at arms), and I were delegates. We all voted 'no' on the recall of Gray Davis.

On August 27, Harbor Labor Coalition (HLC) member, Pete Goodwan, took volunteers Eli Wegger, Bill Cody, Stan Lane, Steve Callahan, Terry Sulton, Mike Campbell, Rudy Hernandez, and Wally Stephens, and distributed Labor Day Parade leaflets at Kaiser.

On August 28, there was an agent lunch at Canetti's. Also on this date, hosted the last HLC meeting before the parade to finalize details.

On Labor Day, SUP Brother James Buster got up at 3:30 A.M. for barricade duty. The parade was a great event, as usual. There were about 12 SUP and about 12 MFOW members with Johnny Yee marching with his big U.S. flag. Gabe MacDonald and twin sons Eric and Allan carried the SUP banner. There were plenty of hot dogs, sodas, labor speeches and heat to go around.

I would like to thank all the volunteers from the HLC and all the unions who made the Labor Day Parade possible. The parade requires the coordination of many details. With your help, the day was a success and has been for 24 years.

September 10 was the marlinspike class aboard the SS Lane Victory with George Jackson and Duane Nash as instructors. By the way, she needs volunteers. Gunnar tells me that discharges from the captain for workdays will count for seniority pending approval from the membership and the Ratings Committee. The U.S. Coast Guard will give one for three days for AB tickets.

September 11, Bill and I hosted another HLC meeting. On September 12, we attended a Maritime Trades Department meeting. The next meeting will be on the SS Lane Victory.

Now and any time is a good time to donate to the political fund and pass the word - No on the Recall.

Mark Hurley, Branch Agent

## Honolulu

September 15, 2003

Shipping during the month of August was as follows: 1 bosun, 5 ABs, 1 ABD, 1 ABW return and 1 OS. These jobs were filled by 5 A members, 1 B member, 1 C member and 2 D registrants. Also shipped 35 standby jobs filled by 3 A members, 10, B members, 16 C members, 3 D registrants and 3 MFOW members, for a total of 44 jobs shipped.

Registered during the month of August: 5 A members, 5 B members, 3 C members, and 2 D registrants. To date registered are: 5 A members, 11 B members, 10 C members, and 1 D registrant, for a total of 27 registered.

### Ships checked

Maui, Lurline, Chief Gadao, Matsonia, Kauai, Ewa, R.J. Pfeiffer, Lihue, and Manulani. All with few or no problems. Paint and rigging gang running smoothly with Keith Kamana as Bosun. S/s Cape Gibson in at West Loch naval magazine for a month. Running smoothly with Danny Foster as Bosun, Eric Williams delegate.

On September 14 and 15, Rich Reed, SUP Welfare Representative, was in town. Together we made the s/s Maui, s/s Ewa, paint and rigging gang and the Branch meeting. Always a pleasure to have Rich Reed over on his annual visit for he helps explain Plan benefits and does problem solving. The visit is much appreciated by members and pensioners alike.

The evening of September 15, along with member Elroy Wong (Mr. Nanakuli), attended a Pacific Coast Maritime Management Consortium meeting on the Leeward coast. This meeting of labor, management, educators, and legislators was set up to help establish a Maritime Vocational Training program on this economically depressed side of Oahu.

On September 17, I attended the Hawaii Ports Maritime Council Meeting. Most of the discussion on reestablishing the Hawaii Maritime Cabotage Task

Force and a legislative watch for our Anti-Jones Act, junior congressman Ed Case, the lackey for Hawaii's Big Agricultural Interests.

On September 18, attended the ILWU Local 142 Convention Banquet. A fine affair put on by a top of the line outfit.

One minute of silence for our departed Brothers.

Mike Duvall, Branch Agent

## Norfolk Office

September 2003

In the month of September, I shipped 2 ABs to the Arizona Voyager, taken by 2 B members. Shipped 2 ABs to LSMR ships, taken by 2 B members.

I paid off the Fisher in Savannah, the Seay in Charleston, South Carolina, the Mendonca in Savannah, and the Bob Hope in Newport News. While I was doing all this traveling, Headquarters picked up the slack. All were clean, with good Bosuns and top SUP gangs.

With all these ships in FOS, the money was good. Our hats off to these Brothers and Sisters for serving our country and this great Union of ours.

Jack Stasko, SUP Representative

## Stowaways drown in Seine

Three stowaways from the West African country of Guinea drowned in the river Seine after jumping from the Cyprus-flagged tanker Baltic Captain I on September 29, local authorities said. Another four stowaways also jumped from the ship but were safely rescued. "We were a group of seven," one of the survivors said, after being taken to hospital suffering from hypothermia.

The ship arrived at Rouen's oil terminal, Port Jerome, September 29, to discharge its cargo at the ExxonMobil refinery. It had come from Conakry in Guinea from where it had departed on September 19. It is widely believed the seven boarded the ship in Conakry. The 37,339dwt Baltic Captain I is managed by Limassol-based Interorient Navigation for German owners and is crewed by Russians.

## Dispatcher's Report

Headquarters—Sept. 2003

Deck	
Bosun .....	6
Carpenter .....	0
MM .....	10
AB .....	22
OS .....	2
Standby .....	16
Total Deck Jobs Shipped .....	56
Total Deck B, C, D Shipped .....	17
Engine/Steward	
QMED .....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook .....	0
Messman .....	0
Total E&S Jobs Shipped .....	0
Total E&S B, C, D Shipped .....	0
Total Jobs Shipped - All Depts. ...	56
Total B, C, D Shipped-All Depts. .	17
Total Registered "A" .....	71
Total Registered "B" .....	65
Total Registered "C" .....	9
Total Registered "D" .....	10

## San Francisco Business Agent

Visited and paid off the following ships:

**Kauai**— Routine visit; running smoothly.

**Lihue**— Dave Kapiko, delegate: Last trip then going to lay up in Richmond.

**Mahimahi**— New bosun Joe Moniz, Sr.: In and out, no disputes.

**Manulani**— Robert Reed, delegate: Going to Richmond for lay up.

**Matsonia**— Art Kardinal, delegate, Bosun Frank Portanier: Running smoothly, at anchor loading molasses.

**Maui**— Duke Maringer, delegate: No disputes.

**Mokihana**— No disputes, voyage pay off.

**Moku Pahu**— Back on the sugar run for a few trips. Teo Rojas did a good job.

**R.J. Pfeiffer**— Island run; no disputes.

**President Grant**— J. Ginez, delegate: Voyage pay off; no disputes.

**APL China**— Mike Pfeleger, delegate: Voyage pay off; no disputes.

**APL Philippines**— Joe Moniz, delegate: Voyage pay off in good shape; lot of crew changes.

**APL Singapore**— K. Skoronyests, delegate: Voyage pay off, clean, no disputes.

**APL Thailand**— Linda Cramp, delegate: Voyage pay off; clarification on anchorage.

**Cape Girardeau**— Allen Gonzalez, delegate: Return from Portland shipyard. Going back to Ready Reserve status; no disputes; paid 10 days lodging for Portland shipyard.

**ASM Steam Rack**— All going well.

**Colorado Voyager**— Visited at Richmond Long Wharf, no disputes.

**Pilot Boats**— Running smoothly at Pier 9; Steve Messenger, delegate.

Also worked in the front office during the month.

William Berger